



GCAA

دولة الإمارات العربية المتحدة
الهيئة العامة للطيران المدني
UAE General Civil Aviation Authority

INFORMATION BULLETIN

02/2012

(19 January 2012)

SUBJECT	:	IMMEDIATE NOTIFICATIONS OF ACCIDENTS/SERIOUS INCIDENTS
ORIGINATOR	:	AIR ACCIDENT INVESTIGATION
STATUS	:	INFORMATION AND COMPLIANCE
ADDRESSED TO	:	ALL
DATE	:	Thursday 19th, JANUARY 2012

1. PURPOSE

The purpose of this Information Bulletin (IB) is to advise the concerned bodies/persons of the new procedures of Immediate Notification of air accidents/serious incidents to the GCAA.

2. CANCELLATION

This is the first issue of IB 02/2012 and shall be read in association with IB 01/2010 "Reporting of Safety Incidents (ROSI)", CAAP 22 "Incident Reporting" and CAAP 57 "Voluntary Occurrence Reporting System".

3. REFERENCES

- Civil Aviation Law No 20 of 1991, Chapter 7- "Aircraft Accidents".
- Civil Aviation Regulations, PART IV CAR-OPS 1.420 (c) (1)and (2), and CAR-OPS 3.420 (c) (1) and (2)- "Occurrence Reporting"
- Civil Aviation Regulations, Part VI, Chapter 3- "Aircraft Accident and Incident Investigation".
- ICAO Annex 13- "Aircraft Accident and Incident Investigation".

4. DEFINITIONS

For the purpose of this IB, the following definitions apply:

- *Accident*- as defined in Appendix A and the related guidance in Appendix C to this IB.
- *Duty Investigator (DI)*- The AAI investigator who is assigned to be on 24/7 readiness during his rostered duty.

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Our Vision: A leading, safe, secure, and sustainable civil aviation system



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- **Hotline No. 971 50 641 4667**- The 24/7 GCAA's contact number dedicated for notifications of occurrences to GCAA/Air Accident Investigation.
- **Immediate Notification**- Means calling the Hotline as soon as an accident/serious incident comes to the knowledge of the person.
- **Serious Incident**- as defined in Appendix A and the related guidance in Appendix C to this IB.

5. APPLICABILITY

The information contained in this IB is applicable to all bodies/persons who know about an occurrence of air accident/serious incident. The organizations listed hereunder are, at least, the bodies that are required to properly disseminate the information contained herein to their concerned departments and personnel.

- Air Operators.
- Pilots in command.
- ATC units.
- Approved maintenance organizations.
- Airports.
- Local civil aviation departments.
- Others such as police authorities, eyewitnesses, etc.

6. IMMEDIATE NOTIFICATION PROCEDURE

Effective 22nd November 2011, the Duty Inspector 24/7 number +971 50 641 4667 is on the possession of the Air Accident Investigator (AAI) Department. The number will be re-named to become "**Notification Hotline No. +971 50 641 4667**" which will stay to serve the same purpose of immediate notifications of accidents/serious incidents.

The on-duty investigator will answer the calls, obtain the necessary initial information and process it internally according to pre-defined procedure.

As an improvement to the system, the GCAA is in the process of launching a program aiming to establish a reference that contains well-defined classification of occurrences, hence "*Accident*" or "*Serious Incident*" could be figured out amongst the various occurrences.

The outlines of the program are:

- preparing guidance material(s) on the occurrence classification criteria.
- Promoting through visits to the various organisations who have roles in immediate notifications.
- Conducting tabletop exercises to assure the effectiveness of the program.
- Improving the GCAA's website homepage to display the Hotline Number at a glance.





In the meantime, and until the new program is launched, the concerned bodies/persons are advised to refer to the broad definitions of accident/serious incident as shown in Appendix A as well as to the relevant sample of serious incidents listed in Appendix B.

The GCAA urges all the concerned bodies to understand the broad definitions in an inclusive manner and hence to count the ambiguously classified occurrence into the higher class.

This IB shall not exempt the organisation from the responsibility of ROSI as prescribed in CAAP 22.

7. APPENDICES

The appendices to this IB are extracts from Annex 13 to the Convention on Civil Aviation.

- APPENDIX A- Definitions of Accident and Serious Incident.
- APPENDIX B- List of Examples of Serious Incidents
- APPENDIX C- Guidance for the Determination of Aircraft Damage


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APPENDIX A- DEFINITIONS OF ACCIDENT AND SERIOUS INCIDENT

NOTE- the definitions listed hereunder are in consistence with the definitions listed in CAAP 57.

Accident

An occurrence associated with the operation of an aircraft which, in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time as it comes to rest at the end of the flight and the primary propulsion system is shut down, in which:

- (a) a person is fatally or seriously injured as a result of:
- being in the aircraft, or
 - direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or
 - direct exposure to jet blast,

except when the injuries are from natural causes, self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew; or

- (c) the aircraft sustains damage or structural failure which:
- adversely affects the structural strength, performance or flight characteristics of the aircraft, and
 - would normally require major repair or replacement of the affected component,

except for engine failure or damage, when the damage is limited to a single engine, (including its cowlings or accessories), to propellers, wing tips, antennas, probes, vanes, tires, brakes, wheels, fairings, panels, landing gear doors, windscreens, the aircraft skin (such as small dents or puncture holes), or for minor damages to main rotor blades, tail rotor blades, landing gear, and those resulting from hail or bird strike (including holes in the radome); or

- (e) the aircraft is missing or is completely inaccessible.

Serious incident

An incident involving circumstances indicating that there was a high probability of an accident and associated with the operation of an aircraft which, in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time as it comes to rest at the end of the flight and the primary propulsion system is shut down.

APPENDIX B- LIST OF EXAMPLES OF SERIOUS INCIDENTS





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NOTE- The incidents listed are typical examples of incidents that are likely to be serious incidents. The list is not exhaustive and only serves as guidance to the definition of serious incident.

- Near collisions requiring an avoidance manoeuvre to avoid a collision or an unsafe situation or when an avoidance action would have been appropriate.
- Controlled flight into terrain only marginally avoided.
- Aborted take-offs on a closed or engaged runway, on a taxiway or unassigned runway.
- Take-offs from a closed or engaged runway, from a taxiway or unassigned runway.
- Landings or attempted landings on a closed or engaged runway, on a taxiway or unassigned runway.
- Gross failures to achieve predicted performance during take-off or initial climb.
- Fires and smoke in the passenger compartment, in cargo compartments or engine fires, even though such fires were extinguished by the use of extinguishing agents.
- Events requiring the emergency use of oxygen by the flight crew.
- Aircraft structural failures or engine disintegrations, including uncontained turbine engine failures, not classified as an accident.
- Multiple malfunctions of one or more aircraft systems seriously affecting the operation of the aircraft.
- Flight crew incapacitation in flight.
- Fuel quantity requiring the declaration of an emergency by the pilot.
- Runway incursions classified with severity A. The *Manual on the Prevention of Runway Incursions* (Doc 9870) contains information on the severity classifications.
- Take-off or landing incidents. Incidents such as under-shooting, overrunning or running off the side of runways.
- System failures, weather phenomena, operations outside the approved flight envelope or other occurrences which could have caused difficulties controlling the aircraft.
- Failures of more than one system in a redundancy system mandatory for flight guidance and navigation.





APPENDIX C- GUIDANCE FOR THE DETERMINATION OF AIRCRAFT DAMAGE

1. If an engine separates from an aircraft, the event is categorized as an accident even if damage is confined to the engine.
2. A loss of engine cowls (fan or core) or reverser components which does not result in further damage to the aircraft is not considered an accident.
3. Occurrences where compressor or turbine blades or other engine internal components are ejected through the engine tail pipe are not considered an accident.
4. A collapsed or missing radome is not considered an accident unless there is related substantial damage in other structures or systems.
5. Missing flap, slat and other lift augmenting devices, winglets, etc., that are permitted for dispatch under the configuration deviation list (CDL) are not considered to be an accident.
6. Retraction of a landing gear leg, or wheels-up landing, resulting in skin abrasion only. If the aircraft can be safely dispatched after minor repairs, or patching, and subsequently undergoes more extensive work to effect a permanent repair, then the occurrence would not be classified as an accident.
7. If the structural damage is such that the aircraft depressurizes, or cannot be pressurized, the occurrence is categorized as an accident.
8. The removal of components for inspection following an occurrence, such as the precautionary removal of an undercarriage leg following a low-speed runway excursion, while involving considerable work, is not considered an accident unless significant damage is found.
9. Occurrences that involve an emergency evacuation are not counted as an accident unless someone receives serious injuries or the aircraft has otherwise sustained significant damage.

Note 1.— Regarding aircraft damage which adversely affects the structural strength, performance or flight characteristics, the aircraft may have landed safely, but cannot be safely dispatched on a further sector without repair.

Note 2.— If the aircraft can be safely dispatched after minor repairs and subsequently undergoes more extensive work to effect a permanent repair, then the occurrence would not be classified as an accident. Likewise, if the aircraft can be dispatched under the CDL with the affected component removed, missing or inoperative, the repair would not be considered as a major repair and consequently the occurrence would not be considered an accident.

Note 3.— The cost of repairs, or estimated loss, such as provided by insurance companies may provide an indication of the damage sustained but should not be used as the sole guide as to whether the damage is sufficient to count the occurrence as an accident. Likewise, an aircraft may be considered a "hull loss" because it is uneconomic to repair, without it having incurred sufficient damage to be classified as an accident.

