الطيران المدني
Civil Aviation
State of Kuwait · دولة الكويت

AAIO
Aircraft Accident & Incident Investigation State of Kuwait
التحقيق في حوادث ووقائع الطائرات
دولة الكويت

Air Accident and Incident Circular

Establishing the list of civil aviation incidents to be notified to Aircraft Accident and Incident Investigation Office (AAIO)

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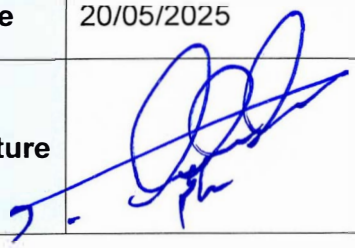
Signature			

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Introduction:

This Circular refers to the Chicago Convention ratified by state of Kuwait by decree Number (37/1960) signed on 17/08/1960 and published on 28/08/1960 (Kuwait Official Gazette, 290 of the 6th year) specifically Amendment 19 of Annex 13, in order to implement national and international requirements, with the sole objective of prevent accidents and serious incidents, no way intended to determine fault or liability.

Chapter 1: General Provisions

Article 1 – Contact Details

The purpose of this technical order is to define the list of air incidents to be notified to the AAI, whose contact details are provided below:

Email: Aig@dgca.gov.kw

Phone: +965 24341988

Site: https://www.dgca.gov.kw/Home/Menu?menu=9&page=98

Article 2 – Definitions

The terms used in this technical order have the meanings assigned to them by the Chicago Convention on International Civil Aviation Organisation and its annexes as amended (last amendment).

Definitions:

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

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), 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

c) the aircraft is missing or is completely inaccessible.

Note 1. — For statistical uniformity only, an injury resulting in death within thirty days of the date of the accident is classified, by ICAO, as a fatal injury.

Note 2. — An aircraft is considered to be missing when the official search has been terminated, and the wreckage has not been located.

Accident investigation authority: The authority designated by a State as responsible for aircraft accident and incident investigations within the context of this Appendix.

Accredited representative: A person designated by a State, on the basis of his or her qualifications, for the purpose of participating in an investigation conducted by another State. The accredited representative would normally be from the State's accident investigation authority.

Adviser: A person appointed by a State, on the basis of his or her qualifications, for the purpose of assisting its accredited representative in an investigation.

Aircraft: Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.

Causes: Actions, omissions, events, conditions, or a combination thereof, which led to the accident or incident. The identification of causes does not imply the assignment of fault or the determination of administrative, civil or criminal liability.

Contributing factors: Actions, omissions, events, conditions, or a combination thereof, which, if eliminated, avoided or absent, would have reduced the probability of the accident or incident occurring, or mitigated the severity of the consequences of the

accident or incident, the identification of contributing factors does not imply the assignment of fault or the determination of administrative, civil or criminal liability.

Flight recorder: Any type of recorder installed in the aircraft for the purpose of complementing accident/incident investigation.

Automatic deployable flight recorder (ADFR): A combination flight recorder installed on the aircraft which is capable of automatically deploying from the aircraft.

Incident: An occurrence, other than an accident, associated with the operation of an aircraft which affects or could affect the safety of operation.

Investigation: A process conducted for the purpose of accident prevention which includes the gathering and analysis of information, the drawing of conclusions, including the determination of causes and/or contributing factors and, when appropriate, the making of safety recommendations.

Investigator-in-charge: A person charged, on the basis of his or her qualifications, with the responsibility for the organization, conduct and control of an investigation.

Maximum mass: Maximum certificated take-off mass.

Operator: A person, organization or enterprise engaged in or offering to engage in an aircraft operation.

Preliminary Report: The communication used for the prompt dissemination of data obtained during the early stages of the investigation.

Remote pilot station (RPS): The component of the remotely piloted aircraft system containing the equipment used to pilot the remotely piloted aircraft.

Remotely piloted aircraft (RPA): An unmanned aircraft which is piloted from a remote pilot station.

Remotely piloted aircraft system (RPAS): A remotely piloted aircraft, its associated remote pilot station(s).

Safety recommendation: A proposal of an accident investigation authority based on information derived from an investigation, made with the intention of preventing accidents or incidents and which in no case has the purpose of creating a presumption of blame or liability for an accident or incident. In addition to safety recommendations arising from accident and incident investigations, safety recommendations may result from diverse sources, including safety studies.

Safety recommendation of global concern (SRGC): A safety recommendation regarding a systemic deficiency having a probability of recurrence, with significant consequences at a global level, and requiring timely action to improve safety.

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.

Note 1. — The difference between an accident and a serious incident lies only in the result.

Note 2.— Examples of serious incidents can be found in Appendix 2.

Serious injury: An injury which is sustained by a person in an accident and which:

a) Requires hospitalization for more than 48 hours, commencing within seven days from the date the injury was received: or

b) Results in a fracture of any bone (except simple fractures of fingers, toes or nose); or

c) involves lacerations which cause severe haemorrhage, nerve, muscle or tendon damage; or

d) involves injury to any internal organ; or

e) Involves second- or third-degree burns, or any burns affecting more than 5 per cent of the body surface; or

f) Involves verified exposure to infectious substances or injurious radiation.

State of Design: The State having jurisdiction over the organization responsible for the type design.

State of Manufacture: The State having jurisdiction over the organization responsible for the final assembly of the aircraft, engine or propeller.

State of Manufacture: The State having jurisdiction over the organization responsible for the final assembly of the aircraft, remote pilot station, engine or propeller.

State of Occurrence: The State in the territory of which an accident or incident occurs.

State of the Operator: The State in which the operator's principal place of business is located or, if there is no such place of business, the operator's permanent residence.

State of Registry: The State on whose register the aircraft is entered.

Note. In the case of the registration of aircraft of an international operating agency on other than a national basis, the States constituting the agency are jointly and severally

bound to assume the obligations which, under the Chicago Convention, attach to a State of Registry. See, in this regard, the Council Resolution of 14 December 1967 on Nationality and Registration of Aircraft Operated by International Operating Agencies which can be found in Policy and Guidance Material on the Economic Regulation of International Air Transport (Doc 9587).

State safety programme (SSP): An integrated set of regulations and activities aimed at improving safety.

Jamming: Jamming is the intentional interference of radio frequencies (RFI) with GNSS signals. It procurances receivers from capturing satellite signals, with the main effect of making the GNSS system ineffective or degraded for users located within the jammed area.

Spoofing: Spoofing involves broadcasting false satellite signals to deceive GNSS receivers, causing them to compute incorrect position, navigation, and timing data.

Article 3 – Scope of Application

This technical order applies to air incidents that occur at Kuwait airport, within airspace under Kuwait sovereignty, involving foreign and Kuwait aircrafts, as well as incidents occurring within aircraft maintenance centres and aeronautical training schools.

Chapter 2: Notification of Air occurrences

Article 4 – Obligation to notify Air Accidents and Incidents to the AAI

Notifications of air occurrences should be made in accordance with the provisions of ICAO Annex 13 and decree number (37/1960) signed on 17/08/1960 and published on 28/08/1960 (KCSAR13 Page 13-16).

The list of air occurrences to be reported to the AAI is attached as an Appendix 1 to this Air Accident and Incident Circular.

When deemed useful for the improvement of civil aviation safety, any other occurrences not included in the list of reportable air occurrences may also be reported to the AAI as soon as they are identified and recorded by the relevant operator.

Article 5 – Voluntary Reporting of Air Occurrences to the AAI

Any person or entity aware of an air occurrence may voluntarily report it to the AAI using the fastest means available or electronically. This voluntary report may be submitted anonymously.

Appendix 1: List of occurrences to be notified to AAI

A. – In-Flight Operations

I) Aircraft Operation

a) Avoidance Manoeuvres:

1. Risk of collision with another aircraft, the ground, or any other object, or any hazardous situation where an avoidance action would have been appropriate.
2. Urgent avoidance manoeuvre necessary to procurance a collision with another aircraft, the ground, or any other object.
3. Avoidance manoeuvre to procurance any other hazardous situation.

b) Take-off or landing incidents, including forced or precautionary landings. Incidents such as landing too short, abnormally long, or runway excursions. Take-offs, rejected take-offs, landings, or attempted landings on closed, occupied, unsuitable runways, or on areas other than designated take-off/landing areas. Runway incursions.

c) Inability to achieve expected performance during take-off, initial climb, or go-around.

d) Fuel-related situations requiring the pilot to declare an emergency. Inability to transfer or use the total amount of available fuel.

e) Loss of control, regardless of cause.

f) Take-off occurrences at speeds close to or above decision speed resulting from a hazardous or potentially hazardous situation or leading to such a situation (e.g., rejected take-off, tail strike, engine power loss, etc.).

g) Go-around leading to a hazardous or potentially hazardous situation.

h) Significant and unintentional deviation from intended speed, flight path, or altitude, regardless of cause.

i) Descent below decision height/altitude or minimum descent height/altitude without the required visual reference.

j) Loss of all positional references.

k) Interruption or absence of communications between flight crew members or between flight crew and others (cabin crew, air traffic control, technical services).

l) Hard landing or overweight landing requiring structural inspection.

m) Exceeding fuel imbalance limits.

n) Incorrect SSR code display or altimeter setting.

o) Incorrect programming or data input in equipment used for navigation or performance calculation, or use of inaccurate data.

p) Incorrect reception or interpretation of radiotelephony messages.

q) Malfunctions or failures in the fuel system significantly affecting fuel supply and/or distribution.

r) Unintentional excursion of the aircraft from a paved surface.

s) Collision between an aircraft and any other aircraft, the ground, a vehicle, or any ground obstacle or object.

t) Incorrect and/or inadvertent actuation of a control.

u) Inability to correctly configure the aircraft according to the phase of flight (e.g., landing gear and doors, flaps, stabilizers, leading-edge slats, etc.).

v) Simulation of an emergency situation during training, checking, or testing that led to a safety risk.

w) Abnormal vibrations.

x) Activation of any primary alert related to aircraft manoeuvring (e.g., configuration warning, stall warning [stick shaker], overspeed alert, etc.), unless:

1. The crew is certain the indication is false, and the false alert did not cause difficulty or risk due to crew reaction, or
2. The alert was triggered for training or testing purposes.

y) Ground proximity warning (GPWS/TAWS) when:

1. The aircraft comes closer to the ground than expected, or
2. The warning is triggered in IMC or at night and is determined to be due to a high rate of descent (mode 1), or
3. The warning results from the landing gear or flaps not being extended at the appropriate point in the approach (mode 4), or
4. The crew's reaction to the warning led or could have led to difficulty or danger.

z) Any GPWS/TAWS "alert" when the crew's response led or could have led to difficulty or danger.

aa) Any ACAS resolution advisory.

bb) Jet blast, propeller, or rotor wash causing significant damage or serious injury.

cc) Persistent misinterpretation or misunderstanding by the flight crew of aircraft automation configuration, performance, or status.

dd) *Jamming.*

ee) *Spoofing.*

II. Emergency Situations

a) Fire, explosion, smoke, or the release of toxic or harmful fumes, even if the fires were extinguished.

b) Use of any non-standard procedure adopted by the flight or cabin crew to address an emergency situation, when:

1. A procedure exists but is not used.
2. No procedure exists.
3. The procedure exists but is incomplete or inappropriate.
4. The procedure is incorrect.

c) Unsuitability of any procedure intended for use in emergency situations, including when used for maintenance, training, or testing purposes.

d) Any occurrence resulting in an emergency evacuation.

e) Depressurization.

f) Use of any emergency equipment or prescribed emergency procedures to deal with a given situation.

g) Any occurrence requiring the use of "MAYDAY" or "PAN PAN" messages.

h) Unsatisfactory functioning of any emergency system or equipment, including all exit doors and lighting, even when used for maintenance, training, or testing.

i) Occurrences requiring the use of emergency oxygen supplies by any crew member.

III) Crew Incapacitation

a) Incapacitation of any flight crew member during flight, including incapacitation that occurs before departure if it is deemed that it could have resulted in incapacitation after take-off.

b) Incapacitation of any cabin crew member procurement them from performing essential duties in an emergency situation.

IV) Weather

Weather phenomena that caused damage to the aircraft or made it difficult to control, such as:

a) Lightning strikes that caused damage to the aircraft or the loss or malfunction of a critical component.

b) Hailstorms that caused damage to the aircraft or the loss or malfunction of a critical component.

c) Severe turbulence resulting in injuries to occupants or requiring a post-flight inspection of the aircraft.

d) Wind shear.

e) Icing that caused handling difficulties or led to damage to the aircraft or the loss or malfunction of a critical component.

B. – Technical Elements of the Aircraft

I) Structure

a) Damage to a Principal Structural Element (PSE) that has not been qualified as damage-tolerant (i.e., has a defined life limit).

b) Defect or damage exceeding allowable damage limits to a Principal Structural Element that has been qualified as damage tolerant.

c) Damage or defect exceeding allowable tolerances in a structural component whose failure could reduce structural stiffness to the extent that required margins against control reversal, divergence, or flutter are no longer met.

d) Damage or defect in a structural element that could result in the release of parts capable of injuring aircraft occupants.

e) Damage or defect in a structural component that could impair proper functioning of systems (see point ii) below).

f) In-flight loss of a structural component of the aircraft.

II) Systems

a) Loss, major malfunction, or failure of any system, subsystem, or set of equipment when standard operating procedures, manoeuvres, etc., could not be satisfactorily accomplished.

b) Inability of the crew to control the system, for example:

1. Uncommented actions.
2. Incorrect and/or incomplete responses, including limited movement or stiffness.
3. Runaway.
4. Failure or breakage of mechanical linkages.

c) Failure or malfunction of one or more system functions.

d) Interference within or between systems.

e) Failure or malfunction of associated protection devices or backup systems.

f) Loss of system redundancy.

g) Any occurrence resulting from unintended system operation.

h) For non-redundant systems: loss, major malfunction, or failure of the system.

i) For redundant systems: loss, major malfunction, or failure of more than one system.

j) Activation of any primary warning device related to aircraft systems or equipment unless the crew positively determines that the indication is false and the false warning did not cause difficulty or risk due to crew reaction.

k) Leakage of hydraulic fluid, fuel, oil, or other liquids that posed a fire risk or hazardous degradation to structure, systems, or equipment, or a hazard to occupants.

l) Malfunction or failure of any indication system that could have misled the crew.

m) Failure, malfunction, or defect occurring during a critical phase of flight.

n) Significant decrease in actual performance compared to certified values resulting in a hazardous situation, especially regarding brake efficiency, fuel consumption, etc.

o) Flight control anomalies that significantly degrade aircraft handling qualities, such as flap, slat, or lift spoiler asymmetry.

The following points provide examples of reportable occurrences under the general criteria above:

1. **Air conditioning/ventilation:**

a) Complete loss of avionics cooling;
b) Depressurization.

2. **Automatic flight/navigation system:**

a) System unable to perform intended operations when engaged;
b) Major crew difficulty in controlling the aircraft due to system operation;
c) Failure of any automatic system disengagement mechanism;
d) Uncommented mode changes.

3. **Communications:**

a) Failure or malfunction of the passenger address system making announcements impossible or inaudible;
b) Total loss of in-flight communications.

4. **Electrical system:**

a) Loss of one electrical distribution circuit (AC or DC);
b) Total loss or loss of more than one electrical generation system;
c) Failure of the backup electrical generation system.

5. **Cockpit/cabin/cargo hold:**

a) In-flight failure of pilot seat control mechanisms;
b) Failure of any emergency system or equipment, such as evacuation signalling systems, exits, emergency lighting, etc.;
c) Failure of the cargo restraint capability of the loading system.

6. Fire protection system:

a) Fire alarms, except those immediately confirmed as false;
b) Undetected failure or defect of the fire/smoke detection or protection system likely to procurance or limit fire detection/protection;
c) Lack of warning in the occurrence of an actual fire or smoke.

7. Flight Controls:

a) Asymmetry of flaps, slats, lift dumpers, etc.
b) Restricted movement, stiffness, or sluggish/inadequate response in the operation of primary flight controls or associated systems;
c) Runaway flight controls;
d) Control vibrations felt by the crew;
e) Failure or disconnection of flight control mechanical linkages;
f) Significant deviation from normal aircraft behaviour or deterioration in flight characteristics.

8. Fuel System:

a) Malfunction of the fuel quantity indication system resulting in total loss of information or incorrect fuel quantity indication;
b) Leakage causing significant fuel loss, fire risk, or substantial damage to an aircraft component;
c) Malfunction or failure of the fuel jettison system resulting in unintentional fuel loss, fire risk, damage to an aircraft component, or inability to jettison fuel;
d) Malfunction or failure in the fuel system significantly affecting fuel supply and/or distribution;
e) Inability to transfer or use the total available fuel quantity.

9. Hydraulic System:

a) Loss of a hydraulic system (ETOPS only);
b) Failure of the circuit isolation system;
c) Loss of more than one hydraulic circuit;
d) Failure of emergency hydraulic system;
e) Uncommented deployment of the Ram Air Turbine.

10. Ice Protection/Detection System:

a) Undetected loss or reduction in de-icing/anti-icing system performance;
b) Loss of more than one pitot heating system;
c) Inability to achieve symmetrical wing de-icing;
d) Abnormal ice accumulation significantly affecting performance or controllability;
e) Crew visibility significantly impaired.

11. Recording/Warning/Information Systems:

a) Malfunction or defect in any information system that could mislead the crew into inappropriate action on an essential system;
b) Loss of the red (warning) alert function on any system;
c) For glass cockpits: failure or malfunction of more than one display or processing unit.

12. Landing Gear/Brakes/Tires:

a) Brake fire;
b) Major loss of braking capability;
c) Asymmetric braking causing significant trajectory deviation;
d) Failure of gravity gear extension system (including during scheduled testing);
e) Uncommented gear or gear door extension/retraction;
f) Burst of multiple tires.

13. Navigation Systems (including Precision Approach) and Air Data Systems:

a) Total loss or multiple failures of navigation equipment;
b) Total loss or multiple failures of air data equipment;
c) Severely misleading indications;
d) Major navigation errors due to incorrect data or database coding;
e) Uncommented lateral or vertical flight path deviations;
f) Ground navigation facility issues causing significant navigation errors.

14. Oxygen System (for pressurized aircraft):

a) Interruption of oxygen supply in the cockpit;
b) Interruption of passenger oxygen supply (affecting more than 10%), including during maintenance, training, or testing.

15. Air Bleed System:

a) Hot air leak triggering fire warning or structural damage;
b) Loss of all air bleed systems;
c) Failure of bleed air leak detection system.

16. Propulsion and APU Systems:

I) Engines and Turboshaft Units:

a) Flameout, shutdown, or major malfunction;
b) Overspeed or inability to control the speed of any rotating component (e.g., air starter, air-cooled turbine engine);
c) Failure or malfunction of any component causing:

1. Uncontained parts.
2. Internal or external uncontrolled fire or hot gas leak.
3. Thrust in unintended direction.
4. Thrust reverser failure or uncommented deployment.
5. Inability to control power, thrust, or speed.
6. Structural failure of the engine.
7. Partial or complete loss of a major component.
8. Smoke or toxic fumes incapacitating crew/passengers.
9. Inability to shut down the engine via normal procedures.
10. Failure to restart the engine.

d) Loss or uncommented change in thrust/power:

1. For single engine aircraft.
2. If excessive for the aircraft type.
3. Affecting multiple engines on multi-engine aircraft, especially twins.
4. When the same engine type is used on other aircraft where the occurrence is considered critical.

e) Life-limited part defect requiring premature removal;
f) Common-cause failures potentially causing in-flight shutdown of multiple engines;
g) Inoperative or uncommented engine control device;

h) Exceedance of engine parameters;
i) Foreign Object Damage (FOD).

II) Propellers and Transmissions:

j) Malfunction leading to:

1. Overspeed or inability to control propeller speed.
2. Excessive drag.
3. Unintended thrust direction.
4. Propeller or major part separation.
5. Excessive imbalance.
6. Uncommented blade pitch below flight fine pitch stop.
7. Inability to feather propeller.
8. Inability to change pitch.
9. Uncontrolled pitch change.
10. Uncontrolled torque/speed variation.
11. Low-energy part separation.

III) Rotors and Transmissions:

k) Overspeed or inability to control rotor speed;
l) Damage or defect in the main gearbox affecting rotor or control system;
m) Damage to tail rotor, transmission, or equivalent systems.

IV) APU Systems:

n) Shutdown/failure when APU is required operationally (e.g., ETOPS, LME);
o) Inability to shut down the APU;
p) Overspeed or inability to control APU speed;
q) Failure to start APU when operationally needed.

C. - Aircraft Maintenance and Repair

i) Incorrect assembly of aircraft parts or components, detected during inspection and testing procedures not specifically intended for that purpose.
ii) Hot air leak causing structural damage.
iii) Any defect in a life-limited part leading to its removal before reaching its approved life limit.

iv) Any damage or deterioration, regardless of cause, found during a maintenance operation and affecting:

a) The primary structure or a main structural element (as defined in the manufacturer's manual), when such damage or deterioration exceeds allowable limits specified in the repair manual and requires partial or complete repair or replacement of the element;
b) The secondary structure, which has compromised or could have compromised the safety of the aircraft;
c) The engine, propeller, or rotor of a rotorcraft.

v) Failure, malfunction, or defect in any system or equipment, or any damage or deterioration, discovered during compliance with an airworthiness directive or other mandatory instructions issued by a regulatory authority, when:

a) The detection is made by the organization performing compliance for the first time;
b) During subsequent compliance, the occurrence exceeds the allowable limits specified in the instructions and/or published repair/correction procedures are not available.

vi) Unsatisfactory functioning of any emergency system or equipment, including all emergency exits and lighting, even when used for maintenance or testing purposes.
vii) Non-compliance or significant errors in compliance with required maintenance procedures.
viii) Products, parts, equipment, and materials of unknown or suspected origin.
ix) Misleading, incorrect, or insufficient maintenance data or procedures likely to result in maintenance errors.
x) Any failure, malfunction, or defect of ground equipment used for testing or checking aircraft systems and equipment, where routine inspection and testing procedures failed to clearly identify a problem that led to a hazardous situation.

D. - Air Navigation Services

I) Near-miss Occurrences:

These are specific situations where an aircraft and another aircraft/the ground/a vehicle/a person or an object are perceived to be too close to each other:

a) Failure to comply with separation minima;
b) Inadequate separation;
c) Near controlled flight into terrain without loss of control (near-CFIT);
d) Runway incursion requiring evasive action.

II) Incidents Likely to Lead to Collisions or Near-misses:

These are specific situations that could lead to an accident or near-miss if another aircraft is in proximity:

a) Runway incursion not requiring evasive action;
b) Aircraft runway excursion;
c) Aircraft non-compliance with clearance;
d) Aircraft non-compliance with applicable ATM regulations:

1. Failure to comply with published ATM procedures.
2. Unauthorized penetration of airspace.
3. Non-compliance with applicable regulations concerning the carriage and operation of ATM equipment.

III) Specific ATM-related Occurrences:

a) Unavailability of ATM services:

1. Unavailability of air traffic services.
2. Unavailability of airspace management services.
3. Unavailability of air traffic flow management services.

b) Failure of the communication function;
c) Failure of the surveillance function;
d) Failure of the data processing and dissemination function;
e) Failure of the navigation function;
f) Failure of ATM system security.

The following examples illustrate ATM occurrences to be reported under the application of the general criteria listed above:

1. Provision of incorrect, inadequate, or misleading information from any ground source, such as air traffic control (ATC), automatic terminal information service (ATIS), meteorological services, navigation databases, charts, maps, manuals, etc.
2. Clearance to fly below minimum safe altitudes.
3. Transmission of incorrect altimeter settings.
4. Incorrect transmission, reception, or interpretation of radiotelephony messages leading to a hazardous or potentially hazardous situation.
5. Failure to comply with separation minima.
6. Unauthorized airspace penetration.

7. Unlawful interference with radiotelephony communications.
8. Failure of air navigation service facilities.
9. Major failure of ATC/ATM or significant degradation of aerodrome infrastructure.
10. Obstruction of the movement area of an aerodrome by an aircraft, vehicle, animal, or foreign object, leading to a hazardous or potentially hazardous situation.
11. Incorrect or poor marking of any obstacle or hazard on the movement areas of an aerodrome, leading to a hazardous situation.
12. Failure, significant malfunction, or unavailability of runway lighting systems.

E. – Aerodromes Facilities

Ground Handling and Airport Assistance Services

I) Aerodromes and Aerodrome Facilities:

a) Collision or near-collision involving an aircraft and another aircraft, vehicle, pedestrian, or animal;
b) Collision involving an aircraft and airport equipment or any other obstacle or object on or near the ground;
c) Malfunction of the Rescue and Fire Fighting Services (RFFS) or wildlife hazard control services;
d) Obstruction of the movement areas of an aerodrome by an aircraft, vehicle, animals, pedestrians, or foreign objects, resulting in a hazardous or potentially hazardous situation;
e) Signalling errors or incorrect marking of any obstacle or hazard on the movement areas of an aerodrome, leading to a hazardous situation;
f) Failure, significant malfunction, or unavailability of runway lighting systems;
g) Occurrences related to de-icing operations;
h) Taxiway routing errors;
i) Jet blast, propeller wash, or rotor downwash causing significant damage or serious injuries;
j) Runway or taxiway excursion by an aircraft;

II) Ground Handling and Airport Assistance Services:

a) Non-compliance or significant errors in compliance with required ground handling procedures resulting in a hazardous or potentially hazardous situation.

b) Occurrences related to fuel handling:

1. Major fuel leak or any other occurrence causing a hazardous or potentially hazardous situation during fuel handling.
2. Incorrect fuel quantity loaded that could significantly affect the aircraft's range, performance, centre of gravity, or structural integrity.
3. Loading of contaminated fuel or incorrect type of fuel or other essential fluids (including oxygen and potable water).

c) Occurrences related to de-icing operations.

d) Occurrences and incidents related to the handling of baggage, passengers, and cargo:

1. Significant damage to the aircraft's structure, systems, or equipment resulting from baggage or cargo handling.
2. Incorrect loading of passengers, baggage, or cargo that could significantly affect the aircraft's weight and/or centre of gravity.
3. Improper securing of baggage (including carry-on baggage) or cargo that could endanger the aircraft, its equipment, or occupants, or obstruct an emergency evacuation.
4. Incorrect positioning of freight containers or other critical cargo items.

e) Transport or attempted transport of dangerous goods in violation of applicable regulations, particularly with incorrect labelling or packaging of dangerous goods.

Appendix 2: Example of Serious Incidents

The incidents listed below are examples of what may be serious incidents. However, the list is not exhaustive and, depending on the context, items on the list may not be classified as serious incidents if effective defences remained between the incident and the credible scenario.

- Near collisions requiring an avoidance manoeuvre to avoid a collision or an unsafe situation or when an avoidance action would have been appropriate.
- Collisions not classified as accidents.
- Controlled flight into terrain only marginally avoided.
- Aborted take-offs on a closed or engaged runway, on a taxiway1 or unassigned runway.
- Take-offs from a closed or engaged runway, from a taxiway1 or unassigned runway.
- Landings or attempted landings on a closed or engaged runway, on a taxiway1, on an unassigned runway or on unintended landing locations such as roadways.
- Retraction of a landing gear leg or a wheels-up landing not classified as an accident.
- Dragging during landing of a wing tip, an engine pod or any other part of the aircraft, when not classified as an accident.
- Gross failures to achieve predicted performance during take-off or initial climb.
- Fires and/or smoke in the cockpit, 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:
    - for single pilot operations (including remote pilot); or
    - for multi-pilot operations for which flight safety was compromised because of a significant increase in workload for the remaining crew.
- Fuel quantity level or distribution situations requiring the declaration of an emergency by the pilot, such as insufficient fuel, fuel exhaustion, fuel starvation, or inability to use all usable fuel on board.
- Runway incursions classified with severity A.
- Take-off or landing incidents. Incidents such as under-shooting, overrunning or running off the side of runways.

- System failures (including loss of power or thrust), weather phenomena, operations outside the approved flight envelope or other occurrences which caused or could have caused difficulties controlling the aircraft.
- Failures of more than one system in a redundancy system mandatory for flight guidance and navigation.
- The unintentional or, as an emergency measure, the intentional release of a slung load or any other load carried external to the aircraft.

Signature of AAI Director:

Khalifa Rashid Jasim
Director of Aircraft Accident & Incident Investigation Department

Dated on 10 June 2025