



## **DIRECTOR GENERAL DIRECTIVE**

### **DIR 01/2012**

(Rev. 00, dated 08<sup>th</sup> February 2012)

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## ***IMMEDIATE NOTIFICATIONS OF ACCIDENTS/SERIOUS INCIDENTS***

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### **1. PURPOSE**

The purpose of this Director General Directive (“DIR”) is to promulgate the requirement of immediate notification of air accident/serious incident to the General Civil Aviation Authority (“GCAA”).

### **2. EFFECTIVITY**

Immediate effective the date of issuance, with mandatory compliance.

### **3. CANCELLATION**

This is the first issue of DIR 01/2012 and shall be read in conjunction with the guidance material laid down in IB 02/2012- *“Immediate Notifications of Accidents/Serious Incidents”*.

### **4. APPLICABILITY**

This DIR is applicable to all bodies who know about an occurrence of air accident/serious incident. The bodies listed hereunder are, at least, those who shall immediately notify or who shall properly establish an adequate system that assures compliance with immediate notifications:

- Air Operators.
- Pilots in command.
- ATC units.
- Approved maintenance organizations.
- Airports.
- Local civil aviation departments.



## 5. BACKGROUND

5.1 Lately, some involved organisations had failed to notify the GCAA of accidents/serious incidents through calling the Hot Line Number **(+971 50 641 4667)** shown at the GCAA's website which deprived the GCAA Investigation Teams from obtaining the necessary information and collect the relevant physical evidences, on timely manner and before their deterioration. Removal or exposure to changes will affect its credibility as an evidence. Moreover, some perishable evidences had spoiled and their inputs to the investigation were lost. Site marks were buried by sand storm and scars were reformed by wreckage movement, vehicle and pedestrians touring.

On some occasions, flight recorders were removed from the aircraft, shipped, opened and data started to be downloaded without the knowledge of the GCAA.

The late arrival of the GCAA's investigation team to the accident/serious incident site, due to either late notification or even non-notification, made the investigation more difficult and consequently the objectives not achieved.

5.2 CAR Part VI, Chapter 3, paragraph 4.2 states that:

### ***"4.2 INITIAL NOTIFICATION***

*4.2.1 When a reportable accident occurs, the pilot in command of the aircraft involved at the time of the accident, or if he be killed or incapacitated, then the operator of the aircraft and, in the case of an accident occurring on or adjacent to a UAE airport, the airport authority, shall give notice to the GCAA by the quickest means of communication available. In case of a reportable accident occurring in or over the UAE, the local police authorities shall also be notified with details, if practicable, of the place where the accident occurred.*

*4.2.2 When a reportable incident occurs, the pilot in command, operator or airport authority, as applicable, shall within 24 hours, and by the most expeditious means available, notify the GCAA."*

CAR Part VI, Chapter 3, paragraph 4.3 lists examples of occurrences that shall be notified to the GCAA, by the means acceptable to it.

## 6. COMPLIANCE REQUIREMENTS

Under this DIR, and until amended applicable regulations are promulgated, all bodies are required to establish a system of "immediate notification of air accidents/serious incidents to the GCAA".

The system shall at least:



- (a) Contain a list of occurrences that shall be immediately notified to the GCAA. This list shall refer to CAR Part VI, Chapter 3, paragraph 4.3 and IB 02/2012, as amended.
- (b) Be adequate to assure that the accident/serious incident is notified to the Hot Line Number **(+971 50 641 4667)** of the GCAA, as soon as possible, by the most expeditious means, and with sufficient information.

*“As soon as possible”* shall supersede the “24 hours” reporting permissibility given in CAR Part VI, Chapter 3, subparagraph 4.2.2.

- (c) Be educated to the concerned person(s) within the organisation.
- (d) Be tested and trained on through pre-determined exercises.
- (e) Be documented in the organisation’s applicable GCAA’s approved/accepted manuals.

In the meantime, and until the system is processed within each organisation, every organisation shall circulate this DIR and IB 02/2012 to its concerned person(s) as a critical information with immediate compliance.

  
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