

AERONAUTICAL INFORMATION CIRCULAR P 061/2015

UNITED KINGDOM



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01293-573220 (CAA Safety Data)
0191-203 2329 (Distribution - Communis UK)

Date Of Publication

6 August 2015

Subject

Safety

Cancellation

P 055/2009



DUTY TO REPORT AIRCRAFT ACCIDENTS AND SERIOUS INCIDENTS

1 Introduction

- 1.1 Regulation (EU) No. 996/2010 of the European Parliament and of the Council on the investigation and prevention of accidents and incidents in civil aviation and the Civil Aviation (Investigation of Accidents and Incidents) Regulations 1996 require that a reportable accident or serious incident, occurring in or over the United Kingdom or elsewhere to an aircraft registered in the United Kingdom, should be notified as soon as possible to:
- (a) the Chief Inspector, Air Accidents Investigation Branch (AAIB), Department for Transport:
 - Tel: 01252-512299 (available 24 hours);
 - investigations@aaib.gov.uk
 - AFPEX: EGGCYLYX.
 - (b) a police officer for the area where the accident occurs giving details of its location
- Note:** The Civil Aviation Authority should also be notified of any event, not being an accident or serious incident, by which the safety of an aircraft or any persons is threatened (See CAP 382: The Mandatory Occurrence Reporting Scheme - Information and Guidance).
- 1.2 Notification is the responsibility of the commander of the aircraft involved at the time of the accident, or if he is killed or incapacitated then the operator of the aircraft. In addition, where the accident occurs on or adjacent to an aerodrome the aerodrome authority must also give such notice.
- 1.3 'Accident' means 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 and until such time all 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 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 injuries are to stowaways hiding outside the areas normally available in flight to the passengers and crew; or
 - (b) 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); or
 - damage to propellers, wing tips, antennas, probes, vanes, tyres, brakes, wheels, fairings, panels, landing gear doors, windcreens, the aircraft skin (such as small dents or puncture holes); or
 - minor damage to main rotor blades, tail rotor blades, landing gear; or
 - damage from hail or bird strike (including holes in the radome); or
 - (c) the aircraft is missing or is completely inaccessible.

2 Notification

- 2.1 Notification to the Chief Inspector of Air Accidents should have the identified abbreviation ACCID or INCID and state the following:
- (a) aircraft type, model, nationality and registration;

- (b) name of the owner, the operator and the hirer, if any;
- (c) name of the commander;
- (d) date and time (UTC) of the accident or serious incident;
- (e) last point of departure and next point of intended landing;
- (f) location of the accident or serious incident;
- (g) numbers of crew and passengers on board at the time of the accident or serious incident, the number of crew and passengers killed or seriously injured as a result of the accident and the number of other persons killed or seriously injured elsewhere than on the aircraft; and
- (h) the nature of the accident or serious incident and brief particulars of the damage to the aircraft.

Note: As much of this information as is immediately available should be sent to the AAIB by the quickest means available.

3 Preservation of Evidence

- 3.1 If the accident has taken place in or over the UK the wreckage of the aircraft may not be removed or interfered with, nor should any unauthorised person be allowed access to it without authority, except as may be necessary for the extrication of persons or animals, removal of any mails, the prevention of damage or destruction by fire or water, or danger of obstruction to the public or to air navigation, or to other transport. An authorised person means any person authorised by the Secretary of State (the AAIB) either generally or specially to have access to any aircraft involved in an accident, and includes police officers and officers of HM Customs and Excise.

4 Further Information

- 4.1 Any of the above information that is not immediately available should be sent as soon as is practicable to:

Chief Inspector of Air Accidents
Air Accidents Investigation Branch
Department for Transport
Berkshire Copse Road
Aldershot
Hants
GU11 2HH

Email: enquiries@aaib.gov.uk

- 4.2 The Chief Inspector can also require the operator, commander or hirer of the aircraft to provide such information as is in his possession or control (with respect to the accident or serious incident) in such form and within such time as he may specify.