



ADVISORY CIRCULAR

No. : AC 2201-1
Date : 1st Feb. 2007

SUBJECT: Mandatory Occurrence Notification and Information.

General

Civil Aviation Authority Advisory Circulars contain information about standards, practices, and procedures that the Director has found to be an Acceptable Means of Compliance (AMC) with the associated rule.

An AMC is not intended to be the only means of compliance with a rule, and consideration will be given to other methods of compliance that may be presented to the Director. When new standards, practices, or procedures are found to be acceptable they will be added to the appropriate Advisory Circular.

Purpose

This AC provides information and methods acceptable to the Authority for showing compliance with the submission of occurrence notification and information required under Part 2201 – *Aircraft Accident Investigation*.

Related Rules

- (1) Jordan Civil Aviation Regulations (JCAR) Part 2201.
- (2) ICAO Annex 13.

Change Notice

Nil — first issue.

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Civil Aviation Authority**

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Section 1 — JCAR Part 2201 compliance

Note: Rules requiring compliance guidance are included in this section.

Subpart B – Notification and Reporting, and Preservation of aircraft wreckage, mail, cargo, and records

2201.25 Immediate notification

This rule requires accidents to be notified to the Authority as soon as practicable.

See Section 2 for methods of contact that are acceptable to the Authority.

Accident definition

The definition of an accident is contained in Part 2201 of the Civil Aviation Regulation and is reproduced below. Persons submitting reports should refer to this definition when deciding whether an occurrence is an accident. If in doubt report it anyway.

“**Accident**” means an occurrence that is associated with the operation of an aircraft and takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked and the engine or any propellers or rotors come to rest, being an occurrence in which:

- (a) A person is fatally or seriously injured as a result of –
 - (i) Being in the aircraft; or
 - (ii) Direct contact with any part of the aircraft, including any part that has become detached from the aircraft; or
 - (iii) Direct exposure to jet blast.Except when the injuries are self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to passengers and crew; or
- (b) The aircraft sustains damage or structural failure which:
 - (i) Adversely affects the structural strength, performance, or flight characteristics of the aircraft; and
 - (ii) Would normally require major repair or replacement of the affected component, except engine failure or damage that is limited to the engine, its cowlings, or accessories, or damage limited to propellers, wing tips, rotors, antennas, tires, brakes, fairings, small dents, or puncture holes in the aircraft skin; or
- (c) The aircraft is missing or is completely inaccessible.

Notification of incident

The quickest way for flight crew to give notification of an airspace incident, facility malfunction incident or bird incident, is by radio to the appropriate air traffic service (ATS) unit. This action will ensure that rapid notification is passed to the Authority. It will also allow the ATS provider to ensure that all records pertaining to the incident are retained should a consequential investigation be required to determine the cause of the incident. This action will also enable the air traffic service unit to initiate a timely corrective action should it be required.

Notification should also be given to the appropriate ATS unit as soon as practicable after the flight for:

- (a) confirming the initial notification of an incident; or
- (b) making the initial notification of an incident if it was not possible to do so by radio.

Note: See Appendix A for examples of 'incidents' and 'serious incidents'.

2201.27 information to be given in the notification

This rule requires occurrence details of accidents/incidents, requested on form 31-19, to be provided to the Authority on that form, or by a means acceptable to the Authority.

Defect incidents may be reported on Defect Report form 31-19D.

See Section 2 for contact methods that are acceptable to the Authority.

2201.33 Reports and statement to be filled

This rule requires details of an accident/incident to be submitted to authority within 10 days of the accident/incident on means acceptable to the Authority.

Subpart C – Accident and Incident Investigation Rules

2201.47 Request to withhold information

If a person requests confidentiality when notifying and providing details of an incident, the Authority will remove any information that might reveal the identity of that person before processing the information in the data system. Persons requesting confidentiality must accept that confidentiality might inhibit effective investigation. However, the Authority would rather have a confidential submission than have no submission. See Section 2 for confidential address details.

Section 2 — Channels of communication

Accident and Serious Incident notification

The acceptable means of Accident and Serious Incident notification to the Authority is by:

- ❖ Phone: +962 - 6 - 489 3576 or +962 - 6 - 489 2282 ext. 3410 / 3480 / 3452 / 3665 during normal working hours; or
- ❖ Mob. : +962 - 9 - 670 2224 at any time; or
Mob. : +962 - 7 - 777 2234 at any time; or
- ❖ FAX: +962 - 6 - 487 5105; or
- ❖ P.O.BOX: 7547 Amman-Jordan (Aircraft Accident Investigation Unit)
- ❖ Telex: 21325 CIVAIR JO

Incident notification

The means of notification direct to the Authority is as follows:

- ❖ FAX: +962 - 6 - 487 4710
- ❖ Phone: +962 - 6 - 488 7042 or 489 2282 ext. 3665 during normal working hours.

Confidential address

If a reporter wishes to submit a confidential notification or incident details, the submission should be clearly annotated **CONFIDENTIAL** and addressed to—

Director of Aircraft Accident Investigation Unit

FAX: + 962 - 6 - 487 5105

or

Phone: + 962 - 6 - 489 3576 during normal working hours.

Section 3 — Background information

CAA's Responsibilities

The CAA has established a central unit for receipt, processing, and storage of accident and incident notifications and the details submitted in accordance with Part 2201. The unit's main responsibilities are:

- (a) Receiving all accident and incident notifications and details.
- (b) Notify Aircraft Accident Investigation Unit (AAIU) of accidents and incidents in accordance with article 139 of the Law 50 of 1985.
- (c) Evaluation of all notified and detailed occurrences to identify those considered to warrant direct Authority follow-up action and to direct such submissions to the appropriate Authority section for action. Such submissions are classified as open.
- (d) Coding and recording of all accidents and incidents in a computer data store.
- (e) Continuously monitoring all incoming data for significant aspects and trends, using previously stored data when appropriate and alerting the appropriate CAA section and the aviation industry when necessary.
- (f) Coordinating and monitoring the progress of CAA follow-up on open occurrences.
- (g) Disseminating the basic information or a summary of the information contained in the submissions.
- (h) Carrying out searches of the stored data in response to requests from within the Authority or appropriate sections of the aviation industry and preparing reports arising from such searches.
- (i) Providing statistics and conducting analyses of the incident data in order to establish trends and to determine when corrective action is desirable.
- (j) Drawing attention to the lessons learned from searches and analysis of the data through appropriate publications.

Occurrence information collection objectives

The objective of occurrence information collection is to improve the level of flight safety from the lessons learned during subsequent follow-up action on submitted information. Also, safety is enhanced by promptly alerting those organizations associated with the operation, servicing and

manufacture of aircraft or equipment, for which information has been submitted.

The overall objective of the CAA is to use the notified and detailed information to improve the level of flight safety.

Confidentiality of Identity

It is fundamental to the objective of the Mandatory Occurrence Information System that the substance of the reports be disseminated in the interest of flight safety. Nevertheless, the name of the person submitting the report, or of a person to whom it relates, will not be disclosed unless:

- ❖ disclosure is required by law; or
- ❖ the person concerned authorizes disclosure.

The Authority will take all reasonable steps to avoid disclosing the identity of the reporter, and those individuals involved in the reported occurrence should any flight safety follow-up action arising from a report is necessary.

Prosecution immunity

Civil Aviation Regulation 2201.43 (b) states that the Authority shall not use or make available for the purpose of prosecution investigation or for prosecution action any information submitted to it by a person under Part 2201 unless:

- (1) the information reveals an act or omission that caused unnecessary danger to any other person or to any property; or
- (2) false information is submitted; or
- (3) the Authority is obliged to release the information pursuant to a statutory requirement or by order of a Court.

APPENDIX A — Incidents Required to be Notified or Detailed

Introduction

Regulation 2201.33 requires details of an incident to be submitted to the Authority within 10 days of the incident. Informants should note that an incident notified to the Authority under 2201.25 must be followed up by submission of the details to provide the complete information about the incident.

Holders of organization certificates are required to establish procedures and systems for the submission of incidents details.

The CAA encourages the use of industry systems with a responsible person within the organization being nominated to receive all information about incidents. That person will establish which information from individuals, within the organization, meets the criteria for the submission of incident details to the Authority. Correlation of operational and technical aspects, and the provision of any relevant supplementary information, is an important part of such activity.

Individuals are strongly advised, in the interests of safety, to submit details to their employer, except when confidentiality is regarded as essential. However, they may submit details of an incident direct to the Authority in any case.

A manufacturer, maintenance organization, overhaul organization, or repair organization, of aircraft, components, or equipment, is not expected to submit information about an incident to the Authority if the aircraft operator has already done so. The Authority expects operators to advise manufacturers of incidents that have been notified and detailed to the Authority. A manufacturer should submit details of an incident, which they are required to submit, if they know that the operator concerned has not.

Where a repair or maintenance organization is in doubt if an incident should be reported they should submit a report in order to ensure that Part 2201 is complied with.

Any person or organization specified in Part 2201 must submit details about any incident, of which they have knowledge, unless they have good reason to believe that details of the incident have already been, or will be, submitted by someone else.

Definitions

It is important that persons submitting reports keep firmly in mind the definition of an incident when deciding whether to submit information. If in doubt, submit the information anyway.

While Part 2201 provides a definition for an **incident** and a **serious incident** the following examples should assist in determining whether it is necessary to submit a report:

Incident

- a. a defective condition; or
- b. an unsatisfactory behavior; or
- c. a procedure:

which did not immediately affect the safety of aircraft operation, but which if allowed to continue uncorrected or which, if repeated in different, but likely circumstances, would affect the safety of aircraft operations.

Serious incident

Part 2201 requires notification of serious incidents to the Authority. ICAO provides a list of examples of serious incidents. The incidents listed below are typical examples of incidents that are likely to be serious incidents. The list is not exhaustive and only serves as guidance.

- a. near collisions requiring an avoidance manoeuvre to avoid a collision or an unsafe situation or when an avoidance action would have been appropriate.
- b. controlled flight into terrain only marginally avoided.
- c. aborted take-off on a closed or engaged runway.
- d. take-off from a closed or engaged runway with marginal separation from obstacles.
- e. landing or attempted landings on a closed or engaged runway.
- f. gross failure to achieve predicted performance during take-off or climb.
- g. fires and smoke in the passenger compartment, in cargo compartments, or engine fires, even though the fires were extinguished by the use of extinguishing agents.
- h. events requiring the emergency use of oxygen by the flight crew.

- i. aircraft structural failures or engine disintegrations not classified as an accident.
- j. multiple malfunctions of one or more aircraft systems seriously affecting the operation of the aircraft.
- k. flight crew incapacitation in flight.
- l. fuel quantity requiring the declaration of an emergency by the pilot.
- m. take-off or landing incidents such as undershooting, overrunning, or running off the edges of runways.
- n. system failures, weather phenomena, operations outside the approved envelope or other occurrences which could have caused difficulties controlling the aircraft.
- o. failures of more than one system, in a redundant system mandatory for flight guidance and navigation.

Guidance for reporting

Listed below are examples of other types of incidents, by each class of incident that are considered to meet the criteria for the submission of a notification and details. Although covering a wide range of items, this list is not exhaustive.

You may like to rearrange these incident groups, in your manuals, to suit your own methods.

Airspace incidents

Air traffic control service personnel impairment

Impairment of any personnel of an air traffic service unit when, as a consequence, an aircraft was, or could have been, exposed to hazard.

Air traffic control services incidents

- a. Provision of incorrect altimeter setting.
- b. Failure or inadequacy of prescribed let-down procedures.
- c. Misidentification of aircraft by a radar operator.
- d. Incorrect transmission, receipt or interpretation of significant messages.
- e. Less separation between aircraft than that prescribed for the situation.
- f. Unauthorized infringement of any form of designated airspace.

Flight crew interpretation of information and instructions incidents

- a. Incorrect setting of an SSR code.
- b. Incorrect setting of an altimeter sub-scale.
- c. Flight at a level, or on a route, different from that allocated.
- d. Flight outside the applicable position and altitude tolerances for operation in RNP and RVSM airspace.
- e. Incorrect receipt, or interpretation, of significant radiotelephone messages.

Airborne Collision Avoidance System (ACAS/TCAS)

- a. Traffic alert
- b. Resolution advisory

Bird incidents

- a. A collision between an aircraft and one or more birds.
- b. One or more birds pass the aircraft inside the wing span.
- c. One or more birds pass sufficiently close to an aircraft in flight to cause alarm to the pilot.

Defect incidents***Damage to aircraft structure incidents***

- a. Damage to any primary structure, or any damage to secondary structure, that consequently created a hazard or could have created a hazard to the aircraft, unless it is minor accidental damage readily evident and notified to the aircraft operator at the time it occurred.
- b. Damage or deterioration found as a result of a special inspection or check. For example an Airworthiness Directive.
- c. Separation from the aircraft, in flight, of any part of the aircraft.
- d. Significant defects or damage found as a result of a heavy landing, or turbulence, check.
- e. Significant deterioration, defects, or damage found during routine maintenance, being of a nature or type not normally expected to arise from normal service operation.

Any damage to aircraft structure that has not been reported as an accident should be reported — this refers to damage found in flight or on the

ground resulting from in-service deterioration, such as cracks, corrosion, permanent deformation, and the like.

Substantial damage which occurs between the time any person boards an aircraft with the intention of flight and such time as all persons have disembarked, and the engine, or any propellers or rotors, come to rest, **is to be notified and reported as an accident.**

Aircraft systems incidents

- a. Any failure, significant malfunction, or deterioration of any items, or systems, or equipment, found as a result of a special mandatory inspection or check. For example, manufacturer's alerts, Service Bulletins, Airworthiness Directives, and the like.
- b. Significant defects, deterioration, or damage, to system components, found during routine maintenance or repair, of a nature or type not normally expected to arise from normal service operation.
- c. System or component failures, or significant malfunctions, identified by routine testing and inspection procedures, either on the aircraft or in the workshops. For example, defects causing, or likely to cause, failure of an actuating system for flaps, spoilers, drag devices, landing gear, brakes, and the like.
- d. Failure, or malfunction, of any item, not normally considered as reportable, where the circumstances of the failure, or its association with other failures, introduces an element of hazard. For example, furnishings and equipment, water systems, and items included in an allowable deficiency or minimum equipment list.

In-service defect incidents

- a. Failure or malfunction of engines
- b. Loss or shutdown of any engine.
- c. Inability to shut down an engine, or to control power, thrust or RPM, by use of normal procedures.
- d. Significant over speed or runaway of engines, propellers, APU, rotors, or other high speed components.
- e. Uncontained failure of any high speed rotating components.
- f. Failure or malfunction of aircraft systems and equipment.
- g. Any loss, significant malfunction or out of tolerance operation of one main system, subsystem, or set of equipment. For example, hydraulic power, flight control system, electrical power, air systems, ice

protection, communication systems, navigation systems and instruments, warning systems and devices, brake systems, wheels or tires, or both, on each landing gear when:

- i) it occurs at a critical phase or time, for example V_1 ;
 - ii) exceptional circumstances exist or unforeseen consequences arise. For example, uncontained failure, fire, and the like;
 - iii) relevant back-up systems, sub-systems, or equipment do not perform satisfactorily.
- h. Significant asymmetry of flaps, slats, spoilers, and the like.
- i. Limitations of movement, stiffness, or poor or delayed response, in the operation of the primary flight control systems or their associated tab and lock systems.
- j. Loss, or malfunction, of any rotorcraft auto stabilizer mode.
- k. Inability to achieve the intended aircraft configuration for any flight phase.
- l. Malfunction of any indication or navigation systems when the possibility of significantly misleading indication to the crew results.
- m. Operation of any primary warning system associated with aircraft systems or equipment when:
- i) it is clearly evident to the crew that the indication is false; or
 - ii) the indication is confirmed as false after landing.
- For example, fire or smoke warning, door warning, and the like.
- n. Operation of any other primary warning system associated with manoeuvring of the aircraft when:
- i) it is clearly evident to the crew that the indication is false; or
 - ii) the indication is confirmed as false after landing.
- o. For example, stall warning (stick shake), stall protection (stick push), over-speed warning, and the like.
- p. Reversion to manual control of powered primary controls, other than for training or test purposes.
- q. Failure of ice-protection equipment, or build up of ice on the aircraft beyond the capability of the ice-protection system.
- r. Critical AC, or DC, power system or electrical component failure.

- s. Loss of cabin pressurization.
- t. Contamination of the cabin, cockpit, or baggage compartment.

Dangerous goods incidents

- a. Escape of smoke, or flames, from the container or package in which the dangerous goods are contained.
- b. Breakage of the container, or package, in which the dangerous goods are contained.
- c. The escape of dangerous goods from the container or package in which they are contained.
- d. Leakage of fluid, or radiation, from the container or package in which the dangerous goods are contained.
- e. Incorrect labeling or packaging of dangerous goods.
- f. Incorrect loading of dangerous goods in the aircraft.

Facility malfunction incidents

Total failure, significant malfunction or out-of-tolerance operation of any aeronautical telecommunication or navigational aid facility.

Aircraft incident

Note: Substantial damage that occurs between the time any person boards an aircraft with the intention of flight and such time as all persons have disembarked, and the engine, or any propellers or rotors, come to rest, should be notified and reported as an accident.

Injury to a person

Any significant injury to any person; which directly results from the operation of the aircraft or its equipment but which is not considered to be an accident.

Impairment of the capacity of a crew member to undertake the function to which their license or responsibilities relate:

- a. Impairment of any flight crew member, including any occurrence prior to departure if it is considered that it could have resulted in incapacitation during flight
- b. Impairment of any flight attendant that renders the person incapable of performing essential emergency duties.

The use of any procedure taken for the purpose of overcoming an emergency

- a. The use of emergency equipment, or prescribed emergency procedures, in order to deal with a situation, whether in flight or on the ground.
- b. The use of any non-standard procedure, adopted by the flight crew, to deal with an emergency.
- c. The declaration of an emergency.
- d. An emergency, forced, or precautionary, landing.
- e. Failure of any emergency equipment, or procedures, to perform satisfactorily including when being used for training.

Encountering wake turbulence during approach to land, or on climb after take-off

Failure or malfunction of engines

Loss, shutdown, or significant malfunction, of any engine when:

- a. standard operating procedures, drills, and such like, are not satisfactorily accomplished; or
- b. a hazardous situation arises, or might have arisen, from the decisions or actions of the crew subsequent to the malfunction or failure.

Failure or malfunction of aircraft systems and equipment

Any loss or significant malfunction of one main system, sub-system, or set of equipment when:

- a. standard operating procedures, drills, and the like, are not satisfactorily accomplished; or
- b. a hazardous situation arises, or might have arisen, from the decisions or actions of the crew subsequent to the malfunction or failure.

For example, hydraulic power, flight control systems, electrical power, air systems, ice protection, communication systems, navigation systems and instruments, warning systems and devices, brake systems, or wheels or tyres on each landing gear.

Incidents affecting all aircraft

- a. Fire or explosion.
- b. Smoke, or toxic or noxious fumes, in the aircraft.

- c. Leakage of fuel that results in a major loss, significant fire hazard, or significant contamination.
- d. Malfunction of the fuel jettisoning system that results in inadvertent loss of a significant quantity of fuel, significant fire hazard, possibly hazardous contamination of aircraft equipment, or inability to jettison.
- e. Fuel system malfunctions having a significant effect on the fuel supply and distribution.
- f. Leakage of hydraulic fluids, oil, or other fluid, which results in a significant fire hazard, or possibly, hazardous contamination.
- g. Inability to re-light, or re-start, a serviceable engine.
- h. Operation of any primary warning system associated with aircraft systems or equipment. For example, fire or smoke warning, door warning, and the like.

Any occurrence arising from the control of an aircraft, in flight, by its flight crew

- a. Abandoned take-off resulting from, or producing, a hazardous, or potentially hazardous, situation. For example, at speeds close to, or over, V_1 .
- b. Go-around resulting from, or producing, a hazardous or potentially hazardous situation.
- c. Heavy landing; a landing deemed to require a *heavy landing check*.
- d. Turbulence encounter; an encounter deemed to require a *turbulence check*.
- e. Lightning strike.
- f. Unintentional significant deviation from intended track, or altitude, caused by procedural systems, equipment defect, or human factor.
- g. Unintentional deviation from intended track, or altitude, outside the applicable RNP or RVSM tolerances caused by procedural systems, equipment defect, or human factor.
- h. Descent below decision height, or minimum descent height, in instrument landing conditions.
- i. Unintentional contact with the ground, including touching down before the runway threshold.
- j. Over-running the ends, or edges, of the runway.
- k. Serious loss of braking action.

- l. Approaching to, or landing on, a wrong runway or aerodrome.
- m. Significant loss of control from any cause.
- n. Occurrence of stall or a *stick push* operation, other than for training or test purposes.
- o. Significant inadvertent reduction in airspeed.
- p. Contact, or near contact requiring avoiding action, with suspended wires or cables.
- q. GPWS/TAWS warning when:
 - i. the aircraft comes into closer proximity to the ground than had been planned or anticipated.
 - ii. the warning is experienced in IMC, or at night, and is established as having been triggered by a high rate of descent (Mode 1).
 - iii. the warning results from failure to select landing gear, or flap, by the appropriate point on approach (Mode 4).
 - iv. any difficulty or hazard arises, or might have arisen, as a result of crew response to the warning. For example, possibly reduced separation from other traffic. This could include warning of any Mode, or Type, that is genuine, nuisance, or false.
 - v. any difficulty or hazard arises, or might have arisen, as a result of crew response to a GPWS/TAWS alert.
- r. Operation of any other primary warning system associated with manoeuvring of the aircraft. For example, stall warning (*stick shake*), stall protection (*stick push*), over speed warning, and similar.
- s. Inadvertent incorrect operation of any controls which resulted in, or could have resulted in, a significant hazard.
- t. An incident, or hazard, which arises as a consequence of any deliberate simulation of failure conditions for training, system checks, or test purposes.
- u. In-flight fuel quantity critically low.

Occurrence arising from the loading or carriage of passengers, cargo, or fuel

- a. Loading of incorrect fuel quantities likely to have a significant effect on aircraft endurance, performance, balance, or structural strength.

- b. Loading of contaminated or incorrect type of, fuel or other essential fluids.
- c. Incorrect loading of passengers, baggage, or cargo, likely to have a significant effect on aircraft weight and balance.
- d. Inadequate securing of cargo containers or substantial items of cargo.
- e. Incorrect stowage of baggage or cargo likely in any way to hazard the aircraft, its equipment or occupants, or to impede emergency evacuation.
- f. Significant contamination of aircraft structure, systems, or equipment arising from the carriage of baggage or cargo.

Additional rotorcraft related incidents

- a. Loss of power margin in flight, when it results in contact with ground, or water, or other object.
- b. Rotor over speed in flight, in excess of the component change limits.
- c. Mast bumping in flight.
- d. Power settling, or settling with power, when it results in surface contact, or in a rate of descent in excess of 1000 feet per minute.
- e. Main or tail rotor strike resulting in damage to the rotor.
- f. Ground resonance requiring corrective action by the pilot.

Security incidents

- a. Unlawful seizure of an aircraft.
- b. An attempted unlawful seizure of an aircraft.
- c. Violence against a person on board an aircraft in flight if that act is likely to, or has the potential to endanger the safety of that aircraft.
- d. Destroying an aircraft in service, or causing damage to such an aircraft, that renders it incapable of flight, or which is likely to endanger its safety in flight.
- e. Placing, or causing to be placed, or attempting to place, on an aircraft in service, by any means whatsoever, a device or substance which is likely:
 - i. to destroy that aircraft; or
 - ii. to cause damage to it that renders it incapable of flight; or

- iii. to cause damage to it that is likely to endanger its safety in flight.
- f. Destroying, or damaging, an aeronautical telecommunication facility, or interfering with its operation.
- g. Unlawfully using any device, substance, or weapon, at an aerodrome to:
 - i. use violence against a person which causes, or is likely to cause serious injury or death; or
 - ii. destroy, or seriously damage, an aerodrome facility, or an aircraft on the aerodrome.
- h. Attempted break-in to a parked aircraft.
- i. Any other unlawful act which affects or could affect the immediate safety of aircraft operations.
- j. Unlawful attempt to take on board an aircraft:
 - i. any firearm; or
 - ii. any ammunition; or
 - iii. any explosive substance or device, or any other injurious substance or device of any kind whatsoever, which could be used to endanger the safety of the aircraft or of persons on board the aircraft; or
 - iv. any other dangerous or offensive weapon, or any dangerous instrument of any kind whatsoever.

Promulgated information incidents

Provision of significantly incorrect, inadequate, or misleading promulgated information in any:

- a. Aeronautical information publication
- b. Map
- c. Chart
- d. Manual
- e. Meteorological information

Aerodrome incidents

- a. Failure or significant malfunction of aerodrome lighting.

- b. Failure or significant malfunction of a visual approach slope indicator system.
- c. Significant deterioration of aerodrome wind indicators, markings, or signs.
- d. Major failure, or significant deterioration, of surfaces in aerodrome manoeuvring areas.
- e. Significant spillage of fuel on aerodrome aprons.
- f. Errors, or inadequacies, in marking of obstructions or hazards on aerodrome manoeuvring areas.
- g. Errors, or inadequacies, in lighting of obstructions or hazards on aerodrome manoeuvring areas or in the vicinity of an aerodrome.
- h. Runways, or taxiways, obstructed by aircraft, vehicles, persons, animals, or foreign objects, resulting in a hazardous or potentially hazardous situation.
- i. Apron blast incidents resulting in significant damage or injury.
- j. Collision between a moving aircraft and any other aircraft, vehicle, person, animal or other ground object.
- k. Aircraft departing from a paved surface which results in, or could have resulted, in a significant hazard.

Other incidents

Any other incident that affects, or if not corrected could affect, the safety of an aircraft, its occupants or any other person, being:

- a. A failure, or malfunction, of ground equipment used for testing or checking aircraft systems and equipment, when the required routine inspection and test procedures did not clearly identify the problem before safe operation of the aircraft could have been affected.
- b. Repetitive events, at an excessive frequency, of a specific type of failure, or malfunction, which in isolation would not be considered to be a reportable incident.
- c. Minor loading errors at a particular aerodrome.
- d. GPWS nuisance warning at a particular aerodrome.
- e. Incorrect assembly of parts, or components, of aircraft, or any ground equipment, where the condition has not been found as a result of inspection and test procedures required for that specific purpose.

Appendix B – Filling in CAA/AAIU Form 31-19

Form 31-19

Form 31-19 is designed to gather detailed information about all accidents and incidents. Some of the information fields on pages 1 and 2 of the form may not be relevant to every incident. When completing the form, **relevance** is the aspect to be kept in mind and when the information requested is clearly **not relevant** it may be omitted. On the other hand you might consider that you have relevant information not asked for. In such cases there should sufficient blank spaces for you to provide the information. If you do run out of space please attach extra pages.

The individual field headings for all items of data are self-explanatory. The form comprises a combination of blank fields for entry of data, and tick-boxes listing alternatives appropriate to each occurrence.

The blue fields on the top of each page of the form are for CAA use.

Evaluation and processing of the data is simplified if the details are typewritten, if that is not possible fill them in with a black ballpoint pen in legible writing or block letters.

Page 1 and 2 of the form contains five blocks of fields and the following tables provide brief advice against each these blocks:

Provide details

Persons required to provide details of an accident / incident should do so by filling in pages 1 and 2 of CAA/AAIU Form 31-19, headed “Occurrence Report”. This report must be submitted to the Authority within 10 days of the occurrence in accordance with 2201.33.

Submit investigation report

In accordance with 2201.95 Certificate Holders are required to submit investigation reports not later than 90 days after the occurrence. These reports should be submitted using pages 3 and 4, headed “Investigation Report”, of CAA/AAIU Form 31-19.

Filling in CAA/AIU Form 31-19 – pages 1 & 2

Table 1. First block on page 1

Data field	Filling advice
Date of occurrence	Use the format day/month/year. Make sure you have it right if you use UTC time!
Time	Fill the time box and then tick the appropriate box as Jordan night time (JONT) or Jordan daylight time (JODT) or Co-coordinated universal time (UTC).
Location	Do not use abbreviations or Designators Plain text in relationship to a city, town, settlement, or the like. An example would be 10 nm south of Qatraneh. Avoid using place names that will not easily be recognized by persons from outside the local area.
Aircraft manufacturer and model	You will find this in the aircraft flight manual.
Operator	This is the holder of the aircraft certificate of registration or the pilot's employer; usually it is the person that authorized the flight.
Client ID	If you know it, fill it, otherwise leave it blank as the CAA will fill it.
Remaining boxes	Are only required to be filled in as details of accidents and airspace incidents.

Table 2. Block headed *Operational Details* on page 1

Data field	Filling advice
	This block is for accidents and in-flight incidents when relevant.
Flight No./Call sign	This is usually applicable to an airline operation.
Altitude	Fill the box with numerals then tick the appropriate above ground level (AGL) or above sea level (ASL) or flight level (FL).
Runway used	Use the two-digit runway designator, if relevant.
Departure point	This is usually an aerodrome listed in the AIP but, if not, define it best you can.
Destination point	As for departure point above.
Nearest reporting point (NRP)	These are designated NRP promulgated in the AIP and associated charts.
Distance and bearing from NRP	The first box is distance in nautical miles (nm), and the second box is degrees magnetic. Complete for all operational occurrences including Bird Incidents
The next 4 boxes	Tick the appropriate flight rules being operated, VFR or IFR, followed by the flight conditions at the time of the occurrence, VMC or IMC.
Nature of flight	The two boxes referring to scheduled or non-scheduled are relevant to air transport operations only, while the boxes referring to domestic, international, and ETOPS could be relevant to any type of operation. The remaining boxes are self explanatory, but note that there is an other (specify) box should you not be able to find the type of flight in the detailed boxes.

Table 3. Block headed *Description of Occurrence* on page 1

Data field	Filling advice
Description of occurrence	This is a narrative field for you to fill, in plain English or Arabic, giving as full a description as possible. See the note under the box to use a separate piece of paper if needed. Don't be tardy.
Pilot in command's name	Fill in the given names, in full, followed by the surname of the pilot in command, if known to the submitter.
License number	This is the pilot's license number.
Pilot flight hours in last 90 days	If known to the submitter.
Flight hours on type	If known to the submitter. Type means aircraft type.
Total flight hours	If known to the submitter.
Last checked	If known to the submitter. Place a tick in the relevant box.
By - name	If known to the submitter. This is the name of the person who conducted the check flight you ticked in the previous box.
Date checked	If known to the submitter. This is the date of the flight check you ticked in the box above.
Check pilot's ID	If known to the submitter. If you don't know, leave it blank as the CAA will fill this information.

Table 4. Block headed *Type of Occurrence* on page 2

Data field	Filling advice
Accident/incident	This block provides you with a choice of descriptors for you to tick the relevant field or fields and has another field called other (specify) if the descriptors do not fit the circumstances.
Airspace Incident	<p>The first field, Airspace ID - eg TMA, is the airspace designation as promulgated in the AIP and associated charts.</p> <p>The remaining fields provide you with a choice of descriptors for you to tick the relevant field or fields and has another field called <i>other (specify)</i> if the descriptors do not fit the circumstances.</p>
Facility malfunction	<p>Facility ID, Name, and Facility Type, are promulgated in the AIP and associated charts and the type such as NDB, VOR, and the like.</p> <p>The remaining fields provide you with a choice of descriptors for you to tick the relevant field or fields and has another field called other (specify) if the descriptors do not fit the circumstances.</p>
Aerodrome occ.	This block of fields provides you with a choice of descriptors for you to tick the relevant field or fields and has another field called other (specify) if the descriptors do not fit the circumstances.
Dangerous goods	<p>This block of fields provides you with a choice of descriptors for you to tick the relevant field or fields and has another field called other (specify) if the descriptors do not fit the circumstances.</p> <p>The field labeled miss/non-declaration means an article or substance classified as dangerous goods miss-declared or not declared at all.</p>
Bird Hazard	The fields are self explanatory, though you may have problems in identifying the species. If this is the case describe the bird if possible.
Aircraft defect/engineering details	As the title suggests these fields are filled by a maintenance organization. The terminology used in the fields should be familiar to the persons filling out the fields. If you do not know the client ID leave it blank as the CAA will fill it.

Cont. Table 4.

Data field	Filling advice
Engineering Description of Incident	This is a narrative, filled out by a maintenance organization.

Table 5. Block headed *Submitter's Details*

Data field	Filling advice
All	These fields are self-explanatory but, again, if you do not know your client ID leave it blank as the CAA will fill it.

Filling in CAA/AAIU Form 31-19 – pages 3 & 4 (Investigation Report)

The blue fields at the top of the page are for CAA use.

The following table provides brief advice on the information required in each field.

Data field	Filling advice
Finding No	This is the number assigned to the finding by the CAA. No submitter action required.
File Number	This is the number assigned to the file by the CAA. No submitter action required.
Date and time of Occurrence	This is must be the same as the initial notification details submitted on the original method of communication.
Location	The geographical location where the occurrence happened or where it was identified.
Aircraft manufacturer and model	The popular name of the aircraft and model.
Aircraft registration JY-	The Registration mark of an aircraft involved (if applicable).
Finding attributed to: name	The name of the involved client whether an organization or person.
Client ID	The license or approval number of the organization or person.
Aviation document	The rule part or regulation under which the aviation document affected by the finding was issued.
JCAR Reference	The specific Civil Aviation Rule, Regulation, or suchlike on which the finding is based. This must be completed for all non-compliance and non-conformance.
Manual Reference	The client's manual, and sub-reference, against which the finding is made. This must be completed for all noncompliance and non-conformance.

Data field	Filling advice
Non-compliance	A failure by a person or organization to comply with Civil Aviation legislation, a Civil Aviation Rule or a condition attached to an Aviation Document. Tick if applicable.
Non-conformance	A failure by a person or organization to conform with a provision of any document forming in whole or in part the agreed standards or condition on which the issue and continuance of an Aviation Document depends. Tick if applicable.
Observation	Something the investigator wishes to comment on that will be helpful to the organization or individual. Tick if applicable.
Safety Related Concern	A finding relating to a practice or concern that cannot be related to legislation or a standard. Tick if applicable.
Critical	An occurrence or deficiency that caused, or on its own had the potential to cause, loss of life or limb. Tick if applicable.
Major	An occurrence or deficiency involving a major system that caused, or had the potential to cause, significant problems to the function or effectiveness of that system. Tick if applicable.
Minor	An isolated occurrence or deficiency not indicative of a significant system problem. Tick if applicable.
Description	Enter a concise but accurate description of the problem, include as appropriate, any references to approved data, maintenance manuals and the like. If any non-compliance with company procedures is involved then this should be stated together with any references.
Cause*	One or two causes may be recorded for each finding. Use additional pages if more than two causal factors have been identified.

*** Cause**

An important aspect of any investigation is the determination of causal factors that lead to the occurrence. The identification and definition of a causal factor can often be seen as the answers to three questions:

- Who was responsible?
- What was the area of involvement?
- What was the nature of the involvement?

Data field	Filling advice
Client closing actions	This space is for the client to enter details of actions taken to close the Recommendations or Corrective Actions.
Completion Date	The date on which the corrective action was or will be completed.
Estimated or Actual cost associated with the occurrence and corrective actions.	This may include but is not limited to: Repairs to aircraft, Other repairs, Investigators Time and travel costs, Aircraft delay costs, Aircraft diversion costs, Passenger accommodation costs Fuel dumped or burned off costs. Loss of revenue, Hidden costs (uninsured loss and suchlike.). Enter the total cost amount.
Name	The name of the company representative raising the finding.
Position	The position in the company exposition of the company representative raising the finding notice.
Organization	The Name of the company raising the finding notice.
Client ID	The license or approval number of the organization or person.
Date	The Date on which the finding was raised. This may be different to the date associated with the occurrence.
Phone number	The daytime contact number of the reporter.
Reporters ref. number	This space is for the client to enter details of any reference number previously allocated to the occurrence and is used to tie the finding to the submitter's original reference number.