

الهيئة العامة للطيران المدني  
GENERAL CIVIL AVIATION AUTHORITY



# AIR ACCIDENT INVESTIGATION SECTOR

**Ismaeil Al Hosani**

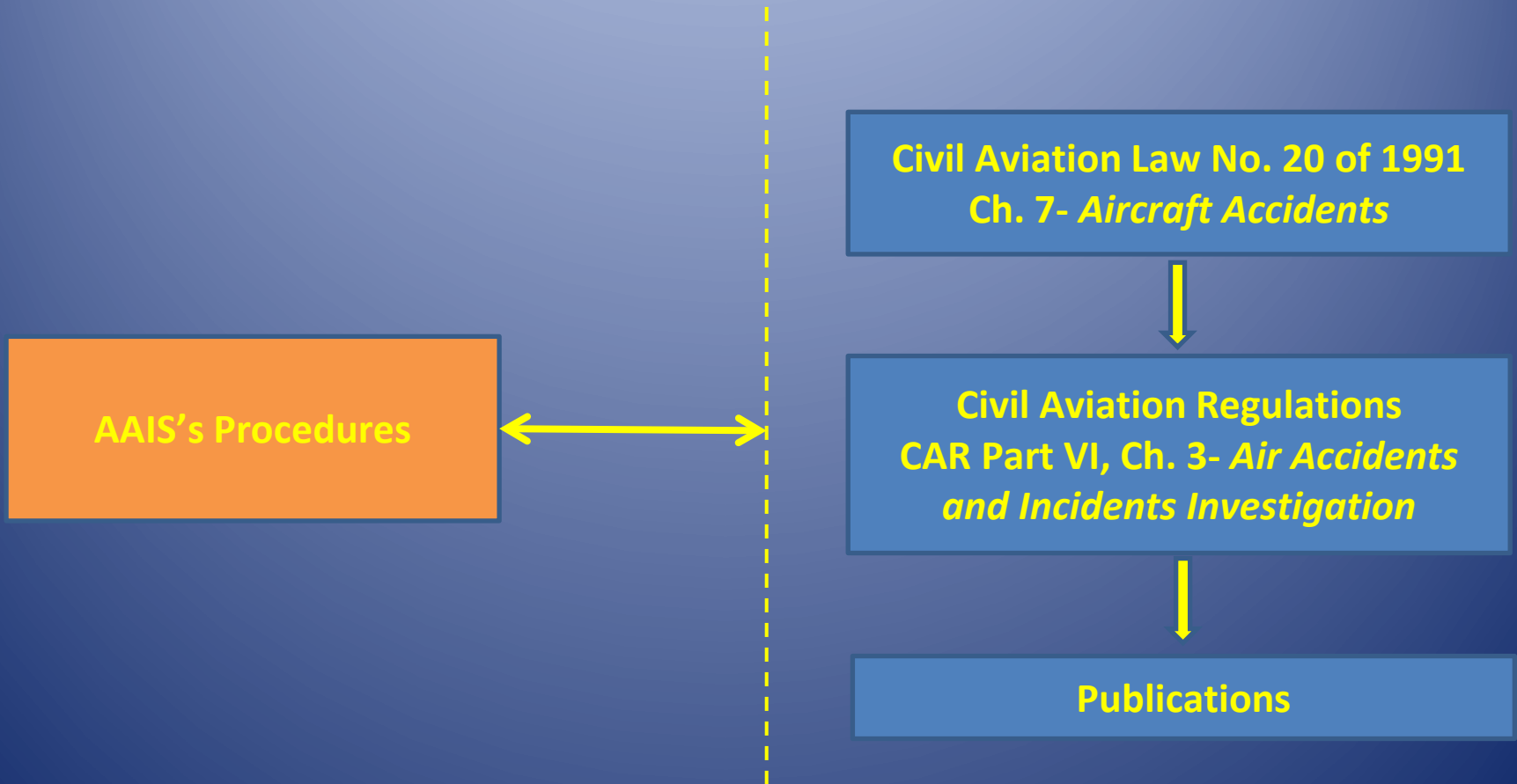
**ADG- Air Accident Investigation Sector**

# Objectives

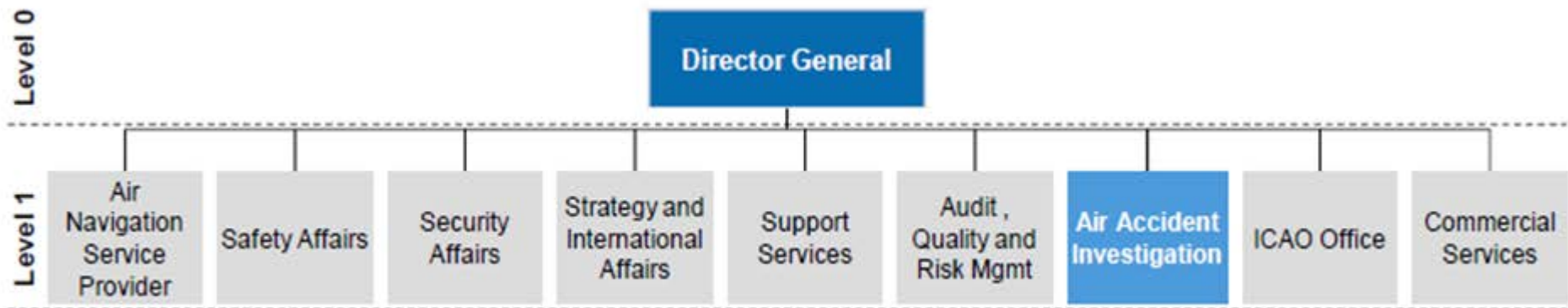
At the end of this presentation, the attendees will know about the AAIS:

- Legislation
- Structure
- Responsibilities
- Main processes
- Software
- Strategic activities
- New capabilities
- Integration with the UAE SSP

# Legislation Tiers



# GCAA Structure



# AAIS Structure



**Ismaeil Abdel Wahed**  
Assistant Director General - AAIS



**Khalid Al Raisi**  
Director –  
Air Accident Investigation



**Usman Karappath**  
Administration Senior Officer



**Muna Dewani**  
Executive Assistant



**Abdelati Al Fadil**  
Senior Investigator



**Thomas Curran**  
Chief Investigator



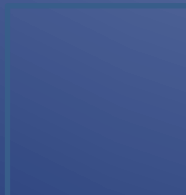
**Ibrahim Al Addasi**  
Chief Investigator



**Elias Nikolaidis**  
Chief Investigator



**Darren Straker**  
Chief Investigator



**Mariam Al Hussaini**  
Administration Assistant



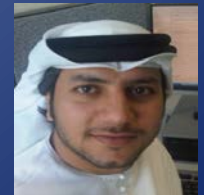
**Naser al messabi**  
Technical Assistant



**Jeremias Malaihollo**  
Senior Investigator



**Fazal AliBaksh**  
Senior Investigator



**Mohammed Al Kayat**  
Senior Investigator

# AAIS Mandate

- Establish, maintain and update air accident investigation policies and procedures
- Conduct investigations of aviation accidents and incidents which occur within the UAE territories in accordance with annex 13
- Participate to investigations outside UAE territories if UAE-registered aircraft is involved
- Share knowledge with the national and international accident and incident investigation community
- Publish the results of investigations
- The UAE AAIS investigates all accidents and selected serious incidents in the UAE territory and when A6- registered aircraft are involved in events outside the UAE territories

# Strategic Activities

- MENASASI
- ICAO initiative: RAIO
- ICAO AIGP



# MoUs

## Agreements with:

- TSB, Canada
- AAIB, the United Kingdom
- IAC, Regional Organization
- BEA, France
- AAIB, Singapore
- Civil Aviation Affairs, Kingdom of Bahrain
- Central Directorate for Accidents, Egypt
- Central Directorate for Accidents, Sudan
- CARC, Jordan
- Falcon Air Services, UAE (For air transportation to the accident site)
- ADAT, UAE
- AAIB, the United Kingdom
- Ministry of Interior, UAE
- Civil Defence, Dubai, UAE
- Armed Forces, UAE



# Investigation Software

- INVESTIGATION SMART MANAGER (ISM)
- ECCAIRS 5
- Q-PULSE
- FLIGHT RECORDERS

# Investigation Smart Manager (ISM)

The screenshot displays the Investigation Smart Manager (ISM) web application. The browser address bar shows the URL <http://gcaportal/reginv/Pages/ism.aspx>. The page title is "Investigation Smart Manager".

**Left Navigation Panel:**

- ANSP Approvals
- Customer Documents
- ism Investigation Smart Manager** (highlighted with a red box)
- AircraftMaximumMass
- Calendar
- Contacts
- DI Notification Sequence
- Document Library
- Events
- ICAO & JAA Publications
- Tasks
- The News Releases of Investigat...
- Recycle Bin

**Main Content Area:**

**Investigation Smart Manager**

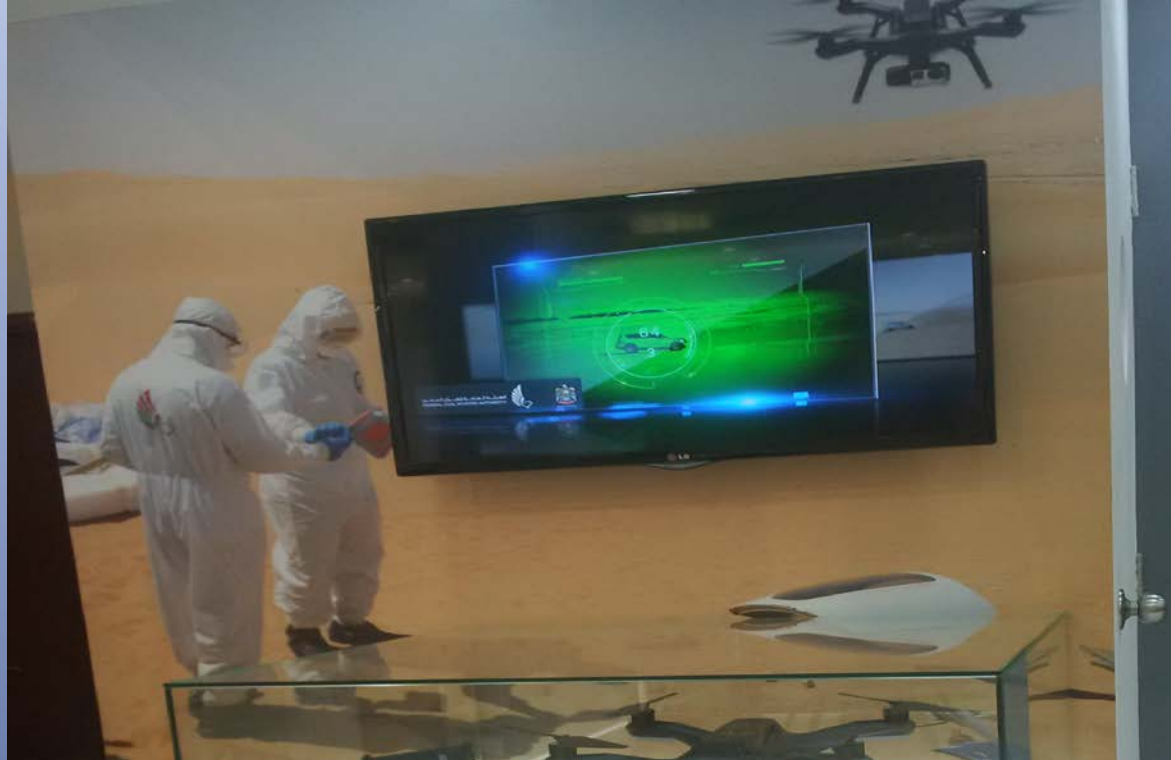
- DI Investigation Form (New)**: Represented by a document icon with a "New" badge.
- Investigation Management**: Represented by an icon of a person holding a magnifying glass over a red box with upward arrows.
- Safety Study**: Represented by an icon of a computer monitor with a magnifying glass over a red folder.
- Post Investigation Management**: Represented by a circular icon with various symbols including a warning triangle, a crossed-out circle, a plus sign, and a bar chart.
- Generated Reports**: Represented by an icon of a document with a red line graph.
- AAIS Readiness**: Represented by an icon of a blue folder labeled "AAI READINESS".

**Bottom Left:** A banner for "IT Support & Services" with the text "Dial-111" and the email address [ithelpdesk@gcaa.gov.eg](mailto:ithelpdesk@gcaa.gov.eg).

**System Tray:** Shows the date and time as 9:17 AM on 11/23/2015, and the system is at 100% zoom.

# AAIS New Capabilities

- Small Unmanned Aircraft for Accident Site Aerial Imagery
- Flight data analysis “Plane Sciences”
- Laser scanner for accident site “FARO”



**AIR ACCIDENT  
INVESTIGATION**

# Flight Data Analysis

- The original owners of Flightscape, formed Plane Sciences primarily to provide flight data subject matter expertise to the aviation community with focus on accident investigation and prevention.
- Recently, Flightscape is focusing more in Flight Data Monitoring software
- FAS (flight data analysis software) integrates/interfaces with COTS solutions to take maximum advantage of high volume affordable applications such as Google Earth, X-plane, MATLAB, Excel, iCharts and Adobe Illustrator that can be bought and used









# Laser Scanner

- Mount on a tripod
- Rotate 360 degrees
- Digitally record everything within about 300 feet
- Accurately correlating the time for the signal to return to help build not only 3-D still photos
- Digital simulations of past events





# FAS Features

- Google Earth and X-Plane 3D visualization
- Synchronized animation, plot, list, audio and video
- Excel audio transcription template for subtitles
- FAS can be executed over the web for disseminating animations without any resident software required
- The worlds largest library of data-maps (older and new flight data map and configuration are available)
- FAS is the only software in the world that uses FRED (Flight Recorder Electronic Documentation) natively (it does not require FFD file as the Flightscape)

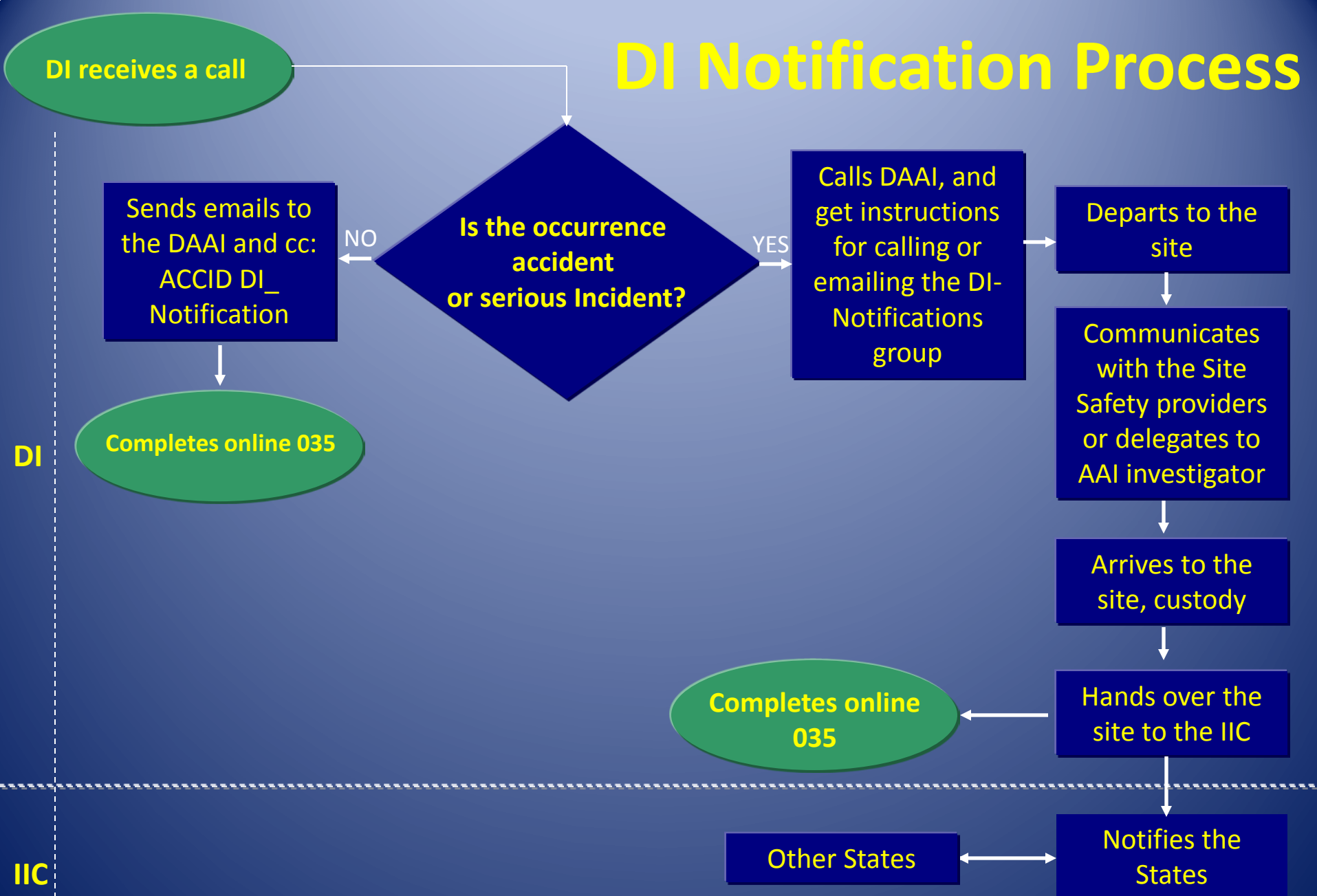
# Benefits

- The data gathered from the scanners can be digitally reassembled to provide information accurate enough to measure tire skid marks or even the deformation of damaged object.
- The digital scanners also mean that simulations can offer viewers the opportunity to put themselves at any location to observe what occurred before or during an accident.

# Main Processes

- DI Notification
- Initial Investigation
- File Opening Decisionmaking
- Investigation
- Report Making
- Safety Recommendations

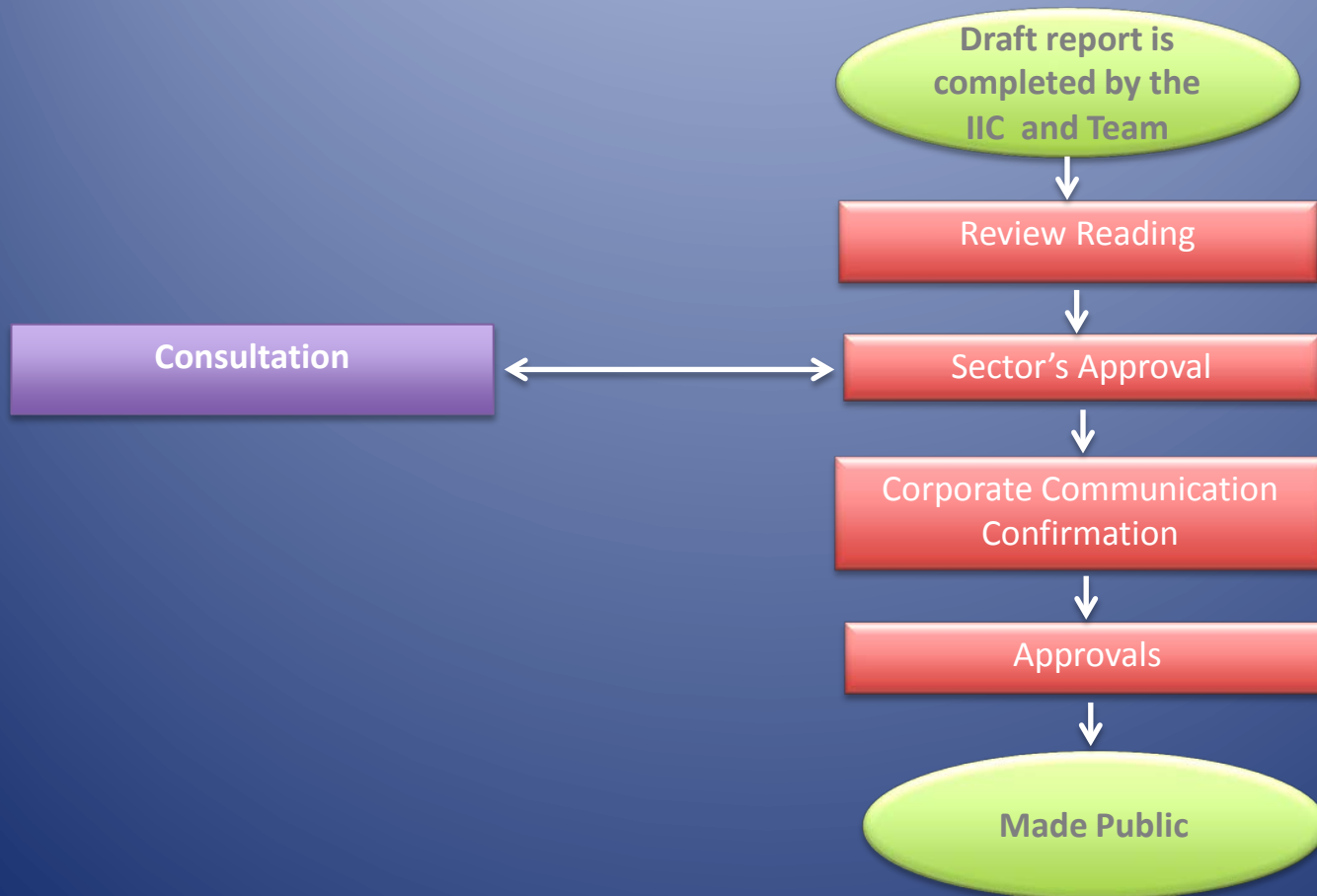
# DI Notification Process



# File Opening Decision-making

GCAA Portal - Home		Investigation Smart Manager		Pages - DINForm035New	
<b>DI Occurrence Assessment</b>					
Is the occurrence classified as an Accident or Serious Incident?		<input type="radio"/> Accident <input type="radio"/> Serious Incident			
Does the occurrence involve a large or small aircraft?		<input type="radio"/> Large aircraft <input type="radio"/> Small aircraft			
Commercial or Private use?		<input type="radio"/> Commercial use <input type="radio"/> Private use			
Involve a UAE registered aircraft or UAE operator?		<input type="radio"/> UAE registered aircraft <input type="radio"/> UAE operator			
Is there a trend on the same operator, aircraft type, kind of operation as per the review of ROSI?		<input type="radio"/> Yes <input type="radio"/> No			
Is there any anticipated safety value of an investigation?		<input type="radio"/> Yes <input type="radio"/> No			
Is it expected to make a potential impact on public confidence on aviation safety?		<input type="radio"/> Yes <input type="radio"/> No			
Have a relevance to an identified and targeted safety program?		<input type="radio"/> Yes <input type="radio"/> No			
Are there enough available resources and projected to be available in the event of conflicting priorities?		<input type="radio"/> Yes <input type="radio"/> No			
Is there any other opportunity to be investigated by other investigation authority? Or to be internally investigated by the concerned operator?		<input type="radio"/> Yes <input type="radio"/> No			
What is the time gap between the occurrence and its notification?		Days: <input type="text"/> Hours: <input type="text"/>			
Does the occurrence have training benefits for the AAIS investigators?		<input type="radio"/> Yes <input type="radio"/> No			
<b>DI Suggestions and Further Investigation</b>					
<b>Comments*</b>		<input type="text"/>			
<b>DI Suggestion</b>		<input checked="" type="radio"/> Require detailed investigation <input type="radio"/> Require limited scope investigation (Summary Report) <input type="radio"/> Need to open a safety case <input type="radio"/> Do not bring valuable safety lessons <input type="radio"/> Need to be recorded by the AAIS for future action <input type="radio"/> Investigation by other agency			
<b>DI Name</b>		<b>Ibrahim Ahmed Addasi</b>			
		<input type="button" value="Submit"/> <input type="button" value="Back to Main"/>			

# Report Making Process



## Reports Control

DG Brief

Browse...

Preliminary Report 

First Anniversary Interim Report 

Second Anniversary Interim Report 

Third Anniversary Interim Report 

Draft Final Report 

Forwarded to

United Arab Emirates



[+ Add State](#)

Comments on the Draft Final Report 

Final Report 

Sent to

United Arab Emirates



[+ Add](#)

Is there any Safety Recommendation

YES

## Discontinuance Report

Reason for Discontinuance

Discontinuance Report

Browse...

## Expenses

Investigation Expenses

Calculate Expense



# AAIS Reports

- Preliminary Report
- Interim/Progress Report
- Final Report
- Summary Report
- Safety Study Report

Website:  
www.gcaa.gov.ae

- E-Publication  
GCAA Regulations
- Air Accident Investigation**
- UAE AIP  
AIP Publication
- Service Fees
- En-route ANS Online Payment
- Surveys

- RELATED LINKS**
- ▼ UAE Airports
    - ▶ Abu-Dhabi Airport
    - ▶ Dubai Airport
    - ▶ Sharjah Airport
    - ▶ Ras Al Khaimah Airport
    - ▶ Fujairah Airport
    - ▶ Al-Ain Airport
  - ▶ International Organizations
  - ▶ Technical Group websites
  - ▶ Useful Links



### Air Accident Investigation

The objective of the air accident and incident investigation is to enhance aviation safety by determining the causes and contributing factors related to the occurrence and to issue safety recommendations to prevent recurrence. Investigations are conducted in accordance with UAE CMI Aviation Law No. 20 of 1991, in compliance with the CMI Aviation Regulation (CAR) Part 39, in conformity with Annex 13 to the Convention on International Civil Aviation. It is not the purpose of the investigation activity to apportion blame or liability.

**Reports**

1. Accident/Incident Investigation Reports (AIFN - Air Investigation File Number)
2. Safety Studies
3. Safety Recommendation Reports
4. Annual AAIS Safety Reports

**24 hour Duty Investigator Contact Details**

Immediate reporting of an Accident/Serious Incident:  
**Hotline: +971 50 6414667**  
 E-mail: [aaip@gcaa.gov.ae](mailto:aaip@gcaa.gov.ae)

**General Enquiries:**  
 Director GCAA AAIS  
 P.O.Box: 6558, Abu Dhabi  
 United Arab Emirates  
 TEL: +971 2 444 7666  
 FAX: +971 2 449 1599  
 Email: [aoid@gcaa.gov.ae](mailto:aoid@gcaa.gov.ae)

**Publication/Activities:**

1. Memorandum of Understanding
2. Meetings
3. Training
4. The "Investigator" Magazine
5. AAIS Publications
6. International Reports and Studies
7. Related Links

To Submit a Report of Safety Incident: RORSY  
 To Submit a Voluntary Report: VORSY

**Other Information:**  
[View/Upload Documents](#)

**Latest News:** [\(View all news\)](#)

**Beware of FraudEmails**  
 There have been cases of fraudulent-mails being sent from public domains in the name of GCAA. Do not Respond to any email that asks for bank account changes or business information.

# Major Accidents

## Fokker MK.050 EP-LCA



**Date:** 10 FEBRUARY, 2004

**Location:** 2.6 nm final to Sharjah International Airport, United Arab Emirates Runway 12 .

**Probable Cause :** The Investigation team determined that most probable cause of the accident that The power levers were moved by a pilot from the flight idle position into the ground control range, which led to an irreversible loss of flight control.

**Injuries:** There were a total of 43 fatalities and 3 survivors.

**Nature of Damage:** Most of the aircraft was completely destroyed on impact and only the tail section was relatively intact.

# Major Accidents

## Augusta Westland AB139 -A6-BBB



**Date:** 3rd of June 2008 .

**Location:** Near Al Futaisi Island, Abu Dhabi-UAE.

**Probable Cause :** The Investigation team determined that most probable cause of the accident was human factor due to crew disorientation following an unusual attitude.

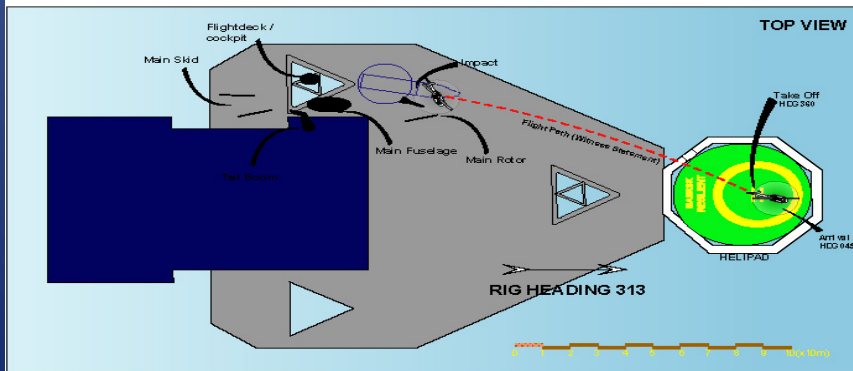
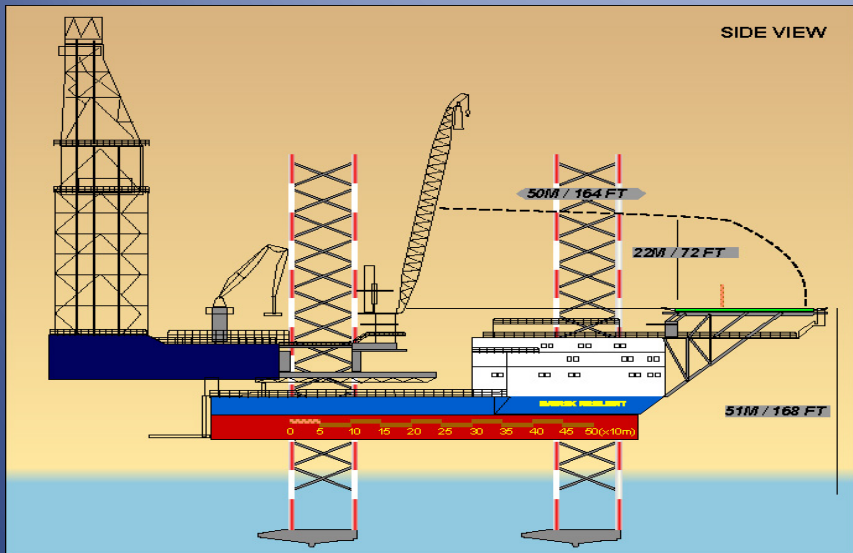
**Injuries:** All crew members including the three passengers were fatally injured (2 Crew+ 3 Passenger = 5 ).

**Nature of Damage:** The aircraft was totally destroyed and its wreckage scattered over the shallow water.



# Major Accidents

## Bell 212, A6-ALV



**Date:** September 3<sup>rd</sup>, 2008.

**Location:** Rashid Drilling Rig, MAERSK RESILIENT, Dubai –UAE.

**Probable Cause :** The Investigation Team determined that the most probable cause of this accident has to be identified as loss of situational awareness due to loss of visual reference and the inability to determine the correct attitude of the Helicopter and react to this condition.

**Injuries:** All crew members including the Five passengers were fatally injured (2 Crew+ 5 Passenger = 7 ).

**Nature of Damage:** The aircraft was totally destroyed as a result of significant impact forces and subsequent fire.

# Major Accidents

## Boeing 707-330C, ST-AKW



- **Date:** 21 October 2009.
- **Location:** 1.6 kilometers from the end of runway 30 (threshold of RWY 12), Sharjah International Airport.
- **Probable Cause :** the departure of the No. 4 engine core cowls;
- the consequent disconnection of No. 4 engine EPR  $P_{t7}$  flex line;
- the probable inappropriate crew response to the perceived No. 4 engine power loss;
- the Aircraft entering into a stall after the published maximum bank angle was exceeded; and
- the Aircraft LOC that was not recoverable.
- **Injuries:** All 6 crew members were fatally injured .
- **Nature of Damage :** Aircraft completely destroyed by ground impact and consumed by fire.

# Major Accidents

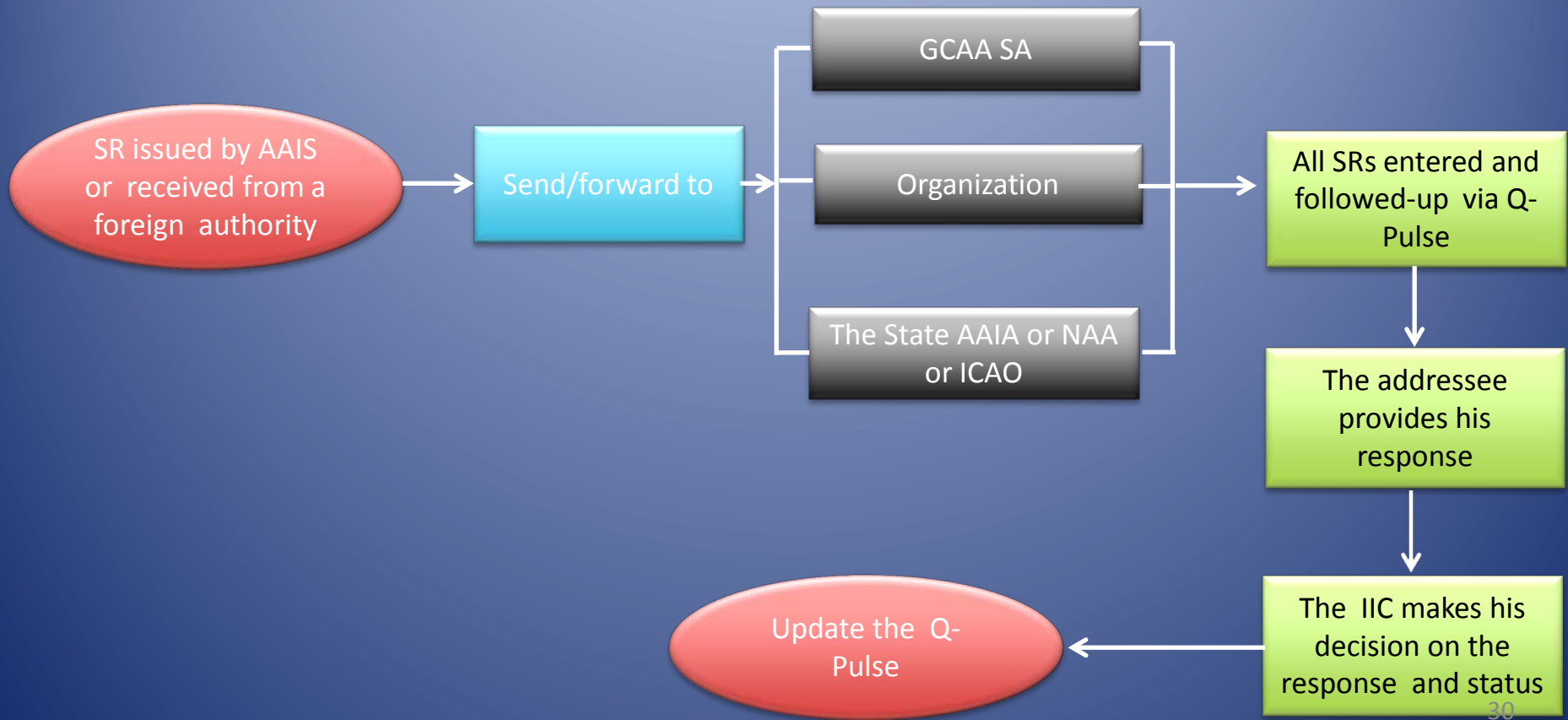
## Boeing 747-44AF, N571UP



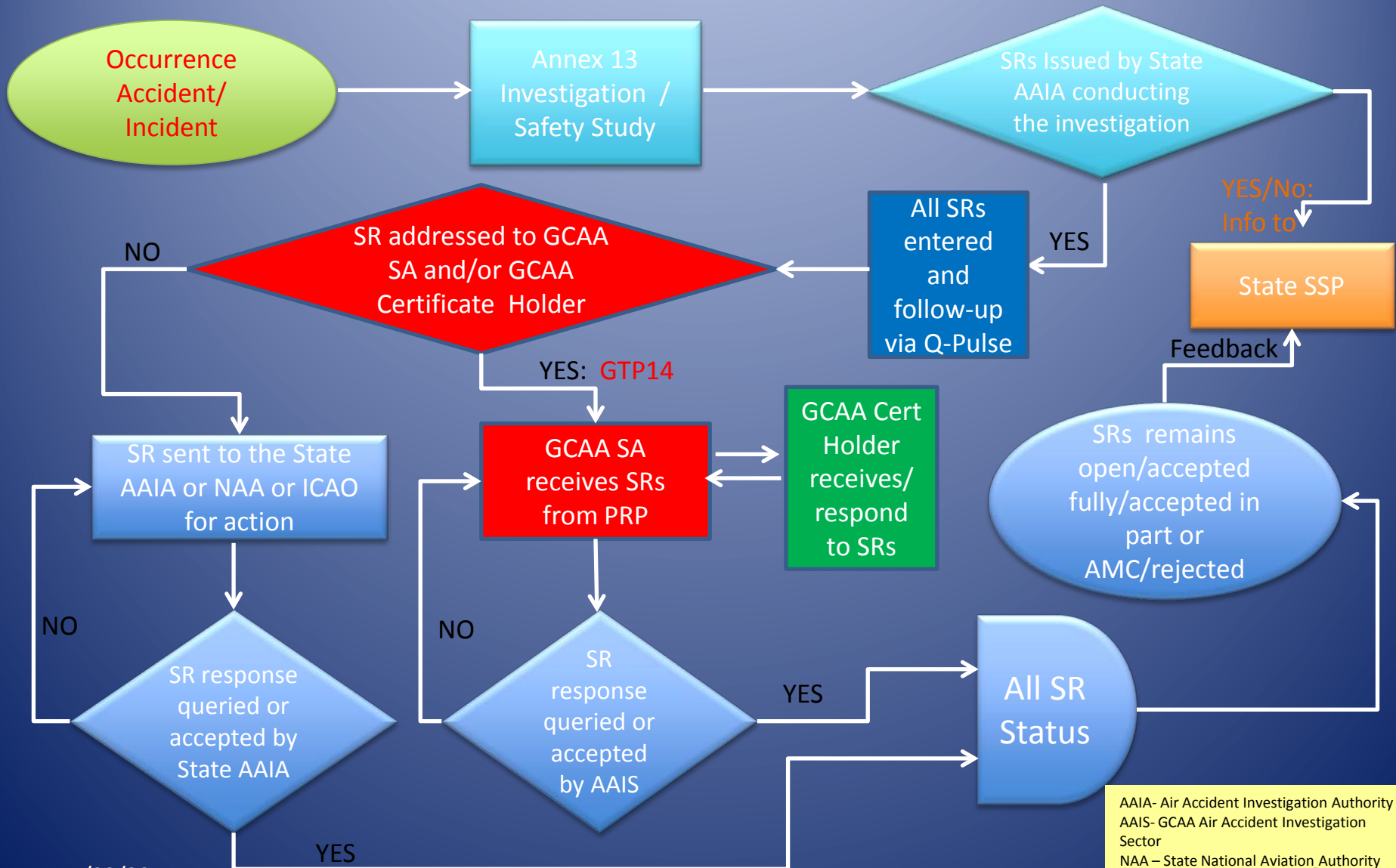
- **Date:** 03 September 2010.
- **Location:** nine nautical miles south west of Dubai International Airport, Dubai.
- **Probable Cause :** The uncontained cargo fire directly affected :
  - the control cables and toxic smoke into the cockpit area, affecting the visibility in the cockpit, obscuring the view of the primary flight displays, audio control panels, and the view outside the cockpit which prevented the pilots from seeing anything, including the checklists , flight display warnings and the radio panels.
  - the crew oxygen system, leading to an over heat failure which caused the Captain to be incapacitated due to toxic smoke poisoning.
- **Injuries:** the 2 crew members were fatally injured .
- **Nature of Damage :** Aircraft completely destroyed by ground impact and consumed by fire.



# Safety Recommendations Process

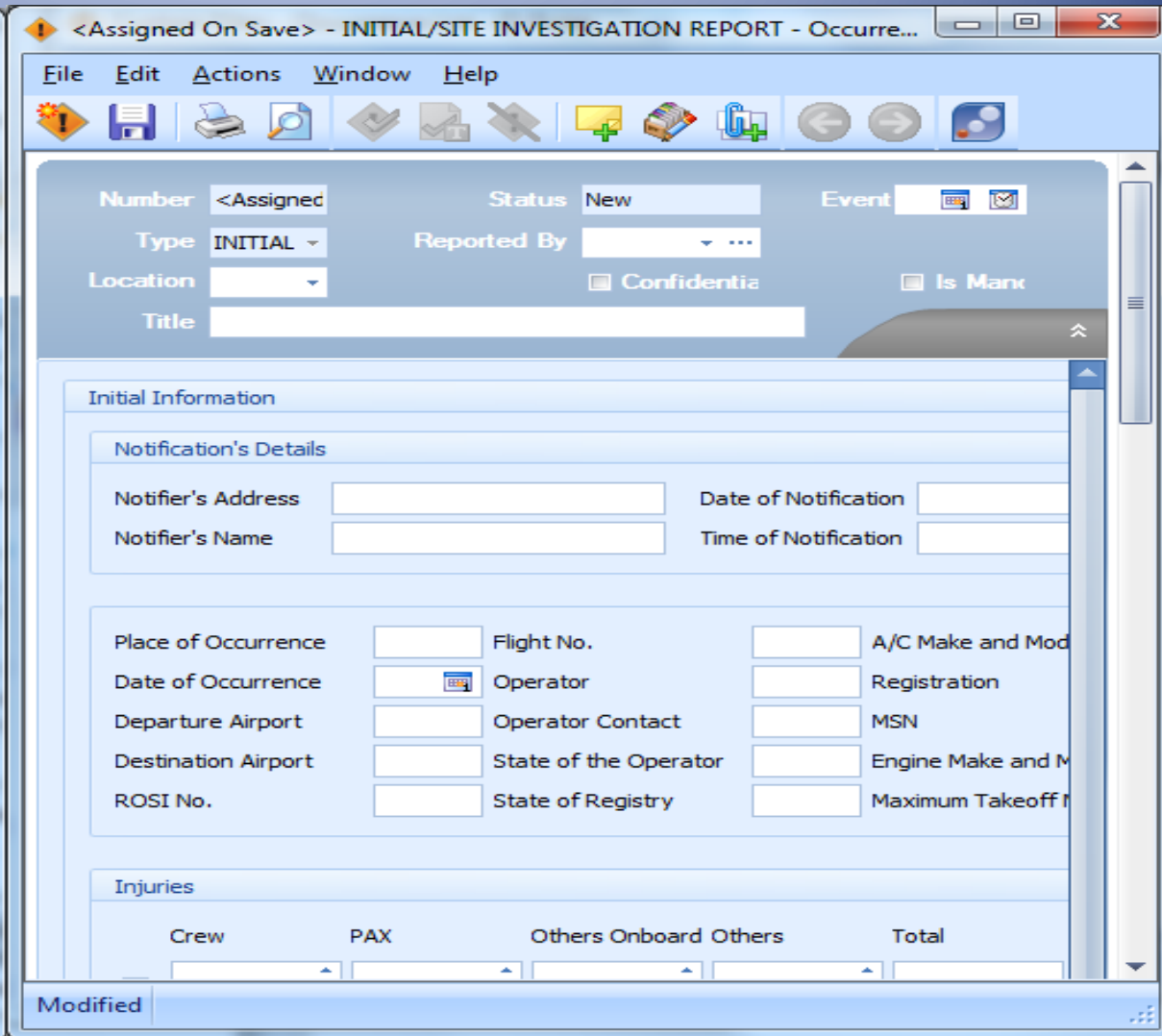
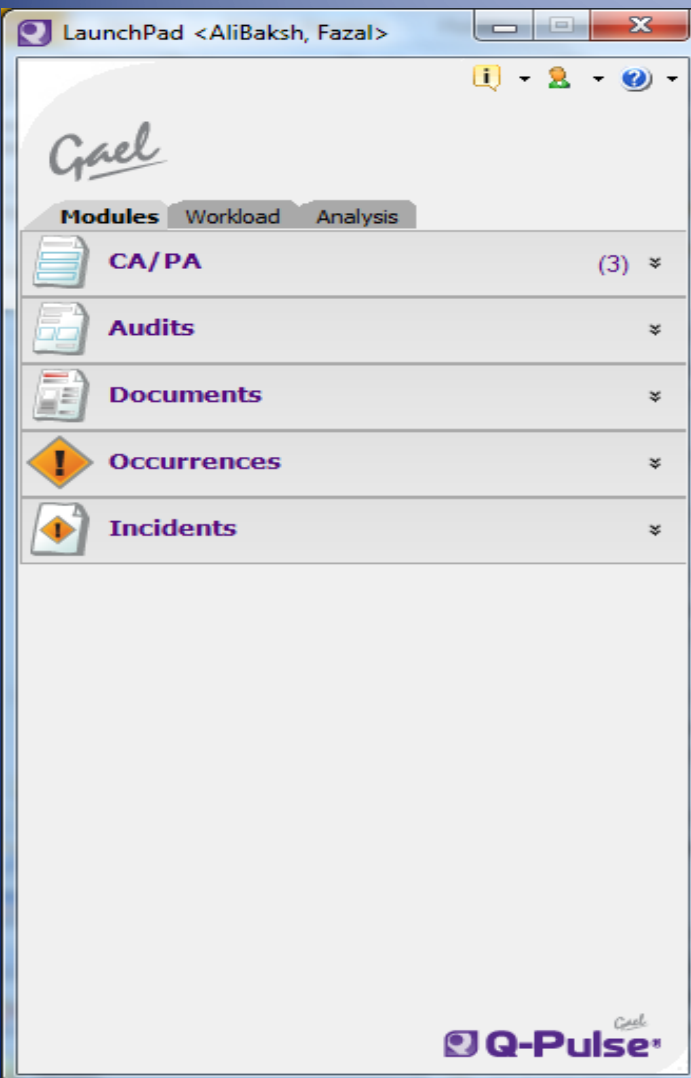


# Detailed SR Process



AAIA- Air Accident Investigation Authority  
 AAIS- GCAA Air Accident Investigation Sector  
 NAA – State National Aviation Authority  
 GCAA SA – GCAA Safety Affairs  
 SSP – State Safety Program

# SR Process in Qpulse



# SR Process in Qpulse

The screenshot displays the Q-Pulse software interface. On the left is a navigation pane with a sidebar containing the following modules: CA/PA (76), Audits, Documents, Occurrences, and Incidents (1). The main window is titled 'Custom Filter - Incident List - Q-Pulse' and features a menu bar (File, Edit, View, Actions, Window, Help) and a toolbar. Below the toolbar is a search and filter section with a 'Register:' dropdown set to 'Incident'. This section includes a 'My Actions' pane showing 'Stages Due (1)', a 'Search' field, and several filter dropdowns: Type (Any), Status (Any), Priority (Any), Owner (Any), Event Date (Any), Mandatory? (Any), and Keywords. Below these are 'Advanced' search options, 'My Searches', and 'My Folders'. The main area is a table listing incidents with columns for Number, Event Title, Regulator Number, and Event Date. The table contains 33 records, with 'AAI-Case-28' highlighted. At the bottom, a status bar indicates 'Records Found: 33'.

Number	Event Title	Regulator Number	Event Date
AAI-Case-33	Case file 12/2011-GCAA AAIS as ACC REP	Case file 12/2011, SR F...	06/11/2011
AAI-Case-32	Case file 05/2010-GCAA AAIS as ACC	Case file 05/2010 - 2 SR...	25/04/2010
AAI-Case-31	Ground-Incident, On 5 February 2012, after	Case file 4/2012. Final r...	05/02/2012
AAI-Case-30	Ground-Accident, On 17 August 2007, an Airbus	Case file 6/2007. Final r...	17/08/2007
AAI-Case-29	Flight-Accident, On September 3rd 2010, the	Case file 13/2010. Final ...	03/09/2010
AAI-Case-28	Flight- Accident, On 27 February 2011, A	GCAA case 2/2011,Ope...	27/02/2011
AAI-Case-27	Ground-serious incident, (IL)-76TD,REG. UP-17625	GCAA case 11/2012 con...	21/06/2012
AAI-Case-26	Ground -Serious incident,At Abu Dhabi airport on	GCAA Case file 11/2012	05/05/2012
AAI-Case-25	Flight -Accident,At Al Ain on 9/2/2012 Paramotor	GCAA Case 05/2012,wit...	09/02/2012
AAI-Case-24	Flight-Accident-Ethad- B777-300 A6-ETC-	GCAA case 11/2011,wit...	18/10/2011
AAI-Case-23	Flight-Accident, Al Jazirah Aviation Club,	GCAA Case file 03/2010...	19/03/2010
AAI-Case-22	GCAA case file 08/2012, SR 17/2012 to SR	GCAA case file 08/2012...	22/04/2012
AAI-Case-21	GCAA case file 01/2010.SR 08/2012 to 16/2012.	GCAA case file 01/2010...	23/02/2010
AAI-Case-20	Ground incident -Dubai airport, Phoenix Avia	GCAA Case file 16/2010...	27/10/2010
AAI-Case-19	Ground event - serious incident, Gama Aviation	GCAA Case file 05/2011...	09/05/2011
AAI-Case-18	Fatal Accident - motorized parachute model	GCAA case file 04/2011 ...	26/01/2011
AAI-Case-17	Ground Incident during taxing- during its way to	GCAA Case file 02/2010...	28/02/2010
AAI-Case-16	Rejected takeoff at approx 155 km/hr, Ayk Avia,	GCAA Case file 09/2009...	19/10/2009
AAI-Case-15	RTO while the B737-800NG, VT-AXP, Air India	GCAA case file 05/2009...	07/07/2009
AAI-Case-14	Fatal accident- Cameron Z-425 LW, A6-JBR,	GCAA AAIS Case file 04...	25/04/2010
AAI-Case-13	Fatal accident - Aerogulf, Bell 212 helicopter,	GCAA AAIS Case file 02...	03/09/2008
AAI-Case-12	Aircraft crash, Sudan Airways, SUD 2241,	Case file 10/2009, with ...	21/10/2009
AAI-Case-11	Ground incident damage to IL-76 caused by	Case file 04/2009 with 9...	14/04/2009
AAI-Case-10	Balloon Adventures Dubai,CAMERON BNZ-425	Case File 03/2009 with ...	15/11/2009
AAI-Case-9	AN-12, EK-12307, Flt# TRV609,In flight turn back	Case file 02/2009. With ...	06/01/2009
AAI-Case-8	Runway Excursion during take-off RWY30 Sharjah	Case file 01/2009 with 7...	02/01/2009
AAI-Case-7	Fatal accident of Agusta Bell AB 139, A6-BBB, Abu	Case file 01/2008 with 1...	02/06/2008



# SR Process in Qpulse

SR24/2013 - CA/PA Details - Q-Pulse

File Edit View Actions Window Help

Number SR24/2013 Status Open Raised Date 28/11/2013

Type/ Level AAI - Safety Recommendation Inspector Al Addasi, Ibrahim Target Date 26/02/2014

Incident Description of Finding [AAI-Case--27 - INITIAL/SITE INVESTIGATION REPO...](#)

GCAA case 12/2012 Open and final report contained 7 safety recommendations, SR 18/2013 to SR24/2013). Serious incident, On 21 June 2012, the sixteen main landing gears tires of the Ilyushin (IL)-76TD cargo Aircraft, REG, UP-17625, operated by Air Trast, burst due skid caused by brakes jamming at landing. IIC was Ibrahim Al Addasi. Safety Recommendation SR 24/2013 recommends that "The GCAA to improve the Civil Aviation Regulations to

Raised By  Internal  Customer Against  Department  Organisation Aircraft Reg UP-17625

AliBaksh, Fazal Flight Operations Flight No/ Keywords Case file 12/2012, IL-76TD

GCAA Business Process Document Regulation

Fault Type Resolution Root Cause

Aircraft Model Closed By Closed Date

**Response** (2)

Owner Al Suwaidi, Matar Completed By

Target Date 26/02/2014 Closed Date

Details With reference to Annex 13 to the Convention on International Civil Aviation paragraph 6.10 and GCAA CAR Part VI chapter 3 section 8, the Air Accident Investigation Sector of the GCAA has addressed the mentioned safety recommendation to your organization. Please provide a written response, within ninety days of the date of this correspondence, indicating whether your

Actions

Number	Owner	Details	Response	Target Date	Completed Date
1	Al Suwaidi, Matar	GCAA case 12/2012 Open and final re...		26/02/2014	
2	Al Suwaidi, Matar	Dear Matar,		26/02/2014	

# SR Process in Qpulse

Custom Filter - CA/PA List - Q-Pulse

File Edit View Actions Window Help

Register Non-Conformance

My Actions <<

- Overdue (2)
- Stages Overdue (1)

Search

Type/ Level

Any

- Any
- AAI - Safety Recommendation
- Initial Document Approval
- Level 1
- Level 2
- Level 3 / Recommendation
- Q-Pulse Change Request

Advanced Search

Search

My Searches

My Folders

Number	Description of Finding	Status	Overall Target ...	Aircraft Reg
NC5	test 123	Open	13/08/2013	
NC10	test, test	Open	13/08/2013	
SRT-1	engine fire	Closed	09/09/2013	
SRT-2	PLEASE amend OMP 1.3. 1	Closed	10/09/2013	
SRT-3	Carry out equipment insp	Closed	10/09/2013	
SRT-4	Carry out request of SR 01/2013	Closed	07/10/2013	A6-AAB
SRT-5	Kindly respond SR 02/2013 which is related to AAIS	Closed	07/10/2013	
SRT-6	SR 01/2008 Establish regulations to prescribe the	Closed	07/10/2013	
SRT-7	carry out sr 03/2013	Closed	08/10/2013	
SRT-8	Greetings from the GCAA, UAE.	Closed	08/10/2013	
SRT-9	Dear Sir, with respect to AAI Annex 13 investigation,	Closed	12/10/2013	
SRT-10	Carry our SR 01/2013	Closed	12/10/2013	
SRT-11	AAI SR 01/2013	Closed	17/07/2013	
SRT-12	AAI SR 02/2013. AAI Case file 01/2013.	Closed	15/07/2013	
SRT-13	AAI SR 03/2013. AAI Case file 01/2013.	Closed	12/10/2013	
SRT-14	AAI SR 04/2013. AAI Case file 01/2013.	Open	12/10/2013	
SRT-15	AAI SR 01/2013. AAI Case file 01/2013. Please	Open	12/10/2013	
SRT-16	AAI SR 16/2013. AAI Case file 01/2013. Please	Open	12/10/2013	
SRT-17		Open	12/10/2013	
SRT-18	AAI SR 18/2013. AAI Case file 01/2013. Please	Open	12/10/2013	
SRT-19	AAI SR 19/2013. AAI Case file 01/2010. Please	Open	12/10/2013	
SRT-20	AAI SR 20/2013. AAI Case file 01/2010. Please	Open	12/10/2013	
SRT-21	test	Closed	25/07/2013	

# Integration with the UAE SSP

## 1. State's Safety Policy and Objectives.

- a. Safety Standards
- b. Safety Responsibilities and Accountabilities
- c. **Accident and Incident Investigation**
- d. Enforcement Policy

## 2. State's Safety Risk Management

- a. Safety Requirements for Service Providers SMS
- b. Approval of Service Providers Acceptable Levels of Safety

## 3. State's Safety Assurance

- a. Safety Oversight
- b. Safety Data Collection, Analysis and Exchange
- c. Safety Data Driven Targeting of Oversight on Areas of Greater Concern or Need

## 4. State's Safety Promotion

- a. Internal Training, Communication and Dissemination of Safety Information
- b. External Training, Communication and Dissemination of Safety Information



# Integration with the UAE SSP



## Air Accident Investigation Sector

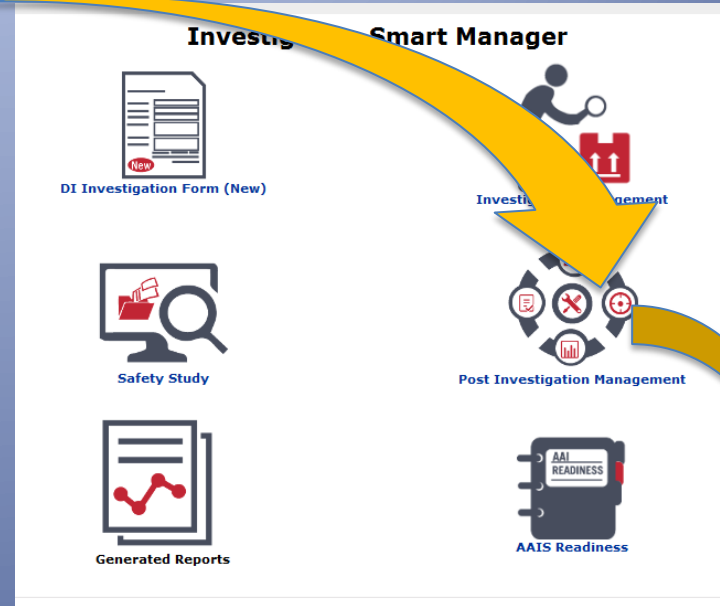
Serious Incident

- Draft Final Report -

AAIS Case No: AIFN/0016/2014

## Fire in the Passenger Cabin

- Operator:
- Make and Model:
- Nationality and Registration:
- Place of Occurrence:
- State of Occurrence:
- Date of Occurrence:



SR24/2013 - CA/PA Details - Q-Pulse

File Edit View Actions Window Help

Number: SR24/2013 Status: Open Raised Date: 28/11/2013

Type/Level: AAI - Safety Recommendation Inspector: Al Addasi, Ibrahim Target Date: 26/02/2014

AAI-Case-27 - INITIAL SITE INVESTIGATION REPO...

GCAA case 12/2012 Open and final report contained 7 safety recommendations, SR 18/2013 to SR24/2013. Serious incident, On 21 June 2012, the sixteen main landing gears tires of the Ilyushin (IL)-76TD cargo Aircraft, REG. UP-17625, operated by Air Trast, burst due skid caused by brakes jamming at landing. IIC was Ibrahim Al Addasi. Safety Recommendation SR 24/2013 recommends that "The GCAA to improve the Civil Aviation Regulations to

Raised By: Internal Customer Against: Department Organisation Aircraft Reg: UP-17625

AlBaksh, Fazal Flight Operations Flight No/ Keywords: Case file 12/2012, IL-76TD

GCAA Business Process Document Regulation

Fault Type Resolution Root Cause

Aircraft Model Closed By Closed Date

Response (2)

Owner: Al Suwaidi, Matar Completed By


Target Date: 26/02/2014 Closed Date

Details


With reference to Annex 13 to the Convention on International Civil Aviation paragraph 6.10 and GCAA CAR Part VI chapter 3 section 8, the Air Accident Investigation Sector of the GCAA has addressed the mentioned safety recommendation to your organization. Please provide a written response, within ninety days of the date of this correspondence, indicating whether your

Actions	Number	Owner	Details	Response	Target Date	Completed Date
	1	Al Suwaidi, Matar	GCAA case 12/2012 Open and final re...		26/02/2014	
	2	Al Suwaidi, Matar	Dear Matar,		26/02/2014	

# Integration with the UAE SSP

Idea 

MY APPLICATIONS

-  **ROSI (FO, AW, LI & DG)**  
Report Of Safety Incidents (ROSI). For FO, AW, AI and DG
-  **E-Audit System**
-  **ROSI (ATC & AOP)**  
<http://eservicebackoffice:88/en/rosi/admin/Pages/>

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## Investigation Smart Manager

-  **DI Investigation Form (New)**
-  **Investigation Management**
-  **Safety Study**
-  **Post Investigation Management**
-  **Generated Reports**
-  **AAIS Readiness**

Thank you for your attention