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PART II

Statutory Notifications (S. R. O.)

GOVERNMENT OF PAKISTAN
MINISTRY OF DEFENCE

NOTIFICATION

Rawalpindi, the 6th November, 2025

S. R. O. 2123(I)/2025.—In exercise of the powers conferred by section 38 of the Pakistan Air Safety Investigation Act, 2023 (L of 2023), the Federal Government is pleased to make the following rules, namely:—

3241 (1—57)

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CHAPTER I**GENERAL**

1. Short title and commencement.— (1) These rules shall be called the Air Safety Rules, 2025.

(2) They shall come into force at once.

2. Definitions.— (1) In these rules, unless there is anything repugnant in the subject or context—

- (a) “Airports Authority” means the Pakistan Airports Authority established under the Pakistan Airports Authority Act, 2023 (XLV of 2023);
- (b) “causes” means actions, omissions, events, conditions, or a combination thereof, which led to the accident or incident;
- (c) “collision” means an impact between aircraft or between an aircraft and another object;
- (d) “contributing factor” means action, omission, event, condition or a combination thereof which, if eliminated, avoided or absent, would have prevented or reduced the probability of the accident or incident occurring, or would have mitigated the severity of the adverse consequences of the accident or incident;
- (e) “crew member” means a person assigned by an operator to duty on an aircraft during a flight period;
- (f) “dangerous goods” mean article or substance which are capable of posing a risk to health, safety, property or environment;
- (g) “expert or specialist” means person invited to participate in an investigation, on the basis of his or her specialized knowledge, skills or experience;

- (h) “flight recorder” means any type of recorder installed in the aircraft for the purpose of complementing accident or incident investigation;
- (i) “final report” means a conclusive report of investigation into aircraft accident or incident issued by the Bureau and includes the pertinent factual information, analysis, conclusions and, when appropriate, associated safety recommendations;
- (j) “interim statement” means the public communication of the Bureau on each anniversary of the accident or incident for informing those having a direct interest in the investigation regarding the progress of an ongoing investigation and any safety issues raised during the investigation;
- (k) “maximum mass” means a maximum certificated take-off mass of an aircraft;
- (l) “occurrence” means any accident, incident serious incident associated with the operation of an aircraft;
- (m) “Organisation” means the International Civil Aviation Organisation;
- (n) “passenger” means a person on board an aircraft who is not an operating crew member;
- (o) “preliminary report” means the communication of the Bureau used for the prompt dissemination of data obtained during the early stages of the investigation;
- (p) “safety recommendation” means a proposal of the Bureau, based on information derived from an investigation, made with the intention of preventing accidents or incidents;
- (q) “safety recommendation of global concern” means 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;
- (r) “serious injury” means an injury which is sustained by a person in an accident and which:
 - (i) requires hospitalization of the person for more than 48 hours, commencing within seven days from the date the injury was received;

- (ii) results in a fracture of any bone (except simple fractures of fingers, toes or nose);
- (iii) involves lacerations which cause severe haemorrhage, nerve, muscle or tendon damage; or
- (iv) involves injury to any internal organ;
- (v) involves second or third-degree burns, or any burns affecting more than five percent of the body surface; or
- (vi) involves verified exposure to infectious substances or injurious radiation;
- (s) “state of design” means the state having jurisdiction over the agency responsible for the type design;
- (t) “state of manufacture” means the State having jurisdiction over the agency responsible for the final assembly of the aircraft, engine or propeller;
- (u) “state of occurrence” means the State in the territory of which an accident or incident occurs;
- (v) “state of the operator” means 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; and
- (w) “state of registry” means the state on whose register the aircraft is entered.

(2) A word or term used but not defined in these rules shall mean the same as in the Pakistan Air Safety Act, 2023 (L of 2023).

CHAPTER II

NOTIFICATION OF OCCURRENCE

3. Notification of an occurrence.— (1) When an occurrence takes place, the following persons are responsible to report or notify such occurrence to the Bureau:

- (a) the pilot in-command of the aircraft and in case he is died or incapacitated, the senior most crew member;
- (b) the owner, operator, hirer or other person on whose behalf he was in command of the aircraft;
- (c) the relevant airport operator, the officer-in-command of the relevant air traffic control unit, the watch supervisory officer of air traffic control and ground handling agency;

- (d) local police officer and district administration officer; and
- (e) eye-witness or any other person who has reasonable knowledge of such occurrence.

(2) The person responsible under sub-rule (1) shall notify to the Bureau preliminary information of an occurrence by available means immediately after the occurrence.

(3) The person responsible under clauses (a) to (c) of sub-rule (1) shall notify to the Bureau in writing in the manner as given in Schedule I of any significant aircraft occurrence contained in Schedule II and any serious incident contained in Schedule III as soon as practicable but not later than twenty-four hours from the time of occurrence.

(4) The person responsible under clause (d) of sub-rule (1) shall provide a written report containing conclusive information to the Bureau as soon as possible.

(5) The notification to the Bureau under sub-rules (3) and (4) shall be in plain English language and shall not be delayed due to lack of information.

(6) Immediately upon receipt of the notification, the Director shall notify the facts of the accident, serious incident, or incident to the Secretary.

4. Voluntary reporting.—(1) Any person, having knowledge of any occurrence, may make a voluntary report to the Bureau and provide any information that the person believes is relevant for the Bureau.

(2) If a voluntary report is made to the Bureau, the identity of the person making the report or any information shall remain confidential, unless the person making the report authorizes, in writing, of its disclosure.

(3) The Bureau may, upon scrutiny of such information, utilize the contents of voluntary report to augment the investigation.

5. Inquiry and investigation.— The Director:

- (a) may authorise any person including an officer of the Bureau to conduct a preliminary inquiry and prepare a preliminary inquiry report into an occurrence and submit a preliminary inquiry report as specified in Schedule IV;

- (b) may decide on requirement of a detailed investigation into an occurrence;
- (c) shall constitute the investigation team consisting of two or more investigators of whom one should be designated as investigator in-charge and may appoint experts or specialists to assist the investigation team;
- (d) shall order investigation of any accident or a serious incident involving aircraft of a maximum mass of over 2250 kg;
- (e) shall order investigation of incidents that are repetitive or impose a risk to air safety;
- (f) may order investigate in case of such other incidents which require investigation in interest of improving air safety;
- (g) shall order investigation when directed by the Secretary under the Act; and
- (h) shall, through a public notice, inform that the investigation is being held and any person who may desire to make a representation or to produce any information or evidence concerning the circumstances or cause of the occurrence may do so in writing within the time specified in the notice.

6. Initial response actions.— (1) On receiving the information of an occurrence, the Bureau or Airports Authority shall liaise with the National Disaster Management Authority, local administration, police or any other law enforcement agency to initiate and facilitate search and rescue operation and medical aid to the victims.

(2) The Airport Security Force shall maintain the law and order, security and sealing of the site of occurrence at the airport.

(3) The local police or any other law enforcement agency at the scene of occurrence shall maintain the law and order, security and sealing of the site of occurrence other than the airport.

(4) The airport manager of the nearest airport shall exactly locate the site of occurrence, shall initiate airport emergency plan in co-ordination with the rescue coordination centre concerned in shortest possible time.

(5) The National Disaster Management Authority, district administration, airport manager, Airport Security Force, local police or any other law enforcement agency at the scene of occurrence shall:

- (a) record through photographs and videos, location, layout and condition of aircraft, its parts, contents, components, wreckage, any marks, and remains prior to removal for rescue operation;
- (b) where practicable, notify the Bureau and take steps for search and rescue as directed by the Bureau but if it is not possible to discuss such action with the Bureau, shall inform the Bureau as soon as practicable of any action taken;
- (c) preserve the accident site as closely as possible in its state immediately after the occurrence including preservation of evidence of transitory nature of the wreckage through photography, video or other appropriate means;
- (d) record all the fire fighting and rescue activities, through video recording and photography:
 - (i) extrication of persons or animals dead or alive and their location at the occurrence site;
 - (ii) removal of luggage, goods, and other similar things from the aircraft or occurrence site; and
 - (iii) interference or removal of the aircraft, or any of its parts, components, wreckage, any marks, remains, and other evidence resulting from the occurrence;
- (e) compile an initial list of witnesses and their contact details which can be shared with the Bureau team on arrival; and
- (f) brief the investigator in-charge on his arrival at the occurrence site about all actions taken before his arrival, followed by a written report and hand over the control of site to the investigator-in-charge in a manner given in Schedule V.

(6) The Airport Security Force, local police or any other law enforcement agency shall continue to provide law and order, security at the periphery of the occurrence site after handing over the control to the investigator-in-charge.

(7) The investigator-in-charge shall cordon off the site of occurrence and no person shall enter the cordoned area without permission of the investigator-in-charge.

(8) The investigator-in-charge shall hand back the occurrence site after collection of evidence and removal of aircraft or the wreckage, to the Airport Security Force, local police or any other law enforcement agency in a manner given in Schedule V.

(9) The airport manager, local police or any other law enforcement agency shall arrange medical examination of a person directly or indirectly involved in the operation of the aircraft, on the direction of an investigator in a manner given in Schedule VI.

(10) The airport manager of the nearest airport to occurrence site shall liaison with the National Disaster Management Authority, district administration, Airport Security Force or any other law enforcement agency at the site and shall coordinate with the local police in case of fatal accident for shifting, identification, autopsy and other medical examination of the injured or deceased person and human remains.

(11) The local police officer, in coordination with the investigation-in-charge, shall arrange shifting of the injured, dead bodies and human remains to a health facility or, when required, in a manner given in Schedule VII for medical examination or autopsy.

(12) The medical examiner from approved hospital shall perform autopsy during the investigation of a fatal accident, after consultation with the specialist in aviation medicine authorized by the investigator in-charge as to the type, number and scope of examination and autopsy required, given the nature of the occurrence.

(13) The medical examiner shall, among others:

- (a) identify and conduct complete examination of the operating crew on the flight deck or in the cockpit;
- (b) conduct full external examination of all fatal casualties and full body x-ray;
- (c) identify the cabin attendants and compare with the passengers;
- (d) ensure that minimal internal autopsy on all casualties to include:
 - (i) establishment of the cause of death;
 - (ii) discovery of major disease likely to influence life expectancy; and
 - (iii) assessment of deceleration injury to:
 - I. cardiovascular system, liver and diaphragm; and
 - II. head, sternum, spine and pelvis;
- (e) take blood specimens from all casualties for carboxyhaemoglobin studies;

- (f) collect specimens of lung from all casualties for estimation of the mode of death; and
- (g) take specimens from the operating crew in the cockpit for toxicology studies.

7. Actions by the operator.— (1) The operator shall setup and execute emergency response plan in coordination with the airport manager which shall include establishment of help line and facilitation desk for facilitation of the victims and their families.

(2) The operator shall publish and communicate through WhatsApp or any other online means of communication to the Bureau detail of a focal person for coordination with the Bureau and other stakeholders to facilitate the process.

8. Information to victims and their families.— (1) The Bureau shall provide relevant and timely information to victims or their families on the progress of investigation of occurrence.

(2) The Bureau shall facilitate visits to the occurrence site by the families and survivors, if required, and where access is practicable.

CHAPTER III INVESTIGATION

9. Investigation planning and preparedness.— (1) The Bureau shall prepare a proper plan of action and ensure preparedness for investigation before any occurrence.

- (2) This pre-investigation planning and preparedness may include-
- (a) a plan for staffing key positions on an investigation team;
 - (b) establish and maintain capabilities, storage facilities, laboratories and equipment to carry out examination, testing of aircraft parts or components or flight recorder read-outs;
 - (c) memoranda of understanding with the foreign States and similar agencies of foreign States as a means to obtain assistance in the form of qualified investigators and facilities, when required;
 - (d) temporary arrangements in place for the secondment of additional staff from other agencies and industry on need basis;
 - (d) provision of adequate training of personnel and investigators; and

- (e) provision of the necessary tools, investigation equipment and personal protective equipment to investigators in order to meet health and safety requirements.

(3) The Bureau may use the model draft memoranda of understanding published by the Organisation for cooperation with the foreign State agencies for investigation planning, preparedness and assistance.

10. Protection of evidence.— (1) The investigator-in-charge shall immediately start the investigation and reach the site of occurrence, if required, along with investigation team and cordon off or secure the site to avoid any loss of evidence or material information.

(2) The Bureau shall call on the services of local police, law enforcement agencies or other authorized persons to ensure protection of the occurrence site, including the aircraft and its contents, until such time as the investigator-in-charge is able to directly take over custody and security of the aircraft and its contents.

(3) In case an occurrence is or is required to be investigated, the Bureau shall ensure that:

- (a) the aircraft, its contents, and other relevant evidence remain undisturbed, to the extent possible, until arrival and inspection by an accredited representative, if requested to do so; and
- (b) all air traffic system communications recordings, radar data, documents and any other data associated with the flight and occurrence are secured for safekeeping and investigation.

(4) The Director may authorize search and seizure for collection of evidence relevant to an investigation in a manner given in Schedule VIII.

11. Notification to stakeholders.— The Bureau shall immediately forward a notification in Schedule IX of an occurrence to be investigated by the rapid means available to the following, namely:-

- (a) State or entity mentioned in Schedule X; and
- (b) Secretary.

12. Request from a foreign State.— Upon receipt of formal request from the State of registry, State of the operator, State of design or State of manufacture for participation in any ongoing investigation by the Bureau, the Bureau may allow such

participation subject to the condition that such State shall, as soon as possible, provide to the Bureau any relevant information available to it regarding the aircraft and crew members involved in the occurrence and shall also inform the Bureau on its intention to participate in the on-going investigation directly, or through an original equipment manufacturer or any accredited representative.

13. Entitlement of accredited representative, advisers or experts.— (1) The Bureau shall permit an adviser assisting accredited representative to participate in the investigation under the control of investigator-in-charge to the extent necessary for effective participation of the accredited representative's participation in the investigation.

(2) The accredited representative or an adviser shall-

- (a) provide the Bureau with all relevant information available to him; and
- (b) not divulge information on the progress and the findings of the investigation without written consent of the Bureau.

(3) The Bureau shall allow and facilitate participation of accredited representatives in the investigation in all aspects of investigation under the control of investigator-in-charge including-

- (a) visit of the place of occurrence;
- (b) examine the wreckage;
- (c) obtain witness information and suggest areas of questioning;
- (d) full access to the relevant evidence as soon as possible;
- (e) receive copies of the pertinent documents;
- (f) participate in read-outs of recorded media;
- (g) participate in off-scene investigative activities such as component examinations, technical briefings, tests and simulations;
- (h) participate in investigation progress meetings including deliberations related to analysis, findings, causes, contributing factors and safety recommendations; and
- (i) make submissions in respect of the various elements of the investigation.

(4) The Bureau may request any foreign State agency other than the state of registry, state of the operator, the state of design and the state of manufacture to assist

in any particular aspect of investigation but such assistance shall be limited to those matters referred to such State agency by the Bureau.

(5) If citizen of any foreign State other than the state of registry, state of the operator, the state of design and the state of manufacture has suffered fatality or serious injury in an occurrence, that State may appoint an expert, who may:

- (a) visit the scene of occurrence;
- (b) access the relevant factual information, which is approved for public release by the Bureau, and information on the progress of the investigation;
- (c) receive a copy of the final report; and
- (d) assist in identification of victim citizens of that State.

(6) The Bureau may ask the district administration, local police or any other law enforcement agency to make special security arrangements for accredited representatives and advisors during participation in investigation in Pakistan.

14. Foreign investigations.— When the Bureau receives notification of an occurrence that occurred outside Pakistan involving a Pakistan registered aircraft, an aircraft operated by a Pakistani operator, or an aircraft designed or manufactured in Pakistan, the Bureau shall:

- (a) acknowledge receipt of the notification;
- (b) provide the notifying State with the following information with the least possible delay-
 - (i) any information regarding the aircraft, passengers and crew members; and
 - (ii) details of any dangerous goods on board the aircraft.
- (c) inform the notifying State that-
 - (i) it intends or does not intend to appoint or has appointed an accredited representative; and
 - (ii) the representative is required to travel to the State, the contact details of the representative and the expected date of arrival of the accredited representative.
- (d) request the Secretary to appoint an accredited representative and one or more advisors or experts with the approval of Minister, if requested to do

so by the State conducting an investigation into an accident, or a serious incident involving an aircraft of a mass of over 2250 kg.

15. Foreign assistance in investigation.— (1) The Bureau may request an aircraft accident investigation agency of another State for assistance in investigation on the basis of mutual agreements or memoranda of understanding.

(2) The Bureau may delegate the whole investigation or a part thereof to an accident investigation agency of another State, or any regional accidents investigation agency.

CHAPTER IV COLLECTION OF EVIDENCE

16. Main forensics material.— (1) If an occurrence is being investigated by the Bureau, the aircraft has a flight data recorder or cockpit voice recorder or both, the investigator-in-charge shall make immediate arrangements to recover and protect the recorders.

(2) The Bureau shall, without any loss of time, arrange read-out of the recorders as soon as it is practical to do so at an appropriate flight recorder read-out facility.

(3) If the recorder sustain damage in such a way that it cannot readily be read out at the chosen facility, or is of a type that requires additional expertise or equipment, the Bureau may seek expert assistance including taking it to its manufacturer for read-out.

(4) A Bureau's appointed investigator or investigator from another State shall supervise and participate, the outsourced reading-out work in order to ensure that there is no real or perceived conflict of interest.

(5) The investigator-in-charge shall consider electronic equipment other than flight recorders, which may contain valuable information related to the occurrence and analyses of which can significantly help the investigation, especially in the absence of information from the flight recorders.

(6) The electronic equipment which may help in investigation include satellite navigation units like global positioning system, global navigation satellite system, ground proximity warning system, terrain awareness and warning system, flight management system.

17. Forensic examination.— The investigator-in-charge may get any equipment, device, part of the aircraft or any communication, audio or video recording examined from any lab or other agency for the purposes of investigation.

18. Witnesses' statements.— (1) In case of an occurrence, the owner, operator, hirer or other person, on whose behalf the crew members operated the aircraft, shall forward to the Bureau, if the crew member has survived the occurrence, statement of each crew member setting forth the facts, conditions, and circumstances relating to the occurrence.

(2) If the crew member is injured or incapacitated, the owner, operator, hirer or other person, on whose behalf the crew operated the aircraft, shall submit the statement as soon as the crew member is able to make such statement.

(3) The investigator may require the attendance of any person, whom he thinks fit to call before him and examine for investigation and to require answers or returns to any inquiries by summons in a manner given in Schedule XI.

(4) The investigator may require any person to make and to sign a declaration regarding the true nature of the statement made by him.

CHAPTER V

WRECKAGE

19. Aircraft wreckage.— (1) After collection of available evidence, and collection of required exhibits, and clearance by the Director or investigator-in-charge, the operator may remove the wreckage to a suitable place or the Bureau may remove or cause to be removed the wreckage at the operator's expense.

(2) The Airports Authority or the airport manager of the nearest airport shall provide place for placing the wreckage till the time Bureau clears it for removal to any other place.

(3) The Airports Authority or the airport manager shall arrange for security and preservation of the wreckage and exhibits till completion of the final report and the operator shall pay the cost of services to be provided at the airport to the Airports Authority or other operator of the airport.

20. Release of aircraft wreckage.— (1) The Bureau shall keep the aircraft wreckage under its custody until such time as it decides to release back to the owner of the aircraft, or the owner's representative.

(2) The Bureau may decide to release the aircraft wreckage in increments, depending on the needs of the investigators for testing of selected components of the wreckage.

(3) For accidents in Pakistan involving aircraft registered and operated by any other State, the Bureau shall facilitate the release from custody of the aircraft, its contents, or parts thereof, as soon as they are not required for the investigation, to person duly designated by the state of registry or state of the operator particularly in case occurrence involves minimal damage to the aircraft that needs to be repaired and returned to service.

(4) The investigator-in-charge may release a portion of the aircraft wreckage, or the entire aircraft wreckage by preparing a release form describing the aircraft wreckage and parts released, information of the occurrence, aircraft, the name of the investigator-in-charge and the owner of the aircraft or the owner's authorized representative.

(5) If the entire aircraft wreckage is to be released, the investigator-in-charge shall sign the aircraft wreckage and parts release form and he shall obtain signature from the owner of the aircraft, or the owner's representative, who accepts the aircraft wreckage.

(6) If a portion of the aircraft wreckage is to be released, the investigator-in-charge shall list the components being released and any components being retained for further examination on the aircraft wreckage and parts release form, along with the appropriate signatures verifying the release and retention of parts, and each time a portion of the aircraft wreckage is released, the investigator-in-charge shall complete an additional aircraft wreckage and parts release form to document the transfer.

CHAPTER VI

PRELIMINARY AND FINAL REPORTS

21. Preliminary report.— (1) Unless the final report has been sent by that time, the Bureau shall, within thirty days of the date of the occurrence, prepare preliminary report of the occurrence and send such report by facsimile, e-mail, or airmail to the following:

- (a) States and Organisation specified in the Schedule X;
- (b) Secretary; and
- (c) every agency and person having a direct interest in the findings.

(2) The Bureau shall ensure that the preliminary report shall not imply the assignment of fault or the determination of administrative, civil or criminal liability of any person.

22. Draft final report.— (1) The Bureau shall prepare and send a copy of the draft final report of an occurrence including the intended safety recommendations as per Schedule XII to the following seeking their comments on the draft final report:

- (a) State that instituted the investigation;
- (b) state of registry, state of occurrence, state of the operator, state of design, or state of manufacture or two or more such states;
- (c) any State that participated in the investigation;
- (d) Minister;
- (e) Secretary; and
- (f) every agency and person having a direct interest in the findings.

(2) The State, agency or person to whom draft final report is sent under sub-rule (1) shall, within forty-five days from the date of the letter of the Bureau, send the comments in writing to the Bureau and, unless the Bureau extends the period for sharing of comments, the Bureau may assume that the interested party, which has not sent its comments, agrees to the content of the draft final report.

(3) The Bureau shall ensure that the draft final report—

- (a) remains confidential till finalisation of the safety recommendations;
- (b) is made for prevention of future occurrence; and
- (c) is not aimed at creating a presumption of blame or liability.

23. Final report.— (1) If the Bureau receives comments on the draft final report, the Bureau shall either amend the final report or, upon request by the State that provided comments, append the comments to the final report.

Explanation.— Comments of a State to be appended to the final report shall be restricted to non-editorial specific technical aspects of the final report upon which no agreement could be reached.

(2) If the Bureau did not receive any comments within the specified time, the Bureau shall prepare the final report of the occurrence.

(3) The investigator-in-charge and each member of the investigation team shall sign the final report.

(4) If a member of the investigation team disagrees with the findings or safety recommendations of final report, the member shall give in writing his reasons for the disagreement.

(5) The Director shall address the disagreements indicated by any member of the investigation team.

(6) If the Director is the investigator-in-charge, he shall inform the Secretary about the disagreement and Secretary shall address the disagreement indicated by the member of the investigation team.

(7) The findings recorded by the Director or Secretary to address the disagreements shall be made part of the final report.

(8) The Bureau shall send final report without any delay to:

- (a) States and Organisation specified in Schedule X;
- (b) Minister;
- (c) Secretary; and
- (d) every agency and person having a direct interest in the findings.

(9) The Bureau shall ensure that the final report shall not imply the assignment of fault or the determination of administrative, civil or criminal liability of any person.

24. Release of final report.— (1) The Bureau shall make the final report public as soon as possible preferably not later than twelve months from the date of occurrence.

(2) If the final report cannot be made publicly available within twelve months of occurrence due to any cause, the Bureau shall make an interim statement publicly available on each anniversary of the occurrence, detailing the progress of the investigation and any safety issues raised in the process of investigation.

(3) The Director shall publish preliminary report, interim statement and final report for general information.

CHAPTER VII

AIR SAFETY

25. Safety recommendations.— (1) At any stage of the investigation of an occurrence, the Director shall recommend in writing to the Minister, Secretary and every other agency and person including those in other States, any preventive action that is necessary to enhance aviation safety.

(2) The Director shall send any safety recommendation arising out of any investigation in writing to the appropriate authorities, including the accident investigation authorities of any other State and, where necessary, to the Organisation.

(3) In case of safety recommendations of global concern, the Director shall communicate to the Organisation along with responses received on those recommendations, if any, even if the safety recommendations of global concern are not addressed to the Organisation.

(4) The Bureau shall have precedence for the issuance of safety recommendations from an investigation but, in the interest of air safety, other States participating in the investigation may issue safety recommendations in consultation with the Bureau.

26. Action on safety recommendations.— (1) The Bureau shall implement procedures to record the responses received on the safety recommendations issued by the Bureau or by other States.

(2) The Bureau shall monitor the progress of the action taken in response to safety recommendations under these rules or safety recommendations received from the other States, which are applicable to Pakistan.

CHAPTER VIII

MISCELLANEOUS

27. Separation from other inquiries and coordination.— (1) Any investigation conducted by the Bureau shall be separate from any judicial or administrative proceedings to apportion fault or liability for any occurrence.

(2) The Bureau shall ensure that officers, experts and other persons involved in investigation under these rules shall not investigate or be a witness or part of that other investigation or inquiry for any judicial or administrative proceedings to apportion blame or liability for any occurrence.

(3) The investigator-in-charge may coordinate with inquiry officer or investigator for judicial or administrative proceedings at the site of occurrence and in the gathering of evidence or information, if any, with due consideration separate purpose both investigations.

(4) The Bureau may enter into agreement or arrangement to coordinate activities between the Bureau and other departments, judicial and regulatory authorities, police, forensic and medical authorities, with respect to:

- (a) investigation procedures and practices; and
- (b) requirements for reporting occurrences.

28. Information to aviation security authorities.— If, in the course of an investigation it becomes known, or it is suspected, that an act of unlawful interference was involved, the Director or investigator-in-charge shall immediately inform the appropriate aviation security authorities for action under the law.

29. Bearing of investigation expenditure.— (1) The operator of the aircraft under investigation shall bear the cost of the investigation.

(2) When the cost of investigation in partial or full is met from Air Safety Fund, the Bureau shall charge the operator the cost of investigation in a manner as per Schedule XIII and the operator shall deposit the cost in the Air Safety fund within thirty days.

(3) In case an operator fails to pay the cost under this rule, the Bureau may, in addition to other action under the law, ask the Airports Authority to recover such cost from the operator and deposit it in the Air Safety Fund.

30. Investigation management system.— (1) The Bureau shall establish and maintain an investigation management system to manage an accident investigation involving a large or complex aircraft.

(2) The investigation management system shall require a team of investigators in order to conduct the investigation in the most effective and expeditious way.

(3) The investigation management system divides the investigation activities into functional areas, each of which can be assigned to a member or group within the investigation team.

(4) After the initial visit and walk-through of the occurrence site, the investigator-in-charge shall convene a meeting of the investigation team and assign specialised functions to a member or group within the investigation team.

(5) The investigator-in-charge may request the Director to include a specialist or expert in the investigation team for performance of a specialised function or specific aspect of the investigation.

(6) The investigator-in-charge may assign the task to a specialist member or investigation group based on circumstances and complexity of the accident relating to witnesses, meteorology or weather, air traffic services, aircraft structures, aircraft systems, powerplants, maintenance records, survival factors, human performance, aircraft performance, flight recorders and others like fire and explosion, underwater recovery, mock-up, etc.

31. Compliance of international obligations and review of the rules.— The Bureau shall, from time to time, review these rules and propose amendments to the Secretary based on international obligations under the Convention or any other instrument binding on Pakistan.

SCHEDULE I

[see rule 3]

NOTIFICATION OF AIRCRAFT OCCURRENCE

a) Name, designation & telephone Number of the officer / official reporting the occurrence	
b) Name of the Airport from which message originated	
c) Aircraft Information	
i) Type, Flight and Registration Number of the Aircraft	
ii) Name of the Operator (if any) of the Aircraft	
iii) Name of the Pilot	
iv) Qualification of Aircrew / Nationality	
v) Date & Time of Occurrence / Incident	
vi) The last point of departure and the point of intended landing of the Aircraft and nature of flight	
vii) The location of the accident / incident with reference to some easily defined geographical point	
viii) Total No. of persons on board / nationality; Number of killed (if any)	
ix) No. of persons seriously injured and where possible name of such persons	
x) The nature & cause of the incident / accident, as far as known	
xi) The nature and extent of damage to aircraft	
Damage Report (if any)	
xii) Weather Conditions:	
xiii) Summary of the Occurrence:	
Summary:	

Name: _____ Signature: _____
Designation: _____ Dated: _____
Telephone: _____ Email: _____
AOR No: _____

SCHEDULE II

[see rule 3]

REPORTABLE AIRCRAFT OCCURRENCES**Part 1: List of Aircraft Related Occurrence to be reported**

Note 1.— Although this Part lists the majority of reportable occurrences, it is not completely comprehensive. Any other occurrences, which are judged by those involved to meet the criteria, should also be reported.

Note 2.— Occurrences to be reported are those where the safety of operation was or could have been endangered or which could have led to an unsafe condition. If, in view of the reporter an occurrence did not endanger the safety of the operation but if repeated in different but likely circumstances would create a hazard, then a report should be made. What is judged to be reportable on one class of product, part or appliance may not be so on another and the absence or presence of a single factor, human or technical, can transform an occurrence into an accident or serious incident.

Note 3.— Specific operational approvals (whenever applicable), e.g. "RVSM" (reduced vertical separation minima), "ETOPS" (extended range twin operations), "RNAV" (area navigation), or a design or maintenance programme, may have specific reporting requirements for failures or malfunctions associated with that approval or programme.

Aircraft Flight Operations**1. Operation of the Aircraft**

- (a) Avoidance manoeuvres:
 - i. Risk of collision with another aircraft, terrain or other object or an unsafe situation when avoidance action would have been appropriate.
 - ii. An avoidance manoeuvre required to avoid a collision with another aircraft, terrain or other object.
 - iii. An avoidance manoeuvre to avoid other unsafe situations.
- (b) Take-off or landing incidents, including precautionary or forced landings. Incidents such as; undershooting, overrunning or running off the side of runways. Take-offs, rejected take-offs, landings or attempted landings on a closed, occupied or incorrect runway.
- (c) Runway incursions.
- (d) Inability to achieve predicted performance during take-off or initial climb.
- (e) Critically low fuel quantity or inability to transfer fuel or use total quantity of usable fuel.
- (f) Loss of control (including partial or temporary) regardless of cause.
- (g) Occurrences close to or above V1 resulting from or producing a hazardous or potentially hazardous situation (e.g. rejected take-off, tail strike, engine-power loss etc.).

- (h) Go around producing a hazardous or potentially hazardous situation.
- (i) Unintentional significant deviation from airspeed, intended track or altitude (more than 300 ft) regardless of cause.
- (j) Descent below decision height/altitude or minimum descent height / altitude without the required visual reference.
- (k) Loss of position awareness relative to actual position or to other aircraft.
- (l) Breakdown in communication between flight crew "CRM" (crew resource management) or between flight crew and other parties (cabin crew, ATC [air traffic control] engineering).
- (m) Heavy landing - a landing deemed to require a "heavy landing check".
- (n) Exceedance of fuel imbalance limits.
- (o) Incorrect setting of an "SSR" (secondary surveillance radar) code or of an altimeter subscale.
- (p) Incorrect programming of, or erroneous entries into, equipment used for navigation or performance calculations, or use of incorrect data.
- (q) Incorrect receipt or interpretation of radio-telephony messages.
- (r) Fuel system malfunctions or defects, which had an effect on fuel supply and/or distribution.
- (s) Aircraft unintentionally departing from a paved surface.
- (t) Collision between an aircraft and any other aircraft, vehicle or other ground object.
- (u) Inadvertent and/or incorrect operation of any controls.
- (v) Inability to achieve the intended aircraft configuration for any flight phase (e.g. landing gear and gear doors, flaps, stabilizers, slats etc).
- (w) A hazard or potential hazard which arises as a consequence of any deliberate simulation of failure conditions for training, system checks or training purposes.
- (x) Abnormal vibration.
- (y) Operation of any primary warning system associated with manoeuvring the aircraft e.g. configuration warning, stall warning (stick shaker), over-speed warning etc. unless:
 - i. The crew conclusively established that the indication was false and provided that the false warning did not result in difficulty or hazard arising from the crew response to the warning.
 - ii. Operated for training or test purposes.
- (z) "GPWS" (Ground Proximity Warning System) / "TAWS" (Terrain Awareness and Warning System) "warning" when:
 - i. The aircraft comes into closer proximity to the ground than had been planned or anticipated.

- ii. The warning is experienced in instrument meteorological conditions 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 landing flaps by the appropriate point on the approach (mode 4).
 - iv. Any difficulty or hazard arises or might have arisen as a result of crew response to the "warning" e.g. possible reduced separation from other traffic. This could include warning of any mode or type i.e. genuine, nuisance or false.
- (aa) GPWS / TAWS "alert" when any difficulty or hazard arises or might have arisen as a result of crew response to the "alert".
- (bb) ACAS RA (Air Collision Avoidance System, Resolution Advisory).
- Note 1.**— TCAS (Traffic alert and Collision Avoidance System) is a form of ACAS. All ACAS RAs should be reported, regardless of the cause.
- (cc) Jet or prop blast incidents resulting in significant damage or serious injury.
- (dd) Landing at the wrong airfield.

2. Emergencies

- (a) Fire, explosion, smoke or toxic or noxious fumes, even though fires were extinguished.
- (b) The use of any non-standard procedure by the flight or cabin crew to deal with an emergency when:
- i. The procedure exists but is not used.
 - ii. The procedure does not exist.
 - iii. The procedure exists but is incomplete or inappropriate.
 - iv. The procedure is incorrect.
 - v. The incorrect procedure is used.
- (c) Inadequacy of any procedures designed to be used in an emergency, including when being used for maintenance, training or test purposes.
- (d) An event leading to an emergency evacuation.
- (e) Depressurization.
- (f) The use of any emergency equipment or prescribed emergency procedures in order to deal with a situation.
- (g) An event leading to the declaration of an emergency ("MAYDAY" or "PAN-PAN").
- (h) Failure of any emergency system or equipment, including all exit doors and lighting, to perform satisfactorily, including when being used for maintenance, training or test purposes.
- (i) Events requiring any use of emergency oxygen by any crew member.

3. Crew incapacitation

- (a) Incapacitation of any member of the flight crew, including that which occurs prior to departure if it is considered that it could have resulted in incapacitation after take-off.
- (b) Incapacitation of any member of the cabin crew which renders them unable to perform essential emergency duties.

4. Injury.- Occurrences which have or could have led to significant injury to passengers or crew but which are not considered reportable as an accident. This applies from the point when the affected passenger or crewmember (with the intention of flight) steps into the aircraft until the point where the passenger or crew member disembarks from the aircraft, and at all times in between whilst they are in the aircraft. It does not apply to passenger or crew injuries sustained outside of the aircraft, which should be notified to the Health and Safety Executive for incidents in the Pakistan.

5. Meteorology

- (a) A lightning strike which resulted in damage to the aircraft or loss or malfunction of any essential service.
- (b) A hail strike which resulted in damage to the aircraft or loss or malfunction of any essential service.
- (c) Severe turbulence encounter, an encounter resulting in injury to occupants or deemed to require a "turbulence check" of the aircraft.
- (d) A wind shear encounter.
- (e) Icing encounter resulting in handling difficulties, damage to the aircraft or loss or malfunction of any essential service.

6. Security

- (a) Unlawful interference with the aircraft including a bomb threat or hijack.
- (b) Difficulty in controlling intoxicated, violent or unruly passengers.
- (c) Discovery of a stowaway.

7. Other Occurrences

- (a) Repetitive instances of a specific type of occurrence which in isolation would not be considered "reportable" but which due to the frequency with which they arise, form a potential hazard.
- (b) A bird strike which resulted in damage to the aircraft or loss or malfunction of any essential service.
- (c) All wake-turbulence encounters, regardless of the effect on the aircraft, should be reported. Severe encounters, meeting the definition of an occurrence, e.g. involving max

control input, high angles of pitch/bank, the need to 'go-around' etc, should also be reported.

- (d) Targeting of an aircraft with a laser or high-powered light.
- (e) Any other occurrence of any type considered to have endangered or which might have endangered the aircraft or its occupants on board the aircraft or persons on the ground.

Aircraft Technical

8. Structural.- Not all structural failures need to be reported. Engineering judgment is required to decide whether a failure is serious enough to be reported. The following examples can be taken into consideration:

- (a) Damage to a Principal Structural Element (PSE) that has not been designated as damage-tolerant (life-limited element). PSEs are those which contribute significantly to carrying flight, ground, and pressurization loads, and the failure of which could result in a catastrophic failure of the aircraft.
- (b) Defect or damage exceeding admissible damages to a PSE that has been designated as damage tolerant.
- (c) Damage to or defect exceeding allowed tolerances of a structural element, the failure of which could reduce the structural stiffness to such an extent that the required flutter, divergence or control reversal margins are no longer achieved.
- (d) Damage to or defect of a structural element, which could result in the liberation of items of mass that may injure occupants of the aircraft.
- (e) Damage to or defect of a structural element, which could jeopardize proper operation of systems.

9. Systems.- The following general criteria applicable to all systems are proposed:

- (a) Loss, significant malfunction or defect of any system, sub system or set of equipment when standard operating procedures, drills etc. could not be satisfactorily accomplished.
- (b) Inability of the crew to control the system, for example:
 - i. Un-commanded actions,
 - ii. Incorrect and/or incomplete response, including limitation of movement or stiffness.
 - iii. Runaway.
 - iv. Mechanical disconnection or failure.
- (c) Failure or malfunction of the exclusive function(s) of the system (one system could integrate several functions).
- (d) Interference within or between systems.

- (e) Failure or malfunction of the protection device or emergency system associated with the system.
- (f) Loss of redundancy of the system.
- (g) Any occurrence resulting from unforeseen behaviour of a system.
- (h) For aircraft types with single main systems, subsystems or sets of equipment: the loss, significant malfunction or defect in any main system, subsystem or set of equipment.
- (i) For aircraft types with multiple independent main systems, subsystems or sets of equipment: the loss, significant malfunction or defect of more than one main system, subsystem or set of equipment.
- (j) Operation of any primary warning system associated with aircraft systems or equipment unless the crew conclusively established that the indication was false, provided that the false warning did not result in difficulty or hazard arising from the crew response to the warning.
- (k) Leakage of hydraulic fluids, fuel, oil or other fluids which resulted in a fire hazard or possible hazardous contamination of aircraft structure, systems or equipment, or risk to occupants.
- (l) Malfunction or defect of any indication system when this results in the possibility of misleading indications to the crew.
- (m) Any failure, malfunction or defect if it occurs at a critical phase of the flight and is relevant to the system operation.
- (n) Significant shortfall of the actual performances compared to the approved performance which resulted in a hazardous situation (taking into account the accuracy of the performance-calculation method) including braking action, fuel consumption etc.
- (o) Asymmetry of flight controls; e.g. flaps, slats, spoilers etc. The Appendix to this Schedule gives a list of examples of reportable occurrences resulting from the application of these general criteria to specific systems.

10. Propulsion (including engines, propellers and rotor systems) and Auxiliary Power Units (APUs)

- (a) Flameout, shutdown or malfunction of any engine.
- (b) Overspeed or inability to control the speed of any high-speed rotating component (for example: APU, air starter, air cycle machine, air turbine motor, propeller or rotor).
- (c) Failure or malfunction of any part of an engine or power plant resulting in any one or more of the following:
 - i. Non-containment of components / debris.
 - ii. Uncontrolled internal or external fire, or hot gas breakout.
 - iii. Thrust in a direction different from that demanded by the pilot.
 - iv. Thrust-reversing system failing to operate or operating inadvertently.

- v. Inability to control power, thrust or revolutions per minute.
 - vi. Failure of the engine mount structure.
 - vii. Partial or complete loss of a major part of the power plant.
 - viii. Dense visible fumes or concentrations of toxic products sufficient to incapacitate crew or passengers.
 - ix. Inability, by use of normal procedures, to shutdown an engine.
 - x. Inability to restart a serviceable engine.
- (d) An un-commanded thrust / power loss, change or oscillation which is classified as a Loss of Thrust or power Control (LOTC):
- (i) For a single-engine aircraft.
 - (ii) Where it is considered excessive for the application.
 - (iii) Where this could affect more than one engine in a multi-engine aircraft, particularly in the case of a twin-engine aircraft.
 - (iv) For a multi-engine aircraft where the same, or similar, engine type is used in an application where the event would be considered hazardous or critical.
- (e) Any defect in a life-controlled part causing its withdrawal before completion of its full life.
- (f) Defects of common origin which could cause an in-flight shut-down rate so high that there is the possibility of more than one engine being shut down on the same flight.
- (g) An engine limiter or control device failing to operate when required or operating inadvertently.
- (h) Exceedance of engine parameters.
- (i) Foreign Objects Damage (FOD).

11. Propellers and Transmission

- (a) Failure or malfunction of any part of a propeller or power plant resulting in any one or more of the following:
- (i) An over speed of the propeller.
 - (ii) The development of excessive drag.
 - (iii) A thrust in the opposite direction to that commanded by the pilot.
 - (iv) A release of the propeller or any major portion of the propeller.
 - (v) A failure that results in excessive imbalance.
 - (vi) The unintended movement of the propeller blades below the established minimum in-flight low-pitch position.
 - (vii) An inability to feather the propeller.
 - (viii) An inability to change propeller pitch.

- (ix) An un-commanded change in pitch.
- (x) An uncontrollable torque or speed fluctuation.
- (xi) The release of low-energy parts.

12. Rotors and Transmission

- (a) Damage or defect of main rotor gearbox/attachment which could lead to in-flight separation of the rotor assembly and/or malfunctions of the rotor control.
- (b) Damage to tail rotor, transmission and equivalent systems.

13. Auxiliary Power Unit (APU)

- (a) Shut down or failure when the APU is required to be available by operational requirements, e.g. ETOPS, minimum equipment list (MEL).
- (b) Inability to shut down the APU.
- (c) Overspeed.
- (d) Inability to start the APU when needed for operational reasons.

14. Human Factors.- Any incident where any feature or inadequacy of the aircraft design could have led to an error of use that could contribute to a hazardous or catastrophic effect.

15. Other Occurrences

- (a) Any incident where any feature or inadequacy of the aircraft design could have led to an error of use that could contribute to a hazardous or catastrophic effect.
- (b) An occurrence not normally considered as reportable (e.g., furnishing and cabin equipment, water systems), where the circumstances resulted in endangering the aircraft or its occupants.
- (c) A fire, explosion, smoke or toxic/noxious fumes.
- (d) Any other event which could endanger the aircraft, or affect the safety of the occupants of the aircraft, or people or property in the vicinity of the aircraft or on the ground.
- (e) Failure or defect of passenger address system resulting in loss of, or inaudible, passenger address system.
- (f) Loss of pilot seat control during flight.

16. Aircraft Maintenance and Repair

- (a) Incorrect assembly of parts or components of the aircraft found during an inspection or test procedure not intended for that specific purpose.

- (b) Hot bleed air leak resulting in structural damage.
- (c) Any defect in a life-controlled part causing retirement before completion of its full life.
- (d) Any damage or deterioration (e.g. fractures, cracks, corrosion, delamination, disbanding etc.) resulting from any cause (e.g. as flutter, loss of stiffness or structural failure) to:
 - (i) A primary structure or a Principal Structure Element (PSE) (as defined in the manufacturers' Repair Manual) where such damage or deterioration exceeds allowable limits specified in the Repair Manual and requires a repair or complete or partial replacement.
 - (ii) A secondary structure which consequently has or may have endangered the aircraft.
 - (iii) The engine, propeller or rotorcraft rotor system.
- (e) Any failure, malfunction or defect of any system or equipment, or damage or deterioration thereof found as a result of compliance with an airworthiness directive or other mandatory instruction issued by a regulatory authority, when:
 - (i) It is detected for the first time by the reporting agency implementing compliance.
 - (ii) On any subsequent compliance, it exceeds the permissible limits quoted in the instruction and/or published repair/rectification procedures are not available.
- (f) Failure of any emergency system or equipment, including all exit doors and lighting, to perform satisfactorily, including when being used for maintenance or test purposes.
- (g) Non-compliance or significant errors in compliance with required maintenance procedures.
- (h) Products, parts, appliances and materials of unknown or suspect origin.
- (i) Misleading, incorrect or insufficient maintenance data or procedures that could lead to maintenance errors.
- (j) Any failure, malfunction or defect of ground equipment used for testing or checking of aircraft systems and equipment when the required routine inspection and test procedures did not clearly identify the problem, where this results in a hazardous situation.

Ground Services and Facilities

17. Air Navigation Services (ANS).- See Part 2, list of reportable ANS-related occurrences.

18. Aerodrome and Aerodrome Facilities

- (a) Significant spillage during fuelling operations.
- (b) Loading of incorrect fuel quantities likely to have a significant effect on aircraft endurance, performance, balance or structural strength.
- (c) Failure or significant deterioration of aerodrome aircraft operating surfaces.

19. Handling of Passengers, Baggage and Cargo

- (a) Significant contamination of aircraft structure, systems and equipment arising from the carriage of baggage or cargo.
- (b) Incorrect loading of passengers, baggage or cargo, likely to have a significant effect on aircraft mass and/or balance.
- (c) Incorrect stowage of baggage or cargo (including hand baggage) likely in any way to endanger the aircraft, its equipment or occupants or to impede emergency evacuation.
- (d) Inadequate stowage of cargo containers or other substantial items of cargo.
- (e) Carriage or attempted carriage of dangerous goods in contravention of applicable regulations, including incorrect labelling and packaging of dangerous goods.

20. Aircraft Ground Handling and Servicing

- (a) Failure, malfunction or defect of ground equipment used for the testing or checking of aircraft systems and equipment when the required routine inspection and test procedures did not clearly identify the problem, where this results in a hazardous situation.
- (b) Non-compliance or significant errors in compliance with required servicing procedures.
- (c) Loading of contaminated or incorrect type of fuel or other essential fluids (including oxygen and potable water).
- (d) Unsatisfactory ground de-icing/anti-icing.

Examples to Part 1 Occurrences

Note .— The following subparagraphs give examples of reportable occurrences resulting from the application of the general criteria to specific systems.

21. Air Conditioning / Ventilation

- (a) Complete loss of avionics cooling.
- (b) Depressurization.

22. Auto Flight System

- (a) Failure of the auto flight system to achieve the intended operation while engaged.
- (b) Significant reported crew difficulty to control the aircraft linked to auto flight system functioning.
- (c) Failure of any auto flight system disconnect device.
- (d) Un-commanded auto flight mode change.

23. Communications

- (a) Failure or defect of passenger address system resulting in loss of or inaudible passenger address.
- (b) Total loss of communication in flight.

24. Electrical System

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

25. Cockpit/Cabin/Cargo

- (a) Pilot seat control loss during flight.
- (b) Failure of any emergency system or equipment, including emergency evacuation signalling system, all exit doors, emergency lighting, etc.
- (c) Loss of retention capability of the cargo loading system.

26. Fire Protection System

- (a) Fire warnings, except those immediately confirmed as false.
- (b) Undetected failure or defect of fire/smoke detection/protection system, which could lead to loss or reduced fire detection/protection.
- (c) Absence of warning in case of actual fire or smoke.

27. Flight Controls

- (a) Asymmetry of flaps, slats, spoilers, etc.
- (b) Limitation of movement, stiffness or poor or delayed response in the operation of primary flight control systems or their associated tab and lock systems.

- (c) Flight control surface runaway.
- (d) Flight control surface vibration felt by the crew.
- (e) Mechanical flight control disconnection or failure.
- (f) Significant interference with normal control of the aircraft or degradation of flying qualities.

28. Fuel System

- (a) Fuel quantity indicating system malfunction resulting in total loss or wrong indication of fuel quantity onboard.
- (b) Leakage of fuel which resulted in major loss, fire hazard, significant contamination.
- (c) Malfunction or defects of the fuel jettisoning system which resulted in inadvertent loss of significant quantity, fire hazard, hazardous contamination of aircraft equipment or inability to jettison fuel.
- (d) Fuel system malfunctions or defects which had a significant effect on fuel supply and/or distribution.
- (e) Inability to transfer or use total quantity of usable fuel.

29. Hydraulics

- (a) Loss of one hydraulic system (ETOPS only).
- (b) Failure of the isolation system.
- (c) Loss of more than one hydraulic circuit.
- (d) Failure of the back-up hydraulic system.
- (e) Inadvertent ram air turbine extension.
- (f) Ice Detection / Protection System
- (g) Undetected loss or reduced performance of the anti-ice/de-ice system.
- (h) Loss of more than one of the probe-heating systems.
- (i) Inability to obtain symmetrical wing de-icing.
- (j) Abnormal ice accumulation leading to significant effects on performance or handling qualities.
- (k) Crew vision significantly affected.

30. Indicating / Warning/Recording Systems

- (a) Malfunction or defect of any indicating system when the possibility of significant misleading indications to the crew could result in an inappropriate crew action on an essential system.

- (b) Loss of a red warning function on a system.
- (c) For glass cockpits: loss or malfunction of more than one display unit or computer involved in the display/warning function.

31. Landing Gear System / Brakes / Tyres

- (a) Brake fire.
- (b) Significant loss of braking action.
- (c) Asymmetrical braking action leading to significant path deviation.
- (d) Failure of the landing gear free fall extension system (including during scheduled tests).
- (e) Unwanted landing gear or gear doors extension/retraction.
- (f) Multiple tyres burst.

32. Navigation Systems (including precision approach systems) and Air Data Systems

- (a) Total loss or multiple navigation equipment failures.
- (b) Total or multiple air data system equipment failures.
- (c) Significant misleading indications.
- (d) Significant navigation errors attributed to incorrect data or a database coding error.
- (e) Unexpected deviations in lateral or vertical path not caused by pilot input.
- (f) Problems with ground navigational facilities leading to significant navigation errors not associated with transitions from inertial navigation mode to radio navigation mode.

33. Oxygen for Pressurized Aircraft

- (a) Loss of oxygen supply in the cockpit.
- (b) Loss of oxygen supply to a significant number of passengers (more than 10 %), including when found during maintenance or training or testing.

34. Bleed Air System

- (a) Hot bleed air leak resulting in fire warning or structural damage.
- (b) Loss of all bleed air systems.
- (c) Failure of bleed air leak detection system.

Part 2: List of Air Navigation Services Related Occurrences to be Reported

Note 1.— Although this Part lists the majority of reportable occurrences, it cannot be completely comprehensive. Any other occurrences, which are judged by those involved to meet the criteria, should also be reported.

Note 2.— This Part includes Air Navigation Service (ANS) occurrences which pose an actual or potential threat to flight safety, or can compromise the provision of safe ANS services.

Note 3.—The contents of this Part shall not preclude the reporting of any occurrence, situation or condition which, if repeated in different but likely circumstances or allowed to continue uncorrected, could create a hazard to aircraft safety.

35. Near Collision Incidents.- (Encompassing specific situations where one aircraft and another aircraft/the ground/a vehicle/person or object are perceived to be too close to each other):

- (a) Separation minima infringement.
- (b) Inadequate separation.
- (c) "Near-CFIT" (near-controlled flight into terrain).
- (d) Runway incursion where avoiding action was necessary.

36. Potential for Collision or Near Collision.- (Encompassing specific situations having the potential to be an accident or a near collision, if another aircraft is in the vicinity):

- (a) Runway incursion where no avoiding action is necessary.
- (b) Runway excursion.
- (c) Aircraft deviation from ATC clearance.
- (d) Aircraft deviation from applicable Air Traffic Management (ATM) regulation:
 - (i) Aircraft deviation from applicable published ATM procedures.
 - (ii) Unauthorized penetration of airspace.
 - (iii) Deviation from aircraft ATM-related equipment carriage and operations, as mandated by applicable regulation(s).

37. ATM-Specific Occurrences.- (Encompassing those situations where the ability to provide safe ATM services is affected, including situations where, by chance, the safe operation of aircraft has not been jeopardized). This shall include the following occurrences:

- (a) Inability to provide ATM services:
 - (i) Inability to provide air traffic services.
 - (ii) Inability to provide airspace management services.
 - (iii) Inability to provide air traffic flow management services.

- (b) Failure of Communication function.
- (c) Failure of Surveillance function.
- (d) Failure of Data Processing and Distribution function.
- (e) Failure of Navigation function.
- (f) ATM system security.

38. "ATC" (Air Traffic Control) Navigation and Communications.- Significant malfunction or deterioration of service.

39. An aircraft was or could have been endangered by impairment of any member of ground staff.- (e.g. ATC, "AD" (aircraft dispatchers), Maintenance, etc.).

ATC overload

40. Failure or unplanned shutdown of a major operational ATC computer system.- requiring reversion to manual back-up and resulting in disruption to the normal flow of air traffic.

Examples to Part 2 Occurrences

41. The following are examples of reportable ATM occurrences.

- (a) Provision of significantly incorrect, inadequate or misleading information from any ground sources, e.g. ATC, Automatic Terminal Information Service (ATIS), meteorological services, navigation databases, maps, charts, manuals, etc.
- (b) Provision of less than prescribed terrain clearance.
- (c) Provision of incorrect pressure reference data (i.e. altimeter setting).
- (d) Incorrect transmission, receipt or interpretation of significant messages when this results in a hazardous situation.
- (e) Separation minima infringement.
- (f) Un-authorized penetration of airspace.
- (g) Unlawful radio communication transmission.
- (h) Failure of ANS ground or satellite facilities.
- (i) Major ATC/ATM failure or significant deterioration of aerodrome infrastructure.
- (j) Aerodrome movement areas obstructed by aircraft, vehicles, animals or foreign objects, resulting in a hazardous or potentially hazardous situation.
- (k) Errors or inadequacies in marking of obstructions or hazards on aerodrome movement areas resulting in a hazardous situation.
- (l) Failure, significant malfunction or unavailability of airfield lighting.

SCHEDULE III

[see rule 3]

EXAMPLES OF SERIOUS INCIDENTS

1. The incidents listed 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.
 2. Reportable serious incidents:
 - (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) Collisions not classified as accidents.
 - (c) Controlled flight into terrain only marginally avoided.
 - (d) Aborted take-offs on a closed or engaged runway, on a taxiway or unassigned runway.
 - (e) Take-offs from a closed or engaged runway, from a taxiway or unassigned runway.
 - (f) Landings or attempted landings on a closed or engaged runway, on a taxiway, on an unassigned runway or on unintended landing locations such as roadways.
 - (g) Retraction of a landing gear leg or a wheels-up landing not classified as an accident.
 - (h) Dragging during landing of a wing tip, an engine pod or any other part of the aircraft, when not classified as an accident.
 - (i) Gross failures to achieve predicted performance during take-off or initial climb.
 - (j) Fires 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.
 - (k) Events requiring the emergency use of oxygen by the flight crew.
 - (l) Aircraft structural failures or engine disintegrations, including uncontained turbine engine failures, not classified as an accident.
- Note.**—Guidance for the determination of the aircraft damage can be found in “Attachment – A”
- (m) Multiple malfunctions of one or more aircraft systems seriously affecting the operation of the aircraft.
 - (n) Flight crew incapacitation in flight:
 - i. For single pilot operations (including remote pilot).

- ii. For multi-pilot operations for which flight safety was compromised because of a significant increase in workload for the remaining crew.
- (o) 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.
- (p) Runway incursions classified with severity A. The Manual on the Prevention of Runway Incursions (Doc 9870) contains information on the severity classifications.
- (q) Take-off or landing incidents. Incidents such as under-shooting, overrunning or running off the side of runways.
- (r) 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.
- (s) Failures of more than one system in a redundancy system mandatory for flight guidance and navigation.
- (t) The unintentional or, as an emergency measure, the intentional release of a slung load or any other load carried external to the aircraft.

Note.—The incidents listed above are typical examples of incidents that are likely to be serious incidents. The list is not exhaustive and only serves as guidance to the definition of serious incident.

ATTACHMENT – A. GUIDANCE FOR THE DETERMINATION OF AIRCRAFT DAMAGE

1. If an engine separates from an aircraft, the event is categorized as an accident even if damage is confined to the engine.
2. A loss of engine cowls (fan or core) or reverser components which does not result in further damage to the aircraft is not considered an accident.
3. Occurrences where compressor or turbine blades or other engine internal components are ejected through the engine tail pipe are not considered accidents.
4. A collapsed or missing radome is not considered an accident unless there is related substantial damage in other structures or systems.
5. Occurrences of missing flaps, slats and other lift augmenting devices, winglets, etc., that are permitted for dispatch under the configuration deviation list (CDL) are not considered accidents.
6. Retraction of a landing gear leg or wheels-up landing, resulting in skin abrasion only, when the aircraft can be safely dispatched after minor repairs or patching, and subsequently undergoes more extensive work to affect a permanent repair, would not be classified as an accident.

7. If the structural damage is such that the aircraft depressurizes, or cannot be pressurized, the occurrence is categorized as an accident.
8. The removal of components for inspection following an occurrence, such as the precautionary removal of an undercarriage leg following a low-speed runway excursion, while involving considerable work, is not considered an accident unless significant damage is found.
9. Occurrences that involve an emergency evacuation are not counted as accidents unless someone receives serious injuries or the aircraft has sustained significant damage.

Note 1.— Regarding aircraft damage which adversely affects the structural strength, performance or flight characteristics, the aircraft may have landed safely, but cannot be safely dispatched on a further sector without repair.

Note 2.— If the aircraft can be safely dispatched after minor repairs and subsequently undergoes more extensive work to effect a permanent repair, then the occurrence would not be classified as an accident. Likewise, if the aircraft can be dispatched under the CDL with the affected component removed, missing or inoperative, the repair would not be considered as a major repair and consequently the occurrence would not be considered an accident.

Note 3.— The cost of repairs, or estimated loss, such as provided by insurance companies may provide an indication of the damage sustained but should not be used as the sole guide as to whether the damage is sufficient to count the occurrence as an accident. Likewise, an aircraft may be considered a “hull loss” because it is uneconomic to repair, without it having incurred sufficient damage to be classified as an accident.

SCHEDULE IV

[see rule 5]

FORMAT AND CONTENT OF PRELIMINARY INQUIRY REPORT

- (1) Aircraft Occurrence Report No _____
- (2) Date of occurrence _____
- (3) Operator _____
- (4) Flight number _____
- (5) Reg No. _____
- (6) Sector From _____ To _____

(7) Reported Occurrence Details:

(8) Initial Findings:

- a. Flight operation:
- b. Technical:
- c. ATS / Other:
- d. Damage to the aircraft:
- e. Injuries to persons
- f. Qualification of Flight Crew
- g. Other details

Signature: _____

Name of Investigator: _____

Contact # _____

Email-ID _____

Date: _____

(9) Remarks of Chief Investigator (if applicable):

Categorization / Classification of the occurrence

☐ INCID ☐ SINCID ☐ ACCID

Signature: _____

Name of Chief Investigator: _____

Contact # _____

Email-ID _____

Date: _____

(10) Remarks of Director:

Investigation to be instituted

☐ Yes ☐ No

Signature: _____

Date: _____

SCHEDULE V

[see rule 6]

ACCIDENT SITE HANDING OVER / HAND BACK CERTIFICATE

Copy ____ of ____

I, _____ , _____
Name CNIC No.
_____ handover / hand back the control of the site to
Designation

Name , _____
CNIC No.

Designation.

(HANDED OVER BY)

Signature
Name _____
Designation _____
Department _____
Date _____

(TAKEN OVER BY)

Signature
Name _____
Designation _____
Department _____
Date _____

SCHEDULE VI

[see rule 6]

BUREAU OF AIR SAFETY INVESTIGATION PAKISTAN
[see section 5 of the Pakistan Air Safety Investigation Act, 2023 (L of 2023)]

Reference No. BASI/

Dated:

To:

Mr. / Mrs: _____
Designation: _____
Department: _____
City, Province, Country: _____

**MEDICAL EXAMINATION OF THE PERSON INVOLVED DIRECTLY OR
INDIRECTLY IN THE OPERATION OF THE AIRCRAFT**

1. Investigation by the Bureau is in progress for the accident / serious incident / incident of _____, _____, _____
Operator Aircraft Type Manufacturer
_____, at _____, _____
Registration Number Location Date
2. Reportedly, you were performing duty as (Captain / First Officer / Pilot / Cabin Crew / Maintenance Crew / Operator of Equipment / Air Traffic Controller / Other). Your medical examination is relevant to the investigation.
3. You are hereby directed to submit to undermentioned medical examination immediately and not later than 02 hours.
a. _____ b. _____
c. _____ d. _____
4. Airport Manager / Officer In-charge of Police Station _____ is
Location _____
directed to arrange collection of samples within 02 hours of the occurrence and preservation of samples for medical examination from a recognized testing / medical facility and submit the report.

Signature _____
Name: _____
Designation _____
Office address _____

NOTE: Non-compliance of this is a punishable offence under law.

Copy to: - Airport Manager / Officer In-charge of Police Station _____

SCHEDULE VII

[see rule 6]

BUREAU OF AIR SAFETY INVESTIGATION PAKISTAN

[see section 5 of the Pakistan Air Safety Investigation Act, 2023 (L of 2023)]

Reference No. BASI/

Dated:

To:

Mr. / Mrs: _____

Designation: _____

Department: _____

City, Province, Country: _____

**AUTOPSY OR MEDICAL EXAMINATION OF THE HUMAN REMAIN
RELEVANT TO AIRCRAFT OCCURRENCE INVESTIGATION**

1. Investigation by the Bureau is in progress for the accident / serious incident / incident

of _____, _____, _____
Operator Aircraft Type Manufacturer

_____, at _____,
Registration Number Location
Date

2. You are having the custody of the body / human remains of deceased person

_____, (aircraft crew / passenger / person on ground)
Name

who died due to the aircraft accident. You are required to permit performance of medical examination / autopsy.

3. Officer In-charge of Police Station _____ / Airport Security Force / Airport Manager of _____ is directed to arrange medical examination / toxicological examination / _____ / autopsy from a recognized medical facility/ hospital and submit the report to the Bureau.

Signature

Name: _____

Designation _____

Office address _____

NOTE: Non-compliance of this is a punishable offence under the law.

Copy to:- Airport Manager / Officer In-charge of Police Station / Airport Security Force

SCHEDULE VIII

[see rule 10]

BUREAU OF AIR SAFETY INVESTIGATION PAKISTAN

[see section 5 of the Pakistan Air Safety Investigation Act, 2023 (L of 2023)]

Reference No. BASI/

Dated:

SEARCH WARRANT

1. Investigation by the Bureau is in progress for the accident / serious incident / incident

of _____, _____, _____
Operator Aircraft Type Manufacturer

_____, at _____, _____
Registration Number Location Date

2. Undersigned hereby authorize the investigator of the Bureau of Air Safety Investigation to conduct a search and seizure operation as necessary for the investigation of said Accident / Serious Incident/ Incident.

3. The search warrant empowers the investigator to: -

- a. Present this search warrant to the owner / occupier.
- b. Enter, inspect, and search any land, premises, building, dwelling, or an aircraft.
- c. Take in his possession any book, note, record, photograph, paper, document, recording, transcript, or other information and article pertinent to the investigation.

4. Federal Investigation Agency Officer In-charge of Police Station/ Airport Security Force / Other Law Enforcement Agency personnel shall accompany the investigators during the search operation.

Signature

Name: _____

Designation _____

Office address _____

NOTE: Non-compliance of this is a punishable offence under the law.

Copy to:- Federal Investigation Agency / Officer In-charge of Police Station/ Airport Security Force / Other Law Enforcement Agency

SCHEDULE IX*[see rule 11]***CONTENTS OF THE INITIAL NOTIFICATION**

(1) The notification shall be in plain language and contain as much of the following information as is readily available, but its dispatch shall not be delayed due to the lack of complete information:

- (a) For accidents the identifying abbreviation ACCID, for serious incidents SINCID, for incidents INCID.
- (b) Manufacturer, model, nationality and registration marks, and serial number of the aircraft.
- (c) Name of owner, operator and hirer, if any, of the aircraft.
- (d) Qualification of the pilot-in-command, and nationality of crew and passengers.
- (e) Date and time (local time or UTC) of the accident or incident.
- (f) Last point of departure and point of intended landing of the aircraft.
- (g) Position of the aircraft with reference to some easily defined geographical point and latitude and longitude.
- (h) Number of crew and passengers; aboard, killed and seriously injured; others, killed and seriously injured.
- (i) Description of the accident or incident and the extent of damage to the aircraft so far as is known.
- (j) Physical characteristics of the accident or incident area, as well as an indication of access difficulties or special requirements to reach the site.
- (k) Identification of the originating authority and means to contact.
- (l) Presence and description of dangerous goods on board the aircraft.

(2) It may be helpful to provide the location of the accident or incident as well as the elevation and topography of the accident site, if it is known.

(3) It is useful to first provide the number of persons aboard (crew, passengers) and then the injuries they sustained.

Note.— A list of addresses of aircraft accident and incident investigation authorities can be found on the Organisation/AIG website or in Organisation *Manual of Aircraft Accident and Incident Investigation*, Part I — *Organisation and Planning* (Doc 9756), Chapter 4, Appendix 2.

ICAO Initial Notification			
Name, Organization and contact information of person/organization submitting notification:	Name: Title: Organization: Address: Telephone: Fax : Cell : Email:		
a) for accidents the identifying abbreviation ACCID, for serious incidents INCID;	ACCID (Accident) ☐	SINCID (Serious Incident) ☐	INCID (optional) ☐
b) manufacturer, model, nationality and registration marks, and serial number of the aircraft;			
c) name of owner, operator and hirer, if any, of the aircraft;			
d) qualification of the pilot-in-command, and nationality of crew and passengers;			
e) date and time (local time or UTC) of the accident or serious incident;	(dd/mm/yy) local date: / / local time: HRS	(dd/mm/yy) UTC date: / / UTC time: HRS	
f) last point of departure and point of intended landing of the aircraft;	Last point of departure: _____ Point of intended landing: _____		
g) position of the aircraft with reference to some easily defined geographical point and latitude and longitude;			
h) number of crew and passengers; aboard, killed and seriously injured; others, killed and seriously injured;	Persons on board _____ pax / crew Fatal _____ crew _____ pax _____ others Serious Injury _____ crew _____ pax _____ others Minor _____ crew _____ pax _____ others		
i) description of the accident or serious incident and the extent of damage to the aircraft so far as is known;			
j) an indication to what extent the investigation will be conducted or is proposed to be delegated by the State of Occurrence;			
k) physical characteristics of the accident or serious incident area, as well as an indication of access difficulties or special requirements to reach the site;			
l) identification of the originating authority and means to contact the investigator-in-charge and the accident investigation authority of the State of Occurrence at any time;			
m) presence and description of dangerous goods on board the aircraft.	☐ No ☐ Yes - If yes, UN # _____		
Operation Type (If information is available)	Commercial Aviation ☐ General Aviation ☐	Schedule ☐ Non-Scheduled ☐	Passenger ☐ Cargo ☐
Level of damage to aircraft (If information is available)	Destroyed ☐ Substantial ☐ Minor ☐ None ☐		
The State of Occurrence shall forward a notification of an accident or serious incident with a minimum of delay and by the most suitable and quickest means available to: a) the State of Registry; b) the State of the Operator; c) the State of Design; d) the State of Manufacture; and e) the International Civil Aviation Organization, when the aircraft involved is of a maximum mass of over 2 250 kg.			

SCHEDULE X

[see rule 11]

NOTIFICATION AND REPORTING CHECKLIST

Note.— In this checklist, the following terms have the meaning indicated below:

- (a) International occurrences: accidents and incidents occurring in the territory of a Contracting State to aircraft registered in another Contracting State.
- (b) Domestic occurrences: accidents and incidents occurring in the territory of the State of Registry.
- (c) Other occurrences: accidents and incidents occurring in the territory of a non-Contracting State, or outside the territory of any State.

1. ACCIDENTS, SERIOUS INCIDENTS AND INCIDENTS TO BE INVESTIGATED

<i>From</i>	<i>For</i>	<i>To</i>	<i>Annex-13 Reference</i>
State of Occurrence	International occurrences: All aircraft	• State of Registry • State of the Operator • State of Design • State of Manufacture • Organisation (when aircraft over 2250 kg or is a turbojet-powered aeroplane)	4.1
State of Registry	Domestic and other occurrences: All aircraft	• State of the Operator • State of Design • State of Manufacture • Organisation (when aircraft over 2250 kg or is a turbojet-powered aeroplane)	4.8

2. FINAL REPORT

[see rule 21 and 23]

Accidents and incidents wherever they occurred

<i>From</i>	<i>Type of Report</i>	<i>Concerning</i>	<i>Send to</i>	<i>Annex-13 Reference</i>
State conducting the investigation	FINAL REPORT	All aircraft	• State instituting the investigation • State of Registry • State of the Operator • State of Design • State of Manufacture • Other States participating in the investigation • State having suffered fatalities or serious injuries to its citizens • State providing information, significant facilities or experts	6.4
		Aircraft over 5 700 kg	• Organisation	6.7

3. ADREP REPORT
Accidents and incidents wherever they occurred

<i>From</i>	<i>Type of report</i>	<i>Concerning</i>	<i>Send To</i>	<i>Annex 13 Reference</i>
State conducting the investigation	PRELIMINARY REPORT	Accidents to aircraft over 2250 kg	• State of Registry or State of Occurrence • State of the Operator • State of Design • State of Manufacture • State providing information, significant facilities or experts • Organisation	7.1
		Accidents to aircraft of 2250 kg or less if airworthiness or matters of interest are involved	• Same as above, except Organisation	7.2
	ACCIDENT DATA REPORT	Accidents to aircraft over 2250 kg	• Organisation	7.5
	INCIDENT DATA REPORT	Incidents to aircraft over 5700 kg	• Organisation	7.7

4. ACCIDENT PREVENTION MEASURES
Safety matters of interest to other States

<i>From</i>	<i>Type</i>	<i>Concerning</i>	<i>Send To</i>	<i>Annex 13 Reference</i>
States making safety recommendations	Safety recommendations	Recommendations made to another State	Accident investigation authority in that State	6.8 8.3
		Organisation documents	Organisation	6.9

SCHEDULE XI

[see rule 18]

BUREAU OF AIR SAFETY INVESTIGATION PAKISTAN
[see section 5 of the Pakistan Air Safety Investigation Act, 2023 (L of 2023)]

Reference No. BASI/

Dated:

To:

Mr. / Mrs: _____

Designation: _____

Department: _____

City, Province, Country: _____

**SUMMON NOTICE TO THE PERSON ACQUAINTED WITH THE FACTS OF AN
AIRCRAFT OCCURRENCE**

1. Investigation by the Bureau is in progress for the accident / serious incident / incident

of _____, _____, _____
Operator Aircraft Type Manufacturer
_____, at _____, _____
Registration Number Location Date

2. Reportedly you are well aware of the fact and circumstances of the said accident / serious incident / incident.

3. You are hereby directed to appear before the undersigned on _____ at _____
Date
_____ at _____
Time Address / Location

Signature

Name: _____

Designation _____

Office address _____

NOTE: Non-compliance of this is a punishable offence under law.

SCHEDULE XII

[see rule 22]

DRAFT FINAL REPORT FORMAT**1. FACTUAL INFORMATION****1.1 History of the flight**

A brief narrative giving the following information:

- Flight number, type of operation, last point of departure, time of departure (local time or UTC), point of intended landing.
- Flight preparation, description of the flight and events leading to the accident, including reconstruction of the significant portion of the flight path, if appropriate.
- Location (latitude, longitude, elevation), time of the accident (local time or UTC), whether day or night.

1.2 Injuries to persons.

Completion of the following (in numbers):

Injuries	Crew	Passengers	Total in the aircraft	Others
Fatal				
Serious				
Minor				Not applicable
None				Not applicable
TOTAL				

Note.— Fatal injuries include all deaths determined to be a direct result of injuries sustained in the accident. Serious injury is defined in Chapter 1 of Organisation's Annex - 13. For statistical purposes, Organisation classifies a fatal injury as an injury which results in death within thirty days of the accident. The heading "Others" in the table refers to persons outside the aircraft who were injured in the accident. When the accident involves a collision between two aircraft, a separate table should be used for each aircraft.

Also, the nationalities of the passengers and the crew should be listed by stating the number of fatalities and serious injuries for each nationality.

1.3 Damage to aircraft

Brief statement of the damage sustained by aircraft in the accident (destroyed, substantially damaged, slightly damaged, no damage).

1.4 Other damage

Brief description of damage sustained by objects other than the aircraft.

1.5 Personnel information

- a) Pertinent information concerning each of the flight crew members including: age, validity of licences, ratings, mandatory checks, flying experience (total and on type) and relevant information on duty time.
- b) Brief statement of qualifications and experience of other crew members.
- c) Pertinent information regarding other personnel, such as air traffic services, maintenance, etc., when relevant.

1.6 Aircraft information

- a) Brief statement on airworthiness and maintenance of the aircraft (indication of deficiencies known prior to and during the flight to be included, if having any bearing on the accident).
- b) Brief statement on performance, if relevant, and whether the mass and centre of gravity were within the prescribed limits during the phase of operation related to the accident. (If not and if of any bearing on the accident give details.)
- c) Type of fuel used.

1.7 Meteorological information

- a) Brief statement on the meteorological conditions appropriate to the circumstances including both forecast and actual conditions, and the availability of meteorological information to the crew.
- b) Natural light conditions at the time of the accident (sunlight, moonlight, twilight, etc.).

1.8 Aids to navigation

Pertinent information on navigation aids available, including landing aids such as ILS, MLS, NDB, PAR, VOR, visual ground aids, etc., and their effectiveness at the time.

1.9 Communications

Pertinent information on aeronautical mobile and fixed service communications and their effectiveness.

1.10 Aerodrome information

Pertinent information associated with the aerodrome, its facilities and condition, or with the take-off or landing area if other than an aerodrome.

1.11 Flight recorders

Location of the flight recorder installations in the aircraft, their condition on recovery and pertinent data available therefrom.

1.12 Wreckage and impact information

General information on the site of the accident and the distribution pattern of the wreckage, detected material failures or component malfunctions. Details concerning the location and state of the different pieces of the wreckage are not normally required unless it is necessary to indicate a break-up of the aircraft prior to impact. Diagrams, charts and photographs may be included in this section or attached in the appendices.

1.13 Medical and pathological information

Brief description of the results of the investigation undertaken and pertinent data available therefrom. When relevant to the accident, serious incident or incident, the medical investigation may also concern the cabin crew members, passengers and ground personnel. The results of the pathological and toxicological examinations concerning injuries, detection of disease and factors which impaired human performance (such as carbon monoxide, oxygen deficiency, alcohol and other drugs) should be stated. If alcohol and drugs are detected, their effects on human performance, as determined by medical experts, should be presented in this section. If the medical examinations indicate that the performance of flight crew members was not degraded, a sentence along the following lines may be used: "There was no evidence that physiological factors or incapacitation affected the performance of flight crew members."

Note.— Medical information related to flight crew licences should be included in 1.5 — Personnel information.

1.14 Fire

If fire occurred, information on the nature of the occurrence, and of the fire fighting equipment used and its effectiveness.

1.15 Survival aspects

Brief description of search, evacuation and rescue, location of crew and passengers in relation to injuries sustained, and failure of structures such as seats and seat-belt attachments.

1.16 Tests and research

Brief statements regarding the results of tests and research.

1.17 Organizational and management information

Pertinent information concerning the entities and their management involved in influencing the operation of the aircraft. The entities include, for example: the operator; the air traffic services; airway, aerodrome and weather service agencies; and the regulatory authority. The information could include, but not be limited to, organizational structure and functions, resources, economic status, management policies and practices, and regulatory framework.

1.18 Additional information

Relevant information not already included in 1.1 to 1.17

1.19 Useful or effective investigation techniques

When useful or effective investigation techniques have been used during the investigation, briefly indicate the reason for using these techniques and refer here to the main features as well as describing the results under the appropriate subheadings 1.1 to 1.18.

2. ANALYSIS

Analyse, as appropriate, only the information documented in 1. — Factual information and which is relevant to the determination of conclusions and causes and/or contributing factors.

3. CONCLUSIONS

List the findings, causes and / or contributing factors established in the investigation. The list of causes and/or contributing factors should include both the immediate and the deeper systemic causes and/or contributing factors.

Note.— The Final Report format presented in this Schedule may be adapted to the circumstances of the accident or incident. Thus, States may use either “causes” or “contributing factors”, or both, in the conclusions.

4. SAFETY RECOMMENDATIONS

As appropriate, briefly state any recommendations made for the purpose of accident prevention and identify safety actions already implemented.

5. APPENDICES

Include, as appropriate, any other pertinent information considered necessary for the understanding of the Final Report.

SCHEDULE XIII

[see rule 29]

BUREAU OF AIR SAFETY INVESTIGATION PAKISTAN

Reference No. BASI/

Dated:

To:

Mr. / Mrs:
Designation:
Department:
City, Province, Country:

PAYMENT OF EXPENDITURE INCURRED ON THE INVESTIGATION

1. Investigation by the Bureau is in progress for the accident / serious incident / incident

2. of _____, _____, _____
Operator Aircraft Type Manufacturer
_____, at _____, _____
Registration Number Location Date

3. An amount of _____,
In Numbers In Words

was incurred on account of investigation which is required to be deposited in the Air

Safety Fund Account No. _____ by _____
Date

Signature

Name: _____

Designation _____

Office address _____

[F. No. 7-7/2024-AT-III.]

MUHAMMAD BILAL,
Section Officer.