

SECTION 4.08**ACCIDENT AND INCIDENT REPORTING****GENERAL**

Aircraft operated under CAOs 95.10, 95.32, 95.55 or relevant legislation as amended from time to time are **NOT EXEMPT** from any of the Transport Safety Act Regulations applicable to accident investigation.

DEFINITIONS OF ACCIDENT AND INCIDENTS

'ACCIDENT' in relation to an aircraft means an occurrence associated with the operation of the aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as such persons have disembarked in which:

- a. any person suffers **DEATH** or **SERIOUS INJURY** as a result of being in or upon the aircraft or anything attached to the aircraft, except when the injuries are from natural causes, are self-inflicted, or inflicted by other persons; or
- b. the aircraft incurs damage or structural failure that adversely affects the structural strength, performance or flight characteristics of the aircraft and would normally require major repair or replacement of the affected component; or
- c. the aircraft is missing or inaccessible.

'**SERIOUS INJURY**' is defined as any injury, other than fatal which:

- a. requires hospitalisation for more than 48 hours commencing within 7 days from the date the injuries were received; or
- b. results in the fracture of any bones (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 organ; or
- e. involves second or third degree burns, or any burns affecting more than five percent of the body surface.

'**INCIDENT**' in relation to an aircraft means an occurrence, other than an accident, associated with the operation of the aircraft that affects or could affect the safety of the operation of the aircraft.

NOTIFICATION OF ACCIDENTS

Where an accident occurs the pilot in command, the owner, and the hirer (if any) shall each be responsible for ensuring that notification of the accident is furnished, by Fax or telephone immediately after the accident, and by written report, as soon as practicable after the accident.

Notification of an accident must be to the Air Transport Safety Bureau (ATSB). This may be done via;

- Telephone 1800 011 034 (24hrs).
- Fax (02) 6274 6434 (24hrs)
- Web www.atsb.gov.au
(click Aviation then Online Occurrence Form)
- Mail ATSB Notifications
Reply Paid 967
Australian Transport Safety Bureau Notifications Officer
PO Box 967
Civic Square
ACT 2608

PARTICULARS TO BE REPORTED

The written report referred to on the preceding sub-section, shall, as far as possible, contain the following particulars;

- a. the type, model (and registration, if any) of the aircraft;
- b. the name of the owner, operator and hirer (if any) of the aircraft;
- c. the name of the pilot in command of the aircraft;
- d. the date and time the accident occurred;
- e. the last point of departure and point of intended landing of the aircraft and the nature of the flight;
- f. the position of the aircraft with reference to some easily defined geographical point;
- g. whether any persons have died or been seriously injured as a result of the accident, and names if available ;
- h. the nature and causes of the accident as far as is known;
- i. the nature and damage to the aircraft; and
- j. the physical characteristics of the area in which the accident occurred.

In the event that all the preceding particulars are not immediately available, a supplementary report should be made at the earliest opportunity.

The written report must be despatched to the Air Transport Safety Bureau (ATSB) within 48 hours of the occurrence.

NOTIFICATION OF INCIDENTS

Where an incident occurs, the pilot in command, the owner, the operator and the hirer (if any) shall each be responsible for ensuring that a written notification of the incident is furnished to the Air Transport Safety Bureau (ATSB) within 48 hours of the occurrence.

The notification shall contain the same details as for an accident.

RA-Aus REQUIREMENTS

In addition to the above statutory requirements the following categories of accidents shall be reported to the Operations Manager by the quickest means available (land-line and mobile numbers are published in every issue of the RA-Aus magazine)

- Fatal accidents,
- Accidents incurring serious injury;
- Accidents causing substantial damage;
- Accident in which in-flight structural failure is known or suspected:

See example of RA-Aus Incident and Accident Report form in this Section.

CUSTODY AND REMOVAL OF AIRCRAFT

When an accident occurs, the aircraft immediately comes into the custody of the Air Transport Safety Bureau (ATSB) or the police and it **MUST NOT BE REMOVED** or otherwise interfered with except with the permission of a responsible officer of the Bureau or police.

However, this provision is waived temporarily when it is necessary to extricate persons from the wreckage or to protect the wreckage from further damage, or to remove it if it presents an obstruction or danger to other aircraft, other transport or to the public.

An ATSB or police officer will release the aircraft from custody upon completion of the wreckage examination or in some cases of minor accidents, upon receipt of the accident notification message.

INVESTIGATION OF ACCIDENTS AND INCIDENTS

Investigation of **FATAL** accidents may be conducted by the Air Transport Safety Bureau (ATSB), police, or coronial officers.

The RA-Aus may investigate fatal and other accidents and incidents with the **SOLE** intention of preventing the **SAME** thing happening again, but will only do so if specifically requested by ATSB or the police. ATSB will provide expert assistance where they can, particularly in the area of structural failures.

ACCIDENT REPORTS

RA-Aus Officers are members putting in extra time to help us all be safer in the air. They are authorised by the RA-Aus to investigate and report on accidents. They are not there to '**GET YOU**'. Help them to find the cause of any dangerous occurrences, so that by sharing the **FACTS** all can benefit and operate more safely.

CASA OFFICERS

In the case of an accident or incident where notification has been given the investigating ATSB, RA-Aus or CASA Officers shall have free access to all relevant areas of the property, and all RA-Aus members shall assist them in any way possible.

RECREATIONAL AVIATION AUSTRALIA

INCIDENT & ACCIDENT REPORT

Help us to help others; if you are involved in an accident or incident please fill out this form and return it to the RA-Aus Office. If you need additional copies please photocopy this form. If required your RA-Aus club or Regional Representative will be happy to assist. **PLEASE PRINT YOUR RESPONSES LEGIBLY!!**

PILOT/AIRCRAFT DETAILS (Optional, but preferable)

NAME _____ PHONE () _____
ADDRESS _____ POSTCODE _____
RA-Aus PILOT YES NO CERTIFICATE No _____
WAS AIRCRAFT REGISTERED YES NO No. _____

PILOT EXPERIENCE

TOTAL FLIGHT HOURS DUAL _____ SOLO _____
TOTAL HOURS, REC A/C DUAL _____ SOLO _____
TOTAL EXPERIENCE ON TYPE DUAL _____ SOLO _____

AIRCRAFT INFORMATION

AIRCRAFT MAKE _____ MODEL _____
YEAR OF MANUFACTURE _____
ENGINE MAKE _____ MODEL _____
TOTAL ENGINE HOURS _____ approx
ENGINE HOURS SINCE SERVICE _____ approx
TOTAL AIRFRAME HOURS _____ approx
HELMET WORN YES NO BRAND _____
VHF RADIO FITTED YES NO TYPE _____
ELT CARRIED YES NO TYPE _____

SITE INFORMATION

LOCATION _____
DATE (DAY/MONTH/YEAR) _____ TIME _____
WIND DIRECTION _____ VELOCITY _____ KTS
TEMPERATURE _____ °C
TURBULENCE _____ NON/LIGHT/MODERATE

ACCIDENT INVESTIGATION

1. Where ATSB or the Police requests RA-Aus attendance at an investigation, the Operations Manager or his/her delegate may in turn request an RA-Aus officer to conduct such an investigation. In this case the following points are to be addressed:

SITE

- (a) Contact the local police, ATSB investigating officer and appraise them of your appointment and your willingness to assist.
- (b) If police are not in attendance, secure the area.
- (c) Advise police of significant danger pertinent to the aircraft wreckage.
ie: ballistic parachute systems, burnt fibres or ignition sources.
- (c) Take photos of aircraft and any significant damage at scene.
- (d) Measure distance from impact to final position.
- (e) Sketch map of location
- (f) Ascertain direction of travel (compass heading).

AIRCRAFT check

- (h) Fuel System
 - (i) quantity of fuel in tanks
 - (ii) integrity of system
 - (iii) evidence of fuel in lines, filters and pumps
 - (iv) operation of pumps
- (i) Cables
 - (i) integrity
 - (ii) wear
 - (iii) breaks
 - (iv) swages
 - (v) pulleys
- (j) Control pushrods
 - (i) integrity of system
 - (ii) ball ends
 - (iii) bell cranks
 - (iv) breaks
- (k) Fuselage
 - (i) integrity
 - (ii) breakages
- (l) Wings
 - (i) structure
 - (ii) bracing
 - (iii) coverings
 - (iv) ailerons

- (m) Tail Group
- (n) Propeller
 - (i) condition
 - (ii) power at impact
 - (iii) bolt holes
 - (iv) bolts (incl lockwire)
 - (v) disposition of pieces
 - (vi) delamination
- (o) Engine
 - (i) running at impact?
 - (ii) general condition
 - (iii) reason for stoppage?
 - (iv) ancillaries?
- (p) Witness Statements (in writing)

NOTE: Draft report to be forwarded to the Operations Manager, final report will be prepared in the RA-Aus office and the initial investigation is to be treated as confidential.

NOTE: Further information in regard to Accident Investigation can be found in the RA-Aus Accident Investigation Kit. Accident sites are dangerous areas and inherent in these areas are hazards that may affect your health. It is not recommended that you approach and accident site without personal protective equipment and adequate training.

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