


<p>SOUTH AFRICAN</p>  <p>CIVIL AVIATION AUTHORITY</p>	<p align="center">REPUBLIC OF SOUTH AFRICA</p> <p align="center">CIVIL AVIATION AUTHORITY</p> <p align="center">AERONAUTICAL INFORMATION CIRCULAR</p>	<p>CAA Private Bag x 73 Halfway House 1685</p>
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OPERATION OF AIRCRAFT

ACCIDENT/INCIDENT INVESTIGATIONS

REPORTABLE ACCIDENTS AND INCIDENTS

- ✦ Indicates changes.
- ✦ This AIC 23.1 replaces AIC 23.1 dated 99-10-15.

Due to the increasing number of aircraft accidents/incidents, which **are not** reported, the CAA would like to emphasize the importance of reporting **ALL** aircraft accidents/incidents in terms of RSA Legislation and also ICAO Requirements.

1. (a) RSA LEGISLATION

The Civil Aviation Regulations (CARS) of 1997, Part 12.9, Regulation 12.02.1, 12.02.2 and 12.02.3 has reference:

Notification of accidents
12.02.1

- (1) The pilot-in-command of an aircraft involved in an accident within the Republic, or if he or she is killed or incapacitated, a flight crew member, or if there are no surviving flight crew members or if they are incapacitated, the operator or owner, as the case may be, shall, as soon as possible, notify:-
 - (a) the Commissioner;
 - (b) an air traffic service unit; or
 - (c) the nearest police station,
 - (d) of such accident.
- (2) If an air traffic service unit or police station is notified of an accident in terms of subregulation (1), such air traffic service unit or police station shall, immediately on receipt of the notification, notify:-
 - (a) the Commissioner; and
 - (b) where such accident occurs on an aerodrome, the aerodrome manager.

Notification of incidents
12.02.2

- (1) The pilot-in-command, and any other flight crew member, operator or owner, as the case may be, of an aircraft involved in an incident, other than an air traffic service incident, within the Republic, shall, as soon as possible, notify:-
 - (a) the Commissioner; or
 - (b) an air traffic service unit, of such incident.

- (2) If an air traffic service unit is notified of an incident in terms of sub-regulation (1), such air traffic service unit shall, immediately on receipt of the notification, notify:-
- (a) the Commissioner; and
 - (b) where such incident occurs on an aerodrome, the aerodrome manager.
- (3) The pilot-in-command, any other flight crew member, operator or owner, as the case may be, of an aircraft involved in an air traffic service incident within the Republic, or any air traffic service personnel witnessing an air traffic service incident, shall, as soon as possible, notify an air traffic service unit of such air traffic service incident, and such air traffic service unit shall immediately on receipt of the notification, notify the Commissioner in the appropriate form as prescribed in Document SA-CATS-ACCID AND INCID.

Notification of accidents or incidents outside Republic

12.02.3

The pilot-in-command of a South African registered aircraft involved in an accident or incident outside the Republic, or if he or she is killed or incapacitated, a flight crew member, or if there are no surviving flight crew members, or if they are incapacitated, the operator or owner, as the case may be, shall as soon as possible, notify:-

- (a) the appropriate authority in the State or territory where the accident or incident occurred, directly or through any air traffic service unit; and
- (b) the Commissioner of Civil Aviation of such accident or incident.

(b) ICAO REQUIREMENTS

NOTIFICATION

Note: Attached is a notification and reporting checklist as required by ICAO:

ACCIDENTS OR SERIOUS INCIDENTS IN THE TERRITORY OF A CONTRACTING STATE TO AIRCRAFT OF ANOTHER CONTRACTING STATE

RESPONSIBILITY OF THE STATE OF OCCURRENCE

Forwarding

The State of Occurrence shall forward a notification of an accident or serious incident with a minimum of delay and by the most suitable and quickest means available to:

- (a) the State of Registry;
- (b) the State of the Operator;
- (c) the State of Design;
- (d) the State of Manufacture; and
- (e) the International Civil Aviation Organization, when the aircraft involved is of a maximum mass of over 2 250 kg.

However, when the State of Occurrence is not aware of a serious incident, the State of Registry or the State of the Operator, as appropriate, shall forward a notification of such an incident to the State of Design, the State of Manufacture and the State of Occurrence.

Content

- 4.2 The notification shall be in plain language and contain as much of the following information as is readily available:

Note: For Accidents, the identifying abbreviation ACCID may be used and for Serious Incidents, the identifying abbreviation INCID may be used.

- (a) Manufacturer, Model, Nationality, Registration Marks and Serial Number of the Aircraft;

- (b) Name of Owner, Operator and Hirer, if any, of the aircraft;
- (c) Name of the Pilot-in-Command;
- (d) Date and Time (Local time or UTC) of the Accident or Serious Incident;
- (e) Last point of Departure and Next Point of Intended Landing of the aircraft;
- (f) Position of the aircraft with reference to some easily defined Geographical Point and where possible the Latitude and Longitude;
- (g) Number of Crew and Passengers; aboard, killed and seriously injured; others, killed and seriously injured;
- (h) Nature of the Accident or Serious Incident and the Extent of Damage to the aircraft so far as is known;
- (i) Physical Characteristics of the Accident or Serious Incident Area.

2. **LIST OF EXAMPLES OF SERIOUS INCIDENTS**

SERIOUS INCIDENT

An incident involving circumstances indicating that an accident nearly occurred.

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 maneuver 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.
- Take-offs from a closed or engaged runway with marginal separation from obstacle(s).
- Landings or attempted landings on a closed or engaged 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 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.
- Incidents such as undershooting, 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.

3. **TYPES OF AIRCRAFT INCIDENTS OF MAIN INTEREST TO ICAO (THE INTERNATIONAL CIVIL AVIATION ORGANISATION) FOR ITS ACCIDENT PREVENTION STUDIES**

REPORTABLE INCIDENTS:

Engine Failure: Failures of more than one engine on the same aircraft and failures which are not confined to the engine, excluding compressor blade and turbine bucket failures.

Fires: Fires which occur in flight including those engine fires which are not contained in the engine.

Terrain and obstacle clearance incidents: Occurrences which result in danger of collision or actual collision with terrain or obstacles.

Flight control and stability problems: Occurrences which have caused difficulties in controlling the aircraft, eg: aircraft system failures, weather phenomena, operation outside the approved flight envelope.

Take-off and landing incidents: Incidents such as undershooting, overrunning, running off the side of runways, wheels-up landing.

Flight crew incapacitation: Inability of any required flight crew member to perform prescribed flight duties as a result of reduced medical fitness. Decompression resulting in emergency descent.

Near collisions and other air traffic incidents: Near collisions and other hazardous air traffic incidents including faulty procedures or equipment failures.

4. **NONE REPORTING OF ACCIDENTS/INCIDENTS; REMOVAL OF WRECKAGE AND FIXING THE AIRCRAFT BEFORE REPORTING THE OCCURRENCE TO THE COMMISSIONER, IS AN OFFENCE.**

5. **GENERAL**

In the case of Operators, all incidents in which there are occurrences outside of the relevant Operations Manual should also be reported.

6. **Website Reference and Fax number where incidents can be reported:**

E-mail address: mail@caa.co.za

or

Fax: 011 545 1466

A handwritten signature in dark ink, appearing to be 'A. B. ...', is written over a rectangular box. Below the box, the text 'COMMISSIONER FOR CIVIL AVIATION' is printed.

COMMISSIONER FOR CIVIL AVIATION