

# **Appendix D**

## **Class E/Engine Mishaps**

### **Class E Mishaps are:**

- Aviation incidents involving damage to the engine and integral engine components only.
- Regardless of the damage cost.
- The damage is contained or limited to the engine.
- Integral engine components include engine controls, engine mounted accessory gearboxes and engine “plumbing” (for Class E definition only).
- Class E mishaps can be Flight or Ground (can not be Flt-Rel since Flt-Rel mishaps involve NO acft damage and these incidents involve engine damage).
- Class E incidents include engine damage resulting from:
  - Ground Handling.
  - GSE.
  - Loading and unloading.
- Foreign Object Debris (FOD) damage confined to the engine or limited to the internal components (does not include cowling).

### **It is not a Class E Mishaps:**

- If the damage is **not** contained and parts exit the engine or cause other damage or injuries (I.e. airframe, props, rotor system or other non-airframe damage, etc.).
- Report and investigate the mishap according to the appropriate mishap Class.

**NOTE:** FOD mishaps where the engine is the only damage do not normally require a formal mishap investigation. If other circumstances dictate, (CG-1131) may deem it necessary to convene an MAB.

- Do not report FOD damage to engines discovered during scheduled engine teardowns and inspections.
- Damage **IS REPORTABLE** if the teardown or inspection was for suspected FOD damage.