



**THE NETHERLANDS  
SPECIAL MILITARY AVIATION REGULATION  
FOR  
OCCURRENCE AND HAZARD REPORTING  
ACCEPTABLE MEANS OF COMPLIANCE (AMC)  
& GUIDANCE MATERIAL (GM)  
NLD-SMAR-1 AMC & GM**

**STATUS PAGE**

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## INTRODUCTORY NOTES

This document is a mix of both Guidance Material (GM) and Acceptable Means of Compliance (AMC). This material is neither mandatory nor regulatory in nature. It contains statements that are provided for interpretation and explanation purposes of the NLD-SMAR-1 only. It also describes acceptable means, but not the only means, for demonstrating compliance with the applicable regulations. The Military Aviation Authority-The Netherlands (MAA-NLD) will consider other methods of demonstrating compliance that an approval holder may elect to present. On the other hand, if the MAA-NLD becomes aware of circumstances that convince the MAA-NLD that following this guidance material would not result in compliance with the applicable regulations, the MAA-NLD will not be bound by the terms of this document and may require additional substantiation as a basis for finding compliance.

### GM SMAR1.05 Scope

The Netherlands Special Military Aviation Regulation-1 (NLD-SMAR-1) is the regulatory framework for organisations within the Netherlands Military Aviation System (NLD-MAS) for reporting, registration and investigation of occurrences and hazards. Information derived from analysing occurrences and identified hazards contributes to the development of safer organisations within the Netherlands Military Aviation System (NLD-MAS). Beside the organisations involved, the information gathered from occurrences and hazards can also benefit other organisations inside and outside the NLD-MAS. In the interest of military aviation safety it is important to share this information amongst all parties concerned. All MAA-NLD approved organisations, having to comply with NLD-SMAR-1, need to understand that this regulation compels them to report occurrences and hazards not only to the authority but also to other parties concerned. These parties (amongst others) might be:

- Designer organisations and manufacturers of:
  - aircraft, engines, propellers and aircraft parts and appliances (e.g. MAR-21 organisations);
  - Air Traffic Management (ATM) systems and constituents;
  - systems and constituents for Air Navigation Services (ANS);
  - systems and equipment used on the air side of aerodromes.
- Military Type Certificate Holder Organisations (MTCHO).
- Maintenance and maintenance management organisations for:
  - the maintenance and overhaul of aircraft, engines, propellers and aircraft parts and appliances (e.g. MAR-145 and MAR-M organisations);
  - the installation, modification, maintenance, repair, overhaul, flight checking or inspection of air navigation facilities;
  - the maintenance or overhaul of aerodrome air side systems constituents and equipment.
- Operators (e.g. MAR-OPS and MAR-ADR organisations) of:
  - aircraft;
  - aerodromes.
- Air Navigation Service providers and providers of ATM-specific functions (e.g. MAR-ANS organisations).
- Aerodrome service providers like:
  - organisations in charge of ground handling of aircraft, including fuelling, load sheet preparation, loading, de-icing and towing at the aerodrome;
  - rescue and firefighting organisations and other emergency services.
- Training organisations for:
  - the training of flight crew (e.g. MAR-FCL organisations);
  - the training of maintenance personnel (e.g. MAR-147 organisations);
  - the training of air traffic service providers (e.g. MAR-ATO).
- Civil and other military authorities (via the MAA-NLD).
- International civil and military aviation organisations.
- Accident investigation authorities.

To meet the objective of occurrence and hazard reporting approval holders and all personnel involved in the approval holders aviation activities need to comprehend the importance of reporting, collecting and disseminating information relevant to the safety environment. The comprehension of relevant information starts with the recognition of reportable hazards and occurrences. To assist a list of aviation related keywords and descriptions is presented in Appendix 1. This list is not exhaustive but should help to create an understanding of the information that is required. In general the relevant information inevitable for reporting can also be summarized as:

- Any occurrence or hazard relating to an aircraft or any defect in or malfunction of an aircraft or any part of equipment of such an aircraft, being an accident, incident, malfunctioning or defect endangering, or which if not corrected would endanger, the aircraft, its occupants or any other person; or
- Any occurrence, hazard or defect in or malfunctioning of any facility on the ground used or intended to be used for purposes of or in connection with the operation of an aircraft, being an accident, incident, defect or malfunctioning endangering, or which if not corrected would endanger, an aircraft or its occupants or any other person.

### **GM SMAR1.20 Reporting Time Requirements**

Although the degree of urgency to report about occurrences or hazards should be determined by the risk arising from the occurrence or hazard, it is not always possible to do a risk assessment within the required 24 hours reporting time. In case of an occurrence the severity of the outcome (injuries, material or environmental damage) might be used to determine the degree of urgency. However a severity estimation is highly subjective and open to emotional influences. For consistency reasons it is therefore recommended to use a reporting matrix in these cases. The reporting matrix presented in "*Aanwijzing SG 005 Melden Voorvallen*" is a limited, but for Dutch military personnel widely available and acceptable alternative that can be used for determining the degree of urgency to report. For hazards it is even more difficult to determine this degree of urgency. It is advised to consult a subject matter expert (SME) on the hazard subject identified for determination of the degree of urgency to report.

### **GM SMAR1.25 Report Information Requirements**

Although the initial notification may be brief it is important that an occurrence or hazard is reported with sufficient information to facilitate a thorough investigation into factors involved and possible (root) causes. Reporting systems and forms should therefore offer the opportunity to record as much information as possible in relation to the hazard identified or occurrence witnessed or experienced. Choosing the right data fields for the reporting form or system will assist the reporter in recording as much details as possible and support the data analyst with evaluation of the recorded information. It is up to the designer of the reporting form or system to decide which field configurations (e.g. free text or a predetermined pull down list) will guarantee the best results. Reporting systems or forms should contain at least the following information:

#### Common data fields:

- headline;
- filing information (responsible entity, file number, occurrence status);
- time (UTC date);
- location of the occurrence;
- state or area of the occurrence;
- narrative;
- classification (risk, event type, occurrence category).

Specific data fields:

- Aircraft related:
  - aircraft identification (state of registry, make/model/series, serial number, registration, call sign);
  - aircraft operation (operator, type of operation);
  - aircraft description (category, propulsion type, mass group);
  - history of flight (departure point, planned destination, flight phase)
  - weather.
- Relating to Air Navigation Services:
  - ATM relation (ATM contribution, service affected);
  - ATS unit name;
  - separation minima infringements/Loss of separation;
  - airspace infringements;
  - airspace (type, class, FIR/UIR name).
- Aerodrome related:
  - (ICAO) airport indicator;
  - location on the aerodrome.
- Aircraft damage or personal injury related:
  - severity (highest damage, injury level);
  - injury to persons (number of fatal/serious/minor injuries on ground/on aircraft).

**GM SMAR1.30 Reporting System**

NLD-MAS organisations are free to set up a reporting system suitable to the size and complexity of their activities. MAA-NLD acceptable reporting systems at least consist of:

- a simple and accessible way for adding occurrences and hazards to the database;
- features for recording, managing and follow-up on occurrence and hazard investigations;
- features to create and monitor actions related to or resulting from the investigations;
- features to acknowledge the submission of reports as well as a feedback on the outcome of the occurrence or hazard analysis to reporting persons;
- options to search for and browse through recorded information;
- features for classification and categorization of occurrences and hazards;
- options to query and analyze recorded data;
- options to disseminate safety information from the database within the organisation;
- features to present, print and download data and analysis results.

**AMC SMAR1.30 Reporting System**

Small and non-complex NLD-MAS organisations may not feel the need for a comprehensive reporting system and are able to gather and report sufficient information using suitable reporting forms. Such reporting forms are subject to approval from the MAA-NLD and should at least contain the information as specified in the preceding guidance paragraph (2.3 Report information requirements). Although organisations are free to develop reporting forms suitable to their organisation, the MAA-NLD has developed acceptable reporting forms. These forms are presented in the following appendices:

- appendix 2: Air Safety Report;
- appendix 3: Technical Safety Report;
- appendix 4: Airport Safety Report;
- appendix 5: Air Traffic Management Report;
- appendix 6: Airprox Report.

### **GM SMAR1.35 Follow-up Reports**

Approval holders have an obligation to follow-up and inform the MAA-NLD about initial occurrence and hazard report progress and results. A follow-up report ultimately describes how the reported occurrence or hazard has been handled, identified risks have been mitigated, undesired outcomes have been corrected and possible similar events can be prevented. Depending on risks involved a reported occurrence or hazard is at least subject to a quick assessment and in extreme cases to a full safety (accident) investigation.

### **AMC SMAR1.35 Follow-up Reports**

Although a time limit is set for the reporting of occurrences and hazards no limit is set for the investigation period including the report writing. An investigation period up to three months for non-complicated safety issues and up to a year for a full accident safety investigation is generally considered acceptable.

Eventually all initial occurrence and hazard reports require administrative closure. In general three types of closure can be identified for safety investigations of occurrences and hazards by approval holders.

- **To be used for trend analysis.** For non-complicated reported hazards and incidents (e.g. a single bird strike without damage) it is not always required to conduct detailed individual investigations. Influencing factors might not be detected by reviewing these individual cases, however when reviewed collectively these influencing factors might be obvious. It is therefore acceptable to use the information from these non-complicated occurrences and hazards for trend analysis only. It is acceptable to administratively close these reported occurrence or hazard with the statement "*To be used for trend analysis only*". Trend analysis however need to be performed regularly and require close monitoring preferably based on (safety) performance indicators.
- **Local investigation completed.** Most occurrences and hazards will be investigated by the approval holders safety organisation. These investigations usually result in the identification of factors involved within the Accountable Managers (AM) or local management span of control. The investigation findings are subsequently used for determination of recommendations and mitigating measures. Although recommendations and mitigating measures actually mark the completion of a local investigation it remains important for the approval holder organisation to monitor and report their progress.

Besides local factors, investigations may also identify influencing factors outside the AM's responsibility in other parts of (or even outside) the Military Aviation System. These investigations findings also contribute to the establishment of recommendations and mitigating measures. Although outside the AM's responsibility, progress monitoring and reporting remains important for these items also.

In both aforementioned situations it is acceptable to administratively close the investigation for the reported occurrence or hazard with the statement "*Local Investigation Completed*", under the condition that defined recommendations and mitigating measures are being monitored for completion. It is acceptable that a separate system will be used for monitoring the progress of recommendations and mitigating measures.

- **Investigation by Accident Investigation Board.** Accidents and serious incidents will always be investigated by an accident investigation board (*CvO – Commissie van Onderzoek*). Additionally (thematic) investigations based on hazard or minor incident analysis may also be initiated by an investigation board. Both types of investigation are usually performed by independent or specialized organisations and not part of the approval holder organisation. It is acceptable to administratively close the reported occurrence or hazard related to these investigations with the statement “*Closed pending CvO investigation results*”. Obviously the approval holder has the obligation to use CvO investigation results for the determination of recommendations and mitigating measures. It is acceptable that a separate system will be used for monitoring the progress of recommendations and mitigating measures.

### **GM SMAR1.40 Trend Analysis**

The data collected within an organisation from reported occurrences and hazards contains information about the organisation’s activities, the risks it encounters and its safety performance. However, it requires analysis to extract this information from the data. Analysis results help identifying concealed risks and safety gaps within the organisation’s procedures and activities.

Analysis results need to be disseminated on a regular basis within the approval holders organisation and towards the MAA-NLD. It is the approval holders responsibility to develop a suitable and efficient method for dispersing this information. These methods may include but are not limited to:

- a regular (weekly, monthly, quarterly, bi-annual) hand-out with analysis results;
- an (interactive) electronic dashboard with safety performances and analysis results;
- a regular (weekly, monthly) briefing regarding occurrences and related investigation results.

### **GM SMAR 1.45 Reporting Procedures**

To properly implement and manage a reporting system it is important for organisations to document the reporting process and its established procedures in the organisation’s exposition manual or any other documentation referred to. Described procedures are expected to include details as to what, how, where, whom and when to report. More specified these procedures should include, but are not limited to:

- a description of the applicable requirements for reporting;
- a description of the reporting mechanism, including reporting forms, means and deadlines;
- directions about personnel responsible for reporting;
- description of the mechanisms and personnel responsibilities for identifying root causes and the actions that may be needed to be taken to prevent similar occurrences in the future, as appropriate.



**FINAL CLAUSES**

This document is known as NLD-SMAR-1 AMC & GM, and is valid from the day of signing by the Director of the Military Aviation Authority.

An announcement regarding the NLD-SMAR-1 AMC &GM is published in the Dutch Government Gazette (*Staatscourant*) and on the intranet site of the Ministry of Defence.

The Hague, 24 January 2024

The Director of the Military Aviation Authority - The Netherlands



J.P. Apon  
Air-Commodore

**APPENDIX 1 to GM SMAR1.05: Reportable Occurrence and Hazard Examples**

The following list of keywords and accompanying descriptions aims to assist in identifying reportable occurrences and hazards. This list is not exhaustive but should help to create an understanding of the information that is required. In general there are no faulty or wrong occurrence or hazard reports. All reports should be treated as justified and therefore never be doubted.

To further assist the reporter in identifying reportable occurrences and hazards 5 columns are added to show applicability of the keywords to the different aviation domains. A distinction is made between:

- O – Operations
- A – Aerodrome
- N – Air Navigation Services
- M – Maintenance
- D – Design

KEYWORD	DESCRIPTION	O	A	N	M	D
Aerodrome communication	Loss or failure of mutual communication between aerodrome, vehicle or ground personnel, aircraft, Air Traffic Services (ATS) or apron management service unit.					
Aerodrome systems and furnishing deficiencies	Significant failure, malfunction or defect of aerodrome equipment or system which has or could have endangered the aircraft or its occupants (includes deficiencies in aerodrome lighting, marking or signs). Failure of the aerodrome emergency alerting system, non-availability of rescue and firefighting services or failure to handle poor runway surface conditions. Includes the presence of obstacles on the aerodrome or in the vicinity of the aerodrome which are not published in the AIP or by NOTAM and/or that are not marked or lighted properly and the absence of reporting of a significant change in aerodrome operating conditions which has or could have endangered the aircraft, its occupants or any other person.					
Airspace infringement	Unintentional or intentional penetration of airspace. Includes level bust.					
Airworthiness	Any flight which has been performed with an aircraft which was not airworthy, or for which flight preparation was not completed, which has or could have endangered the aircraft, its occupants or any other person.					
ANS and ATM interaction	All events whereby interaction with Air Navigation Services (ANS) or Air Traffic Management (ATM) leads to or could have led to endangering the aircraft, its occupants or any other person. Includes: - incorrect services provided; - conflicting communications; - loss of communication with ATS or ATM unit; - misinterpretation of radio-communication; - call sign confusion; - unsafe Air Traffic Control (ATC) clearance; - conflicting instructions from different ATS units.					
Armament	The unintentional or inadvertent use of armaments (including chaff and flares). Failures to activate or preventing activation of armaments. Wrong target approached or severe deviations from the intended target. Dropped or damaged armament during loading or unloading.					

## NLD-SMAR-1 AMC & GM – Occurrence and Hazard Reporting

KEYWORD	DESCRIPTION	O	A	N	M	D
ATM/ATS degradation or loss	<p>Inability to provide ATM, ATS, airspace management or air traffic flow management and capacity services or to execute ATM, ATS, airspace management or air traffic flow and capacity functions.</p> <p>Failure of communication, surveillance, data processing and distribution functions and navigation services.</p> <p>Missing or significantly incorrect, corrupted, inadequate or misleading information from any support service, including relating to poor surface conditions.</p> <p>Failure of ATM system security which had or could have a direct negative impact on the safe provision of service.</p> <p>Significant ATS sector/position overload leading to a potential deterioration in service provision.</p> <p>Incorrect receipt or interpretation of significant communications, including lack of understanding of the language used, when this had or could have a direct negative impact on the safe provision of service.</p> <p>Prolonged loss of communication with an aircraft or with other ATS unit.</p>					
Bird/Wildlife strike	Perceived, actual or based on post flight evidence.					
Cabin/Cockpit conditions	<p>Uncontrollable cabin pressure.</p> <p>Any use of crew oxygen system by the crew.</p> <p>Contaminated air (cabin/cockpit) which has or could have endangered the aircraft, its occupants or any other person</p>					
(Near) Collision	In the air, on the ground, between an aircraft and other aircraft, terrain and obstacles (including vehicles). Also includes emergency avoidance maneuvers to avoid a collision and near controlled flight into terrain (near CFIT)					
Damage by ground equipment	Damage or potential damage to aircraft by ground equipment (including vehicles) used for ground handling due to failure, malfunction, defect or handling (including previously unreported damage). Damage or potential damage to aircraft by ground equipment (including vehicles) used for ground handling due to failure, malfunction, defect or handling (including previously unreported damage).					
Dangerous goods	Transport, attempted transport of dangerous goods which resulted or could have resulted in the safety of the operation being endangered or led to an unsafe condition. Includes incorrect labelling, packaging and handling of dangerous goods and significant contamination of aircraft structure, systems and equipment arising from the carriage of baggage, mail or cargo.					
De-icing/Anti-icing	Missing, incorrect or inadequate de-icing/anti-icing treatment					
Design	Any failure, malfunction, defect or other occurrence related to a product, part, or appliance which has resulted in or may result in an unsafe condition.					
Deviations	Unintentional or intentional deviation from Air Traffic Control (ATC) instructions which has or could have endangered the aircraft, its occupants or any other person. Includes deviations from applicable Air Traffic Management (ATM) regulations, procedures and mandated carriage and operations of ATM related equipment.					
Emergencies	<p>All events leading to an emergency call or the declaration of an emergency (Mayday or PAN call). Includes also critical situations which have not but should have justified an emergency call.</p> <p>Also includes the failure to apply the required (emergency) procedure by the aircraft crew to deal with an emergency.</p> <p>All events where the use of any emergency equipment or non-normal procedure is affecting in-flight or landing performance.</p> <p>All events where failure of any emergency and rescue system or equipment has or could have endangered the aircraft, its occupants or any other person.</p>					

## NLD-SMAR-1 AMC & GM – Occurrence and Hazard Reporting

KEYWORD	DESCRIPTION	O	A	N	M	D
Exceedance of (operational) aircraft limitations	All operations whereby aircraft limitations are exceeded which has or could have endangered the aircraft, its occupants or any other person. Includes: - Exceeding normal pitch attitude, bank angle or airspeed; - Activation of flight envelope protection (stall warning, stick shaker, stick pusher and other automatic protections); - Exceedance of flight manual limitations; - Operation with incorrect altimeter setting; - Misinterpretation of automation mode; - Unintended IMC or conditions of aircraft not IFR certified or a pilot not IFR qualified.					
External interference	Interferences of normal flight by external causes, like: - Firearms; - Flying kites; - Remotely Piloted Aircraft Systems (RPAS) and model aircraft; - Laser illumination and high power lights lasers; Also includes interference of Air Navigation Services (ANS), like: - radio broadcasting stations transmitting in the FM band; - Interfering with the Instrument Landing System (ILS); - VHF Omni Directional Radio Range (VOR) interference; - Communication interference.					
External loads/stores	Unintentional release of cargo/stores or other externally carried equipment or the inability to release cargo/stores (hung stores).					
Fire, explosions, burning, melting, arcing, overheating, smoke or fumes	All events where the presence of fire, explosions, smoke or (toxic) fumes are identified in the aircraft or in aerodrome facilities, vicinities and equipment which has or could have endangered the aircraft, its occupants or any other person. Occurrences where evidence of burning, melting, arcing or overheating has been observed or is found afterwards.					
Flight control issues	Asymmetric or stuck/jammed flight controls (for example: lift (flaps/slats), drag (spoilers), attitude control (ailerons, elevators, rudder) devices). Severe vibration (aileron or elevator 'flutter') Any flight control not functioning correctly or disconnected.					
Flight preparation	Use of incorrect data or erroneous entries into equipment used for navigation or performance calculations which has or could have endangered the aircraft, its occupants or any other person.					
Fluids replenishment	Significant spillage during replenishment of fuel or other essential fluids (including oxygen, nitrogen, oil and potable water).					
FOD	Foreign Object Debris on the aerodrome movement area or in an aircraft or Foreign Object Damage of an aircraft or its systems.					
Ground handling	Incorrect handling or loading, likely to have a significant effect on aircraft mass and/or balance (including load sheet errors). Incorrect stowage or securing of loads likely in any way to endanger the aircraft, its equipment or occupants or to impede emergency evacuation. Absence of equipment leading to endangerment of aircraft occupants.					
Human performance	Any occurrence where the human performance has directly contributed or could have contributed to an accident or (serious) incident. Includes situations of personnel fatigue and loss of situational awareness (including environmental, mode and system awareness, spatial disorientation and time horizon).					

## NLD-SMAR-1 AMC & GM – Occurrence and Hazard Reporting

KEYWORD	DESCRIPTION	O	A	N	M	D
Inadequate separation	All situations in which prescribed separation minima were not maintained or in which aircraft were perceived to pass too close to each other for pilots to ensure safe separation. Includes all events whereby separation limitations are exceeded and automatically identified by: - Airborne Collision Avoidance System (ACAS); - Traffic Collision Avoidance System (TCAS); - Ground Proximity Warning System (GPWS); - Terrain Awareness and Warning System (TAWS).					
Incapacitation	All events where the incapacitation of a crew member leads to the inability to perform their required duty.					
Incursion/Excursion	Final Approach and Take-Off Area (FATO), Runway, Taxiway or Platform (apron). Includes also incursions by vehicles, equipment or pedestrians during push-back, power-back or taxi. Failures of aircraft and vehicles to follow instructions or ignoring restricted areas and passengers or unauthorized persons left unsupervised on the apron are also considered incursions.					
Jet blast or rotor/prop wash	Any occurrence whereby the blast effect has or could have endangered the aircraft, its occupants or any other person or caused damage.					
Leakage	Leakage of any fluid or gas which resulted in a fire hazard or possible hazardous contamination of aircraft structure, systems or equipment, or which has or could have endangered the aircraft, its occupants or any other person.					
Manufacturing	Products, parts or appliances released from the production organisation with deviations from applicable design data that could lead to a potential unsafe condition as identified with the holder of the type-certificate or design approval.					
Maintenance	All maintenance activities or absence of activities causing damage to or failure of aircraft or aircraft systems or have the potential of causing damage or doing harm to people maintaining or operating the aircraft. Includes incorrect assembly or installation, wrong assessment of defects, incorrect (use of) test procedures, use of unserviceable materials or products and the use of products, components or materials from unknown or suspected origin. Furthermore misleading, incorrect or insufficient maintenance data or procedures as well as incorrect control or application of maintenance limitations or scheduled maintenance and non-compliance with MEL and Technical logbook procedures are also considered reportable occurrences.					
Out of Control	(Unintentional) loss of control.					
Performance	Failure or malfunction of any part of an engine, power plant, propeller, rotor system, APU or transmission resulting in the inability to control power, thrust or rpm (revolutions per minute). Includes also exceedance of operating limits like over speed and over torque. Failure of the thrust-reversing system to operate as commanded is also considered a performance issue.					
Propulsion (includes engines, propellers, rotor systems and APU's)	Damage, failure or significant malfunction of any part or controlling of an engine (including APU), rotor or propeller. Flameout, in-flight shutdown of any engine or APU when required (ETOPS, MEL). Non-containment of components/debris. Damage, failure or defect of propeller, main rotor gearbox/attachment, which could lead to in-flight separation of the propeller or rotor assembly or any major portion of the propeller and/or malfunctions of the propeller control or the rotor control. Damage to or failure of main/tail rotor or transmission and/or equivalent systems.					

## NLD-SMAR-1 AMC & GM – Occurrence and Hazard Reporting

KEYWORD	DESCRIPTION	O	A	N	M	D
Security	All issues on the aerodrome and in the aircraft concerning bomb threat, hijack, sabotage and unlawful entry. Also includes the discovery of a stowaway and difficulty in controlling intoxicated, violent or unruly passengers.					
Special (military) operations	Any issue specific to the special (military) operation or its preparation thereof which has or could have endangered the aircraft, its occupants or any other person. The following are considered special (military) operations: <ul style="list-style-type: none"> <li>- Air-to-air refueling;</li> <li>- Low level flying;</li> <li>- Hoisting;</li> <li>- Medivac;</li> <li>- Fast roping or abseiling;</li> <li>- Firefighting;</li> <li>- Formation flying;</li> <li>- Demonstration flights;</li> <li>- Para drops, cargo air drops, HALO;</li> <li>- Aerobatics.</li> </ul>					
Specific military systems and equipment	Failure of or damage to specific military systems and equipment which has or could have endangered the aircraft, its occupants or any other person. The following are considered specific military systems or equipment: <ul style="list-style-type: none"> <li>- Ejection devices;</li> <li>- Night vision devices;</li> <li>- Anti-G devices;</li> <li>- Equipment related to special (military) operations.</li> </ul>					
Structural failure	Failure or substantial deterioration of any part of the aircraft structure or loss of any part of the aircraft (including those found during maintenance).					
System loss or failure	Any failure or loss of a system or system part which prevents the system from performing as designed or results in incorrect or misleading indications to the crew.					
Take-off and Landing	Any rejected take-off. Any precautionary or forced landing, short and long landing, hard landing or landing outside the intended landing area. Unexpected encounter of poor runway surface conditions. Tail, blade/wingtip or nacelle strike during take-off or landing. Actual or attempted take-off, approach or landing with incorrect configuration setting. Inability to achieve required or expected performance during take-off, go-around or landing. Continuation of an instrument approach below published minimums with inadequate visual references. Approach continued against air operator stabilized approach criteria.					
Turbulence	All severe turbulence encounters and any turbulence resulting in injury to occupants, requiring a turbulence check or a post-flight turbulence damage check of the aircraft or which has could have endangered the aircraft, its occupants or any other person. Includes wake-turbulence, wind shear and thunderstorm encounters.					
Unmanned aircraft systems (UAS)	Unavailability or loss of datalink with the remote control station Any failure or malfunction with the remote control station that jeopardizes the safe operation of the air vehicle. Any unexpected or uncontrolled flight termination.					
Weather/Meteorological	All weather/meteorological events resulting in handling difficulties, damage to the aircraft or loss or malfunctioning of any aircraft system or which could have endangered the aircraft, its occupants or any other person. Includes: <ul style="list-style-type: none"> <li>- lightning strike;</li> <li>- hail encounters;</li> <li>- icing (including carburetor icing) encounters;</li> <li>- volcanic ash encounters;</li> <li>- unexpected encounters of adverse weather conditions.</li> </ul>					

**APPENDIX 2 to AMC SMAR1.30: Air Safety Report**

**TO BE FORWARDED WITHIN 72 HOURS TO:  
MILITARY AVIATION AUTHORITY THE NETHERLANDS  
EMAIL: [MLA@mindef.nl](mailto:MLA@mindef.nl)**

**AIRCRAFT INFORMATION**

Aircraft type	Aircraft reg.	Operator	Squadron	Date and time of occurrence							
Select		Select		DD / MM / YYYY	UTC:_00_:_00						
Location of occurrence		Call sign	Departure point	Destination point	ATL Log seq. no.						
Passengers /	Flight rules			Type of airspace	Altitude / FL	Aircraft speed	Aircraft T/O weight				
/	<input type="checkbox"/>	VFR night	<input type="checkbox"/>	VFR	<input type="checkbox"/>	IFR	Select			(kts)	

**OPERATION**

FIXED WING TRANSPORT	FIGHTER	HELICOPTER TRANSPORT	HELICOPTER COMBAT	UAV
Select	Select	Select	Select	Select

**EVENT PHASE**

Parked	Taxi	Take-Off	Climb	En-route	Aerial Work	Descent	Approach	Landing	Post impact
Select	Select	Select	Select	Select	Select	Select	Select	Select	<input type="checkbox"/>

**ENVIRONMENTAL DETAILS**

Wind	Cloud	Precipitation	Other Meteo. Conditions		<input type="checkbox"/>	IMC	<input type="checkbox"/>	VMC	<input type="checkbox"/>	NVG
Dirn	Speed	Type	Height	Select TYPE	Visibility	Icing	Turbulence	OAT	Category	
				Select QTY	KM/M	Select	Select		Select	
QNH (in hPa)	Windshear	Select	Light Condition	Select	RWY Type	Select	RWY State	Select		

**WAKE TURBULENCE**

Change in Direction (deg)				Change in Attitude (deg)					
Heading		Turning		PITCH		ROLL		YAW	
<input type="checkbox"/>	Left	<input type="checkbox"/>	Right	<input type="checkbox"/>	NO				
Change in Altitude (ft)			Position on Glideslope						
<input type="checkbox"/>	Up	<input type="checkbox"/>	Down	<input type="checkbox"/>	High	<input type="checkbox"/>	Low	<input type="checkbox"/>	On
Buffet	<input type="checkbox"/>	YES	<input type="checkbox"/>	NO	Stick Shake	<input type="checkbox"/>	YES	<input type="checkbox"/>	NO

**BIRD STRIKE**

Type of Birds								Additional information e.g. Damage caused by the Birds			
No. seen	<input type="checkbox"/>	1	<input type="checkbox"/>	2-10	<input type="checkbox"/>	11-100	<input type="checkbox"/>	More			
No. struck	<input type="checkbox"/>	1	<input type="checkbox"/>	2-10	<input type="checkbox"/>	11-100	<input type="checkbox"/>	More			

**CONSEQUENCES**

**CONFIGURATION AT EVENT**

<input type="checkbox"/>	No consequences	<input type="checkbox"/>	Diversion	Auto pilot	Auto thrust	Gear
<input type="checkbox"/>	Rejected take-off	<input type="checkbox"/>	Turn back			
<input type="checkbox"/>	Engine(s) shutdown	<input type="checkbox"/>	Precautionary landing	Flaps	Slats	Spoilers
<input type="checkbox"/>	Flight delayed / cancelled	<input type="checkbox"/>	Fuel dump			

NLD-SMAR-1 AMC & GM – Occurrence and Hazard Reporting

GROUND FOUND FAILURES (FOUND DURING PRE- AND POSTFLIGHT INSPECTION)				
Name	Function	Organisation	Location	
TYPE OF OCCURRENCE / FINDING				
<input type="checkbox"/> Significant Damage/Deterioration	<input type="checkbox"/> Significant System Failure	<input type="checkbox"/> Incorrect Parts Supplied	<input type="checkbox"/> U/S on Fit	
<input type="checkbox"/> A/C Docs out of Compliance	<input type="checkbox"/> Parts Missing in Flight	<input type="checkbox"/> Incorrect Parts / Fluids Used	<input type="checkbox"/> Other	
<input type="checkbox"/> Spilling Causing Hazard to A/C	<input type="checkbox"/> Transit Damage	<input type="checkbox"/> Incorrect Assembly / Installation		
Component(s) description	Part No.	Serial No.	ATA Chapter	Tag No.
SHORT GENERAL DESCRIPTION OF OCCURRENCE				
NOTE! Please state only the facts known about the events in chronological order and relevant aspects that can not be covered by other boxes on this form.				
ATTACHMENTS				
<input type="checkbox"/> Sketches	<input type="checkbox"/> Reports	<input type="checkbox"/> Photographs	<input type="checkbox"/> Others (specify)	
REPORT TYPE				
<input type="checkbox"/> Initial finding notification only (follow-up report required)	<input type="checkbox"/> Notification of finding with complete investigation results (final)			
<input type="checkbox"/> Follow-up report on earlier findings notification	Ref No.		Date	
SUBMITTERS DETAILS				
Name	Function	Organisation	Date submitted	
Telephone No.	Email			
Submitter's signature				

**APPENDIX 3 to AMC SMAR1.30: Technical Safety Report**



**TO BE FORWARDED WITHIN 72 HOURS TO:  
MILITARY AVIATION AUTHORITY THE NETHERLANDS  
EMAIL: [MLA@mindef.nl](mailto:MLA@mindef.nl)**

**SPECIFY FINDING (mark if applicable)**

<input type="checkbox"/>	Incorrect assembly of parts or components	<input type="checkbox"/>	Failure of any emergency system or equipment incl. exit doors and lighting
<input type="checkbox"/>	Hot bleed air leak resulting in structural damage	<input type="checkbox"/>	Error / malfunction or a security risk in a maintenance computer system / software
<input type="checkbox"/>	Premature retirement of a life controlled component	<input type="checkbox"/>	Damage/ failure/ deterioration/ malfunction to structure, propulsion, system or equipment
<input type="checkbox"/>	Non-compliance with required maintenance procedures	<input type="checkbox"/>	Other

**AIRCRAFT INFORMATION**

Aircraft manufacturer and type		Aircraft serial number		Aircraft Registration		Date of finding			
Operator		Organisation		MTC holder informed		Operator informed		ATL Log / Complaint No.	
				<input type="checkbox"/> YES <input type="checkbox"/> NO		<input type="checkbox"/> YES <input type="checkbox"/> NO			
Aircraft details			Aircraft total time			Aircraft total cycles			
Since new									
Since overhaul									
Since inspection of defect found									

**DEFECTIVE COMPONENT**

Manufacturer		IPC (Illustrated Part Catalogue) name		Type No.		Part No.	
Serial No.		ATA code		Time since new		Cycles since new	
Date of manufacture		Time since overhaul		Date of overhaul		Cycles since overhaul	
Time since repair/ inspection		Cycles since repair/ inspection		Date of last repair/ inspection			

**OPINION AS TO THE CAUSE OF THE DEFECT AND THE DEFECTIVE PART CONDITION (if applicable)**

<input type="checkbox"/>	Design	<input type="checkbox"/>	Manufacture	<input type="checkbox"/>	Fatigue	<input type="checkbox"/>	Corrosion	<input type="checkbox"/>	Inadequate Maintenance	<input type="checkbox"/>	Human Factors
<input type="checkbox"/>	Unapproved parts	<input type="checkbox"/>	Operational	<input type="checkbox"/>	Other			<input type="checkbox"/>	Part Condition		

**SYSTEM MONITORING**

For any finding involving a system or component, which is monitored or protected by a warning and/ or protection system, state whether such system(s) functioned properly.

<input type="checkbox"/>	YES	<input type="checkbox"/>	NO	<input type="checkbox"/>	Not applicable
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**DESCRIPTION OF OCCURRENCE**

**ATTACHMENTS**

<input type="checkbox"/> Sketches	<input type="checkbox"/> Reports	<input type="checkbox"/> Photographs	<input type="checkbox"/> Others (specify)
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**REPORT TYPE**

<input type="checkbox"/> Initial finding notification only (follow-up report required)	<input type="checkbox"/> Notification of finding with complete investigation results (final)				
<input type="checkbox"/> Follow-up report on earlier findings notification	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;">Ref No.</td> <td style="width: 40%;"></td> <td style="width: 20%;">Date</td> <td style="width: 20%;"></td> </tr> </table>	Ref No.		Date	
Ref No.		Date			

**SUBMITTERS DETAILS**

Name	Function	Organisation	Date submitted
Telephone No.	Email		
Submitter's signature			
.....			

**APPENDIX 4 to AMC SMAR1.30: Airport Safety Report**

<b>TO BE FORWARDED WITHIN 72 HOURS TO:                      MILITARY AVIATION AUTHORITY THE NETHERLANDS                      EMAIL: <a href="mailto:MLA@mindef.nl">MLA@mindef.nl</a></b>																	
<b>MAIN CATEGORY</b>																	
AIR NAVIGATION SYSTEMS	AERODROME FACILITIES	HANDLING OF PAX & CARGO	FIRE AND RESCUE SERVICE	GROUND HANDLING AND SERVICES													
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>													
AIRPORT			OCCURRENCE DATE			TIME (UTC)											
<b>AERODROME EQUIPMENT AND FACILITIES</b>																	
<b>AIR NAVIGATION SYSTEMS</b>		<b>TYPE</b>															
<input type="checkbox"/>	PHYSICAL DAMAGE	ILS	LOC	VOR	ADF	IM	MM	OM	GPS	RADAR							
<input type="checkbox"/>	MALFUNCTION	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>							
<b>SEVERITY</b>		<input type="checkbox"/>	MINOR		<input type="checkbox"/>	SIGNIFICANT		<input type="checkbox"/>	MAJOR		<input type="checkbox"/>	TOTAL					
<b>LIGHTS</b>		<input type="checkbox"/>	PAPI		<input type="checkbox"/>	VASI		<input type="checkbox"/>	APPROACH		<input type="checkbox"/>	TAXI		<input type="checkbox"/>	RUNWAY		
		<input type="checkbox"/>	OTHER														
<b>CONDITION</b>		<input type="checkbox"/>	MISSING		<input type="checkbox"/>	BROKEN		<input type="checkbox"/>	MISLEADING		<input type="checkbox"/>	HIDDEN					
<b>COMMUNICATION</b>		<input type="checkbox"/>	STROBE		<input type="checkbox"/>	CB		<input type="checkbox"/>	VHF		<input type="checkbox"/>	UHF		<input type="checkbox"/>	SAT		
		<input type="checkbox"/>	OTHER														
<b>CONDITION</b>		<input type="checkbox"/>	OK		<input type="checkbox"/>	BAD		<input type="checkbox"/>	VERY BAD		<input type="checkbox"/>	UNUSABLE					
<b>SIGNS</b>		<input type="checkbox"/>	RWY		<input type="checkbox"/>	TWY		<input type="checkbox"/>	HANGARS		<input type="checkbox"/>	TERMINALS		<input type="checkbox"/>	EQUIPMENT		
		<input type="checkbox"/>	FIRE & RESCUE		<input type="checkbox"/>	OTHER											
<b>CONDITION</b>		<input type="checkbox"/>	MISSING		<input type="checkbox"/>	BROKEN		<input type="checkbox"/>	MISLEADING		<input type="checkbox"/>	HIDDEN					
<b>RUNWAY</b>		<input type="checkbox"/>	ASPHALT		<input type="checkbox"/>	CONCRETE		<input type="checkbox"/>	GRASS		<input type="checkbox"/>	GRAVEL		AREA	m2		
		<input type="checkbox"/>	OTHER								CAT	<input type="checkbox"/>	I	<input type="checkbox"/>	II	<input type="checkbox"/>	III
<b>CONDITION</b>		<input type="checkbox"/>	MINOR		<input type="checkbox"/>	BAD		<input type="checkbox"/>	VERY BAD		<input type="checkbox"/>	DANGEROUS					
<b>TAXIWAY</b>		<input type="checkbox"/>	ASPHALT		<input type="checkbox"/>	CONCRETE		<input type="checkbox"/>	GRASS		<input type="checkbox"/>	GRAVEL		AREA	m2		
		<input type="checkbox"/>	OTHER														
<b>CONDITION</b>		<input type="checkbox"/>	MINOR		<input type="checkbox"/>	BAD		<input type="checkbox"/>	VERY BAD		<input type="checkbox"/>	DANGEROUS					
<b>LOCATION</b>		<input type="checkbox"/>	RWY		<input type="checkbox"/>	TWY		<input type="checkbox"/>	RAMP		<input type="checkbox"/>	TERMINAL		<input type="checkbox"/>	HANGARS		
		<input type="checkbox"/>	OTHER														
<b>FOREIGN OBJECT(S) DAMAGE (FOD)</b>																	
<b>TYPE OF OBJECT FOUND</b>																	
WINDOW	DOOR	GEAR	TIRE	BOLT	FUSELAGE	LUGGAGE	BRAKES	ENGINE PART	COM/NAV ANTENNA								
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>								
OTHER						OBJECT P/N				OBJECT S/N							
<b>LOCATION OF OBJECT</b>																	
RWY No.			TWY No.			AREA LOCATION			RAMP			GATE					

**SHORT GENERAL DESCRIPTION OF OCCURRENCE**

**ATTACHMENTS**

<input type="checkbox"/>	Sketches	<input type="checkbox"/>	Reports	<input type="checkbox"/>	Photographs	<input type="checkbox"/>	Others (specify)	
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**REPORT TYPE**

<input type="checkbox"/>	Initial finding notification only (follow-up report required)	<input type="checkbox"/>	Notification of finding with complete investigation results (final)
<input type="checkbox"/>	Follow-up report on earlier findings notification	Ref No.	Date

**SUBMITTERS DETAILS**

Name	Function	Organisation	Date submitted
Telephone No.		Email	
Submitter's signature			

**APPENDIX 5 to AMC SMAR1.30: Air Traffic Management Report**

**TO BE FORWARDED WITHIN 72 HOURS TO:  
MILITARY AVIATION AUTHORITY THE NETHERLANDS  
EMAIL: [MLA@mindef.nl](mailto:MLA@mindef.nl)**

GENERAL INFORMATION																		
Class of ATS Airspace							Geographical Location of Occurrence			Occurrence moment		RTF and / or surveillance recordings are available		Weather is considered as relevant (if yes please include details in the weather section)				
A	B	C	D	E	F	G				Date	Time (UTC)	YES	NO	YES	NO			
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>						<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
AIRCRAFT No 1 INFORMATION																		
Aircraft type			A/C registration		Organisation			Flight number		Departure point		Destination point						
OPERATION																		
FIXED WING TRANSPORT				FIGHTER			HELICOPTER TRANSPORT			HELICOPTER COMBAT		UAS						
Select				Select			Select			Select		Select						
EVENT PHASE																		
PARKED		TAXI		TAKE-OFF		CLIMB		EN-ROUTE		AERIAL WORK		DESCENT		APPROACH		LANDING		POST IMPACT
Select		Select		Select		Select		Select		Select		Select		Select		Select		<input type="checkbox"/>
CONFIGURATION AT EVENT										CONSEQUENCES								
Relevant Route Segment		Aircraft Heading		Altitude Flight level				Aircraft speed		<input type="checkbox"/> No consequences		<input type="checkbox"/> Diversion						
				actual		cleared		(kts)		<input type="checkbox"/> Rejected take-off		<input type="checkbox"/> Turn back						
Transponder Code		C	S	Traffic information from ATC			Flight rules			<input type="checkbox"/> Engine(s) shutdown		<input type="checkbox"/> Precautionary landing						
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	YES	<input type="checkbox"/>	NO	<input type="checkbox"/>	IFR	<input type="checkbox"/>	VFR	<input type="checkbox"/>	SPEC VFR	<input type="checkbox"/>	<input type="checkbox"/>	Flight delayed/cancelled	<input type="checkbox"/>	Fuel dump
AIRCRAFT No 2 INFORMATION																		
Aircraft type			A/C registration		Organisation			Flight number		Departure point		Destination point						
OPERATION																		
FIXED WING TRANSPORT				FIGHTER			HELICOPTER TRANSPORT			HELICOPTER COMBAT		UAS						
Select				Select			Select			Select		Select						
EVENT PHASE																		
PARKED		TAXI		TAKE-OFF		CLIMB		EN-ROUTE		AERIAL WORK		DESCENT		APPROACH		LANDING		POST IMPACT
Select		Select		Select		Select		Select		Select		Select		Select		Select		<input type="checkbox"/>
CONFIGURATION AT EVENT										CONSEQUENCES								
Relevant Route Segment		Aircraft Heading		Altitude Flight level				Aircraft speed		<input type="checkbox"/> No consequences		<input type="checkbox"/> Diversion						
				actual		cleared		(kts)		<input type="checkbox"/> Rejected take-off		<input type="checkbox"/> Turn back						
Transponder Code		C	S	Traffic information from ATC			Flight rules			<input type="checkbox"/> Engine(s) shutdown		<input type="checkbox"/> Precautionary landing						
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	YES	<input type="checkbox"/>	NO	<input type="checkbox"/>	IFR	<input type="checkbox"/>	VFR	<input type="checkbox"/>	SPEC VFR	<input type="checkbox"/>	<input type="checkbox"/>	Flight delayed/cancelled	<input type="checkbox"/>	Fuel dump
ENVIRONMENTAL DETAILS (if it is considered as a factor)																		
WIND		CLOUD		PRECIPITATION		OTHER METEOROLOGICAL CONDITIONS				<input type="checkbox"/>	IMC	<input type="checkbox"/>	VMC	RUNWAY STATE				

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DIRN	SPEED (kts)	TYPE	HEIGHT (ft)	Select Type	VISIBILITY (KM/M)	ICING	TURBULENCE	OAT (°C)	Select	
				Select QTY		Select	Select		CATEGORY Select	
QNH (hPa)		WINDSHEAR	Select	LIGHT COND.	Select	RWY TYPE	Select			
<b>ATM INFORMATION</b>										
Accident category		Report type		Investigation status		ATM contribution		Airspace restrictions		
Select categorie of accidents		Select type of report		Select status of investigation		Select ATM contribution		Select airspace restrictions		
Type of ATM related incident		Type of ATM specific occurrence types		Cause		Automated warning systems		<input type="checkbox"/>	YES <input type="checkbox"/> NO	
<b>DESCRIPTION OF OCCURENCE</b>										
<b>ATTACHMENTS</b>										
<input type="checkbox"/>	Sketches	<input type="checkbox"/>	Reports	<input type="checkbox"/>	Photographs	<input type="checkbox"/>	Others (specify)			
<b>REPORT TYPE</b>										
<input type="checkbox"/>	Initial finding notification only (follow-up report required)					<input type="checkbox"/>	Notification of finding with complete investigation results (final)			
<input type="checkbox"/>	Follow-up report on earlier findings notification					Ref No.		Date		
<b>SUBMITTERS DETAILS</b>										
Name			Function			Organisation			Date submitted	
Telephone No.						Email				
Submitter's signature										
.....										

**APPENDIX 6 to AMC SMAR1.30: Airprox Report**

**TO BE FORWARDED WITHIN 72 HOURS TO:**

**MILITARY AVIATION AUTHORITY THE NETHERLANDS**  
 EMAIL: [MLA@mindef.nl](mailto:MLA@mindef.nl)

**AIRCRAFT INFORMATION**

Aircraft type	A/C registration	Operator		Squadron	Date and time of AIRPROX occurrence (UTC)	
Select		Select				
Call sign	Departure point	Destination point	Landed at	Gnd Sta Call Sign	Aircraft Technical Log sequence No.	
flight rules		Type of airspace	Altitude / Flt level	Altimeter setting (hPa)	Aircraft speed (kts)	Heading
<input type="checkbox"/> VFR night	<input type="checkbox"/> VFR	<input type="checkbox"/> IFR	Select			
Aircraft Attitude				Rate of climb / descend		
<input type="checkbox"/> Level	<input type="checkbox"/> Climbing	<input type="checkbox"/> Descending	<input type="checkbox"/> Turning left	<input type="checkbox"/> Turning right	Climb (ft/min)	Descend (ft/min)

**ENVIRONMENTAL INFORMATION**

Weather conditions		Distance from	<input type="checkbox"/> Cloud	<input type="checkbox"/> Haze	<input type="checkbox"/> Fog
<input type="checkbox"/> IMC	<input type="checkbox"/> VMC		Vertical (ft)	<input type="checkbox"/> Above	<input type="checkbox"/> Below
				Horizontal	<input type="checkbox"/> m <input type="checkbox"/> ft
<input type="checkbox"/> Between cloud layers	<input type="checkbox"/> In cloud	<input type="checkbox"/> In snow	<input type="checkbox"/> In rain	<input type="checkbox"/> In sleet	<input type="checkbox"/> In haze
Flying	<input type="checkbox"/> Into sun	<input type="checkbox"/> Out of sun		Flight visibility	<input type="checkbox"/> KM <input type="checkbox"/> NM
Initially reported by radio	<input type="checkbox"/> YES <input type="checkbox"/> NO	To	<input type="checkbox"/> AFIS	<input type="checkbox"/> TWR	<input type="checkbox"/> APP <input type="checkbox"/> ACC <input type="checkbox"/> FIC
Date	Time	Name of Station			

**DETAILED INFORMATION**


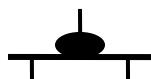
Identify / description of other aircraft	<input type="checkbox"/> Military	<input type="checkbox"/> Civil	Aircraft type	Select		(if other a/c type)
Radio call sign		Registration		Colour		Lighting
Number of engines		Other characteristic details				

**TCAS INFORMATION**

Did you carry TCAS?	<input type="checkbox"/> YES	<input type="checkbox"/> NO	Software version number	
If yes, was TCAS active?	<input type="checkbox"/> YES	<input type="checkbox"/> NO	What did TCAS give?	<input type="checkbox"/> Traffic advisory <input type="checkbox"/> Resolution advisory
Did you take avoiding action	<input type="checkbox"/> YES	<input type="checkbox"/> NO	Was avoiding action based on TCAS advisory?	<input type="checkbox"/> YES <input type="checkbox"/> NO
Was TCAS advisory in conflict with ATC instruction	<input type="checkbox"/> YES	<input type="checkbox"/> NO	If NO on TCAS adv, explain	

**DIAGRAMS OF AIRCRAFT PROXIMITY**

Mark the passage of other aircraft relative to you in plan on the left, and in elevation on the Right, assuming you are in the centre of each diagram. Indicate horizontal and vertical distance.

View from above, horizontal plane		Meters		NM	View from astern, vertical plane		Meters		ft
									

**ADDITIONAL INFORMATION**

Avoiding action by own and/ or other aircraft			
Kind of avoiding action			
Was TCAS advisory in conflict with ATC instruction		Vertical	Horizontal

**ATTACHMENTS**

<input type="checkbox"/> Sketches	<input type="checkbox"/> Reports	<input type="checkbox"/> Photographs	<input type="checkbox"/> Others (specify)	
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**REPORT TYPE**

<input type="checkbox"/> Initial finding notification only (follow-up report required)	<input type="checkbox"/> Notification of finding with complete investigation results (final)
<input type="checkbox"/> Follow-up report on earlier findings notification	Ref No. <input type="text"/> Date <input type="text"/>

**SUBMITTERS DETAILS**

Name	Function	Organisation	Date submitted
Telephone No.	Email		
Submitter's signature			
.....			