

# Advisory Circular

**AC 19 – 01**

**Mandatory Occurrence Report**

Amendment : Original  
Date : September 2017

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**REPUBLIC OF INDONESIA – MINISTRY OF TRANSPORTATION  
DIRECTORATE GENERAL OF CIVIL AVIATION  
JAKARTA – INDONESIA**

**FOREWORD**

1. **PURPOSE** : This Advisory Circular provide information and guidance as an obligation of the individual licensed/authorize aviation personnel (e.g. pilot, cabin crew members, air traffic controllers, maintenance personnel) and service provider such as ATS Service Provider, Aerodrome Operator, Air Operator, Aircraft Maintenance Organizations, Training Organization and Design Organization and Manufacturing Organization to report occurrence mandatorily within the Mandatory Occurrence Reporting (MOR) system to DGCA.
2. **REFERENCES** : This Advisory Circular should be used in accordance with the applicable regulations.
3. **CANCELLATION** : -.
4. **AMENDMENT** : The amendment of this Advisory Circular shall be approved by the Director General of Civil Aviation.

**DIRECTOR GENERAL OF CIVIL AVIATION**

ttd

**Dr. Ir. AGUS SANTOSO, MSc.**

**AMENDMENT RECORD LIST**

<b>Amendment No.</b>	<b>DG Decree No.</b>	<b>Issue Date</b>	<b>Remarks</b>
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## 1. PURPOSE

The purpose of this advisory circular is to provide information and guidance to the individual licensed/authorize aviation personnel and service provider to report occurrence in comply with Mandatory Occurrence Report System to DGCA.

## 2. OBJECTIVE

The objective of the Mandatory Occurrence Report system is to contribute to the improvement of flight safety by ensuring that relevant information on safety is reported, collected, stored, protected and disseminated.

The sole objective of occurrence reporting is the prevention of accidents and incidents and not to attribute blame or liability.

This Mandatory reporting of occurrence applies to occurrences which endanger or which, if not corrected, would endanger an aircraft, its occupants or any other person.

The responsibility for safety rests with the management and staff of the service provider involved (manufacturers, operators, maintenance organizations etc). The responsibility of the DGCA is to provide the regulatory framework within which the service provider must work and thereafter to monitor performance in order that it is satisfied that required standards are set and maintained.

Mandatory Occurrence Reporting is an established part of the monitoring function of the DGCA and is complementary to the normal day-to-day procedures and systems.

Therefore, it is essential that any service provider should:

- (a) report and record occurrences;
- (b) in conjunction with the service provider (e.g. Air Operator, ATS Provider, Certified Aerodrome, Aircraft Manufacturer, Maintenance organization) and when necessary the DGCA, to investigate occurrences in order to establish the cause sufficiently to devise, promulgate and implement any necessary remedial and preventative action.

## 3. APPLICABLE REGULATION

CASR 19

## 4. DEFINITIONS

- (a) Occurrence

Occurrence which may represent a significant risk to aviation safety in Air Operator Area, Air Navigation Area and Airport Area

## (b) Mandatory occurrence report (MOR)

A mandatory notification of occurrence submitted to the DGCA by an aviation personnel and/or an Approved Training Organization in accordance with CASR 141; Air Operator which hold Air Operator Certificate (AOC) in accordance with CASR 121, 135, or Operating Certificate (OC) in accordance with CASR 91, Approved Maintenance Organization (AMO) in accordance with CASR 145; Organization responsible for the type design of aircraft or parts in accordance with CASR 21; Organization responsible for the manufacture of aircraft or parts in accordance with CASR 21; ATS provider in accordance with CASR 170, 171, 172, 173, 174, 175, and 176 and Operator of a certified aerodrome, in accordance with CASR 139

**5. APPLICABILITY**

## (a) What should be reported?

- i) In deciding whether or not to report an occurrence it must be decided whether the event meets the definition as specified in the CASR 19. A reportable occurrence in relation to an aircraft means:

Any incident which endangers or which, if not corrected, would endanger an aircraft, its occupants or any other person

A list of examples of these occurrences appears in Appendix 1 to CASR 19. This Appendix provides more detailed guidance on the types of occurrences that are required to be reported. However, reporters are left to determine whether endangerment is a factor and thus determine whether the incident should be reported.

- ii) A report should also be submitted on any occurrence that involves an unsatisfactory condition, behavior or procedure, which did not immediately endanger the aircraft but if allowed to continue uncorrected, or if repeated in other foreseeable circumstances, would create a hazard.
- iii) It is of great importance to the success of the system that the reporters keep firmly in mind the concept of 'endangering' or 'potentially endangering', as used in the above definition, when deciding whether or not to submit a report. The primary objective of occurrence reporting is to monitor, disseminate and record for analysis, critical or potentially critical safety occurrences. It is not intended to collect and monitor the normal flow of day-to-day defects/incidents etc.

The latter is an important part of the overall flight safety task but other procedures and systems exist to carry out this function. In the main these comprise industry responsibilities monitored overall by the DGCA. When appropriate, such systems also provide the necessary records for statistical purposes. In order to achieve the above objectives for occurrence reporting, the criteria for a reportable occurrence need to be set above, in terms of the effect on safety, the normal day-to-day defects or minor incidents. Over enthusiastic reporting of such items which fall below these criteria will involve unnecessary duplication and work to both the reporters and the DGCA and will also tend, by sheer volume of data generated, to obscure the

more significant safety items. Reporters should ensure that the content of their reports meets with the criteria and guidance laid out in Appendix A.

Particular emphasis should be paid to ensuring that day to day operational anomalies, technical defects and routine reliability issues are dealt with via the normal organizational systems and procedures such as CASR 121.703 and CASR 135.703 (Service Difficulties Report)

(b) Aviation Personnel Required to Report

- i) the pilot in command, or, in cases where the pilot in command is unable to report the occurrence, any other crew member next in the chain of command of an aircraft registered in Indonesia or an aircraft not registered in Indonesia but used by an Indonesian operator for which Indonesia DGCA ensures oversight of operations;
- ii) a person engaged in designing, manufacturing, continuous airworthiness monitoring, maintaining or modifying an aircraft, or any equipment or part thereof, under the oversight of Indonesia DGCA;
- iii) a person who signs a release to service in respect of an aircraft or any equipment or part thereof, under the oversight of DGCA;
- iv) a person who performs a function which requires him or her to be authorized by the DGCA as a staff member of an air traffic service provider entrusted with responsibilities related to air navigation services or as a flight information service officer;
- v) a person who performs a function connected with the safety management of an airport.
- vi) a person who performs a function connected with the installation, modification, maintenance, repair, overhaul, flight-checking or inspection of air navigation facilities for which the DGCA ensures the oversight;
- vii) a person who performs a function connected with the ground handling of aircraft, including fuelling, load-sheet preparation, loading, de-icing and towing at an certified airport.

## 6. REPORTING PROCEDURE

- (a) The Aviation Act No.1 Year 2009 Article 321 places the primary responsibility for reporting with individuals. However, the interests of flight safety are best served by full participation in the investigation by the organization involved. Therefore, wherever possible, the DGCA encourages the use of company reporting systems, with a responsible person(s) within the organization being nominated to receive all reports and to establish which reports meet the desired criteria for an occurrence report to the DGCA. Correlation of operational and technical aspects and the provision of any relevant supplementary information, e.g. the reporter's assessment and immediate action to control the problem, is an important part of such activity.

- (b) Usually the reporting level within an organization is set at a lower level than the DGCA requirement, in order to provide wider monitoring of the organization's activities.

However, when the employee making such a report is a person having a duty to report to the DGCA, in accordance with the Aviation Act No. 1, 2009 Article 321, the company must tell them if the report has not been passed to the DGCA as an occurrence report. If the employee is convinced that it should be, they must have the right to insist that the report be passed to the DGCA or to report it directly to the DGCA themselves. Procedures to ensure that this right of the individual reporter is maintained must be incorporated into the organization's reporting procedures and be clearly stated in the relevant instructions to staff.

- (c) Individuals may submit an occurrence report directly to DGCA should they so wish, but in the interest of flight safety they are strongly advised also to notify their employers, preferably by a copy of the report, unless confidentiality is considered essential.
- (d) Reports must be dispatched within 72 hours of the event, unless exceptional circumstances prevent this. Nevertheless, when the circumstances of an occurrence are judged to be particularly hazardous, the DGCA expects to be advised of the essential details as soon as possible. This should be followed up within 72 hours by a full written report in the usual way.

The DGCA is dependent upon the judgement of those responsible for submitting reports to establish which occurrences are in this category. Conversely, for occurrences involving a lesser degree of hazard, reporters must exercise their judgement in deciding whether to delay the despatch of the report if there is the likelihood of additional information becoming available within the statutory 72 hours, which could usefully be included with the report.

- (e) Should the initial report be incomplete in respect of any item of information required by the CASR, a further report containing this information must be made within 72 hours of the information becoming available. Prompt advice to the DGCA on the results of investigations and the actions taken to control the situation will minimize, or may render unnecessary, direct DGCA involvement in the investigative activity. In the case of technical failures or difficulties, the availability of photographs and/or preservation of damaged parts will greatly facilitate the subsequent investigation.
- (f) The regulation does not require the provision of supplementary information on reportable occurrences, except when specifically requested by the DGCA. However, the efficiency of DGCA follow-up work and the quality of safety data it can provide will be enhanced if reporting organizations keep the DGCA informed of major developments in their investigations of occurrences.

## **7. ANALYSIS AND FOLLOW-UP**

- (a) Each service provider shall develop a process to analyze occurrences collected in order to identify the safety hazards associated with identified occurrences or groups of occurrences.

- (b) Based on that analysis, each service provider shall determine any appropriate corrective or preventive action, required to improve aviation safety.
- (c) When, following the analysis above the service provider identifies any appropriate corrective or preventive action required to address actual or potential aviation safety deficiencies, it shall:
  - i) implement that action in a timely manner; and
  - ii) establish a process to monitor the implementation and effectiveness of the action.
- (d) Each service provider shall regularly provide its employees and contracted personnel with information concerning the analysis of, and follow-up on, occurrences for which preventive or corrective action is taken.
- (e) Where a service provider identifies an actual or potential aviation safety risk as a result of its analysis of occurrences or group of occurrences reported it shall transmit to the DGCA, within **30 days** from the date of notification of the occurrence by the reporter:
  - i) the preliminary results of the analysis performed pursuant to paragraph a, if any; and
  - ii) any action to be taken pursuant to paragraph b.
- (f) The service provider shall transmit to the DGCA the final results of the analysis, where required, as soon as they are available and, in principle, no later than three months from the date of notification of the occurrence.

## **8. OCCURRENCE REPORTING FORMS**

- (a) To facilitate consistent reporting and subsequent storage and analysis of data, three standard report forms are available. Organizations may wish to use a report format designed to meet their own system requirements. In such cases the in-house document(s) should, as far as possible, follow the general format of the DGCA model. Any format other than the standard DGCA forms will require DGCA approval and should encompass similar data fields to the appropriate DGCA form(s).
- (b) There are 4 (four) Appendixes containing DGCA forms, which are:
  - i) Appendix A Mandatory Occurrence Report Form 830.1; Occurrences related to the operation of the aircraft and related to technical conditions maintenance and repair of aircraft;
  - ii) Appendix B Mandatory Occurrence Report Form 19. 1; Occurrences related to air navigation services and facilities;
  - iii) Appendix C Mandatory Occurrence Report Form 19.2; Occurrences related to aerodromes and facility;
  - iv) Appendix D Mandatory Occurrence Report Form 19.3; Occurrences related to aerodromes concerning Bird Strike, Wild Life Hazard.

## 9. HOW TO REPORT

### (a) Manual

- i) The reporting of mandatory occurrences is done using the Form MOR 830.1; Occurrences related to the operation of the aircraft and related to technical conditions maintenance and repair of aircraft;
- ii) The reporting of mandatory occurrences is done using the Form MOR 19. 1; Occurrences related to air navigation services and facilities
- iii) The reporting of mandatory occurrences is done using the Form MOR 19.2; Occurrences related to aerodromes and ground service including Bird Strike, Wild Life
- iv) The reporting of mandatory occurrences is done using the Form MOR 19.3; Occurrences related to aerodromes concerning Bird Strike, Wild Life Hazard

### (b) Web Site Data base.

Completed occurrence reports should be sent to the DGCA. It is usual for this to be done via Web-site [SSP@dephub.go.id](mailto:SSP@dephub.go.id) or by email [SSP@dephub.go.id](mailto:SSP@dephub.go.id), but fax and hard copy are also acceptable formats.

### (c) Contact Details

Occurrence Report via Fax. and hard copy are also acceptable formats.

Contact details are as follows:

email: [ssp@dephub.go.id](mailto:ssp@dephub.go.id)

address: Director General for Civil Aviation

SSP office

Kementerian Perhubungan

Gedung Karya Lt. 22,

Jln. Merdeka Barat No. 8

Jakarta, Indonesia

Occurrences that are considered to include particularly dangerous or potentially dangerous circumstances should be reported to the DGCA office immediately.

Contact details are as follows:

Tel: (+62) (21) 350664 mobile: (62) 811196701

If a report has been submitted over the phone in such 'emergency' circumstances, a follow-up report should be subsequently submitted in the usual manner.

## Appendix A

**Mandatory Occurrence Form 830.1 Occurrences related to the operation of the aircraft and related to technical conditions maintenance and repair of aircraft**



**MINISTRY OF TRANSPORTATION**  
**DIRECTORATE GENERAL OF CIVIL AVIATION**  
**DIRECTORATE AIRWORTHINESS AND AIRCRAFT OPERATIONS**  
 a Bld. 22<sup>nd</sup> Floor, Jl. Medan Merdeka Barat No. 8 Jakarta Pusat – Indonesia  
 Phone : 62-21 3506664, 3506665 Facsimile : 62-21 3506663

### MANDATORY OCCURRENCE REPORT

1. Type of Occurrence <i>Tipe Kejadian</i>	<input type="checkbox"/> Incident <i>Insiden</i>	<input type="checkbox"/> Serious Incident <i>Insiden Serius</i>	<input type="checkbox"/> Accident <i>Kecelakaan</i>
2. Aircraft Identification <i>Identitas Pesawat</i>	Manufacturer <i>Pabrikasi</i>	:	.....
	Model/Type <i>Model/Tipe</i>	:	.....
	Registration <i>Registrasi</i>	:	.....
	Serial Number <i>Nomor Seri</i>	:	.....
3. Aircraft Operator <i>Operator Pesawat Udara</i>	Aircraft Owner <i>Pemilik Pesawat Udara</i>	:	.....
	Aircraft Operator <i>Operator Pesawat Udara</i>	:	.....
4. Crew and Passenger Identification <i>Identitas Awak dan Penumpang</i>	Pilot-In-Command qualification <i>Kualifikasi Pilot- In - Command</i>	:	..... (ATPL / CPL / PPL / Other)
	Flight crew nationality <i>Kebangsaan Awak Pesawat</i>	:	.....
	Passengers nationality <i>Kebangsaan Penumpang</i>	:	.....
5. Occurrence Time <i>Waktu Kejadian</i>		Local Time <i>Waktu Setempat</i>	UTC
	Date <i>Tanggal</i>	:	.....
	Time <i>Jam</i>	:	.....
6. Flight Plan <i>Rencana Penerbangan</i>	Last Point of Departure <i>Tempat Keberangkatan</i>	:	.....

	Point to Intended Landing : <i>Tempat Tujuan Pendaratan</i> .....					
7. Type of Flight Operation <i>Tipe Penerbangan</i>	<input type="checkbox"/> Commercial Aviation <i>Penerbangan Komersil</i>	<input type="checkbox"/> Scheduled <i>Berjadwal</i>	<input type="checkbox"/> Passenger <i>Berpenumpang</i>			
	<input type="checkbox"/> General Aviation <i>General Aviation</i>	<input type="checkbox"/> Non Scheduled <i>Tidak Berjadwal</i>	<input type="checkbox"/> Cargo <i>Muatan Barang</i>			
	<input type="checkbox"/> Other <i>Lain-lain</i> .....		<input type="checkbox"/> Other <i>Lain-Lain</i> .....			
8. Presence and description of dangerous goods on board <i>Jenis Barang Berbahaya Di Dalam Pesawat Udara</i>	<input type="checkbox"/> None <i>Tidak Ada</i>	<input type="checkbox"/> Yes (Please describe) <i>Ada (Sebutkan)</i> ..... ...	<input type="checkbox"/> Unknown <i>Tidak Diketahui</i>			
9. Damage of the aircraft so far as is known <i>Kerusakan Pesawat Udara Yang Diketahui</i>	<input type="checkbox"/> Destroyed <i>Hancur</i>	<input type="checkbox"/> Substansial <i>Rusak Berat</i>	<input type="checkbox"/> Minor <i>Rusak Ringan</i>	<input type="checkbox"/> None <i>Tidak Rusak</i>		
10. Site of occurrence <i>Tempat Kejadian</i>	Latitude <i>Lintang</i>	..... ° ..... ' ..... "	N/S U/S	Longitude <i>Bujur</i>	..... ° ..... ' ..... "	W/E B/T
	Physical characteristics and reference to some easily defined geographical point (near river, mountain etc) <i>Karatkeristik Lokasi Dan Titik Acuan Geografis Sebagai Referensi (Dekat Sungai, Gunung, Dsb)</i> ..... ..... ..... ..... Indication of access difficulties or special requirement to reach the site: <i>Kesulitan Menuju Lokasi Dan Cara Mencapai Lokasi :</i> ..... ..... .....					
11. Number of crew and passenger <i>Jumlah Awak Dan Penumpang</i>	Person on board are <i>Jumlah Orang</i>	..... Pilot(s) <i>Pilot</i>	... Attendant(s) <i>... Pramugari</i>	..... passenger(s) <i>Penumpang</i>		
	Fatal <i>Meninggal</i>	..... Pilot(s) <i>Pilot</i>	... Attendant(s) <i>... Pramugari</i>	..... passenger(s) <i>Penumpang</i>		
	Serious injury <i>Cedera Serius</i>	..... Pilot(s) <i>Pilot</i>	... Attendant(s) <i>... Pramugari</i>	..... passenger(s) <i>Penumpang</i>		
	Minor injury <i>Cedera Ringan</i>	..... Pilot(s) <i>Pilot</i>	... Attendant(s) <i>... Pramugari</i>	..... passenger(s) <i>Penumpang</i>		



**Appendix B**  
**Mandatory Occurrence Report Form 19.1 Occurrences related to air navigation services and facilities**

Type of Incident	: Airprox / Procedure / Facility / .....
Categories of incident	: .....
<b>A. General Information</b>	
Date / Time of Incident (UTC)	:
Location	:
Name of Airport	:
Name of ATS Unit	:
Type ATS Unit	:
<b>B. Aircraft Information</b>	
<b>Aircraft 1</b>	
Flight Number	:
Aircraft Registration	:
Type Of Aircraft	:
Pilot In Command	:
Operator	:
Flight Operation	:
Flight Phase	:
Aerodrome Of Departure	:
Aerodrome Of Destination	:
Heading and Route	:
True Airspeed	: Measured in ( )Kt / ( ) Km/h
Aircraft bank angle	: Wing level / Sheep bank / slight bank / Inverted*
Aircraft Direction of Bank	: Left / Right
Restrictions to Visibility (select as many as required)	: Sun glare / Windscreen pillar / Other cockpit structure/ none*
Use of aircraft lighting (select as many as required)	: Navigation lights/Strobe light/Red anti-collision light/landing or taxi light/ Other / None*
Traffic avoidance advice issued by ATS	: Yes, based on ATS Surveillance / Yes, based on Visual / None*
Traffic information issued	: Yes, based on ATS Surveillance / Yes, based on Visual / None*
Avoiding action taken	: Yes / No / Unknown*
<b>Position</b>	
Latitude	:
Longitude	:
Significant point	:
Altitude	: feet
Horizontal distance with traffic	: Nm
Vertical distance with traffic	: feet
Aircraft 2, 3 ..etc	Information content same as Aircraft 1
<b>C. Weather Condition</b>	
Flight Meteorological Conditions	: IMC / VMC *
Met info Time	: UTC
Visibility	: Km

Present Weather	:	
Cloud (type, amount and base)	:	
Temperature	:	Celcius
Altimeter Setting	:	QNH / QFE

**D. Description**

Incident Description	:	
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**DIAGRAMS OF AIRPROX**

Mark passage of other aircraft relative to you, in plan on the left and in elevation on the right, assuming YOU are at the centre of each diagram. Include first sighting and passing distance.

VIEW FROM ABOVE

VIEW FROM ASTERN

**E. Reporter Detail**

Function	:	
Address	:	
Signature	:	
Telephone Number	:	

## INSTRUCTIONS FOR THE COMPLETION OF THE AIR TRAFFIC INCIDENT REPORT FORM

ITEM	Description
<b>A. General Information</b>	
Type of Incident	Such as : a. Airprox b. Procedural c. Fasilitas d. near Controlled Flight Into Terrain (CFIT) e. Large height deviation (LHD) f. runway incursion g. runway excursion h. any other occurrence related deficiency/defect/malfunction which is deemed to have an impact on the safety of air navigation.
Categories of incident	Such as : Procedural : - No coordination between the ATS units related to the transfer of responsibility traffic control flight. - Misscoordination between the ATS units related to the transfer of responsibility traffic control flight. - Flight crew's failure to follow the ATC clearance / instruction. - Flight crew did manouver without ATC clearance / instruction.
Date / Time of Incident	Date and Time when incident happen (UTC format)
Location	Detail description of incident location Example : approximately 5 NM to south from Airport
Name of Airport	Example: Ngurah Rai Airport – Denpasar
Name of ATS Unit	Example: Makassar ACC, Padang APP
Type ATS Unit	Such as : Aerodrome Control Tower Approach Control Procedural Approach Control Surveillance Area Control Center Procedural Area Control Center Surveillance
<b>B. Aircraft Information</b>	
Flight Number	Ex : GIA654 , BTK6854
Aircraft Registration	Ex: PK GFF, PK VVT
Type Of Aircraft	Ex: B737-800 , ATR-72
Pilot In Command	Name of PIC
Operator	Ex: Air Asia , Sriwijaya Air
Flight Operation	IFR or VFR
Flight Phase	Such as Taxi, Take off, Climb, Cruise , Descent , Approaching , Landing
Aerodrome of Departure	Last departure airport Ex : Juanda Airport (WARR)
Aerodrome Of Destination	Intended Airport Ex : Halim Perdanakusuma Airport (WIHH)

<b>ITEM</b>	<b>Description</b>
Heading and Route	Ex : 310° , route W11
True Airspeed	Measured in ( )Kt / ( ) Km/h
Aircraft bank angle	Select as appropriate
Aircraft Direction of Bank	Select as appropriate
Restrictions to Visibility (select as many as required)	Select as appropriate
Use of aircraft lighting (select as many as required)	Select as appropriate
Traffic avoidance advice issued by ATS	Select as appropriate
Traffic information issued	Select as appropriate
Avoiding action taken	Select as appropriate
Latitude	Latitude of aircraft (if any)
Longitude	Latitude of aircraft (if any)
Significant point	Ex. DOLTA, PURWO
Altitude	Altitude of aircraft in feet format Ex. 21000 feet
Horizontal distance with traffic	Horizontal distance with traffic in NM (if any) Ex 4.5 NM
Vertical distance with traffic	Vertical distance with traffic in feet (if any) Ex. 800 feet
<b>C. Weather Condition</b>	
Flight Meteorological Conditions	Choose IMC / VMC
Met info Time	In UTC format Ex 01.00 UTC
Visibility	In KM format Ex 8 KM
Present Weather	Ex. Heavy Rain, Thunderstorm, Hazy, Clear
Cloud (type, amount and base)	Ex. Comulus, Overcast , 3000 ft
Temperature	In Celcius Ex. 29° C
Altimeter Setting	Ex 1001 QNH / 1002 QFE
<b>D. Description</b>	
Incident Description	Contain chronology of incident
<b>E. Reporter Detail</b>	
Function	Ex. ATC on Duty , Supervisor
Address	Address reporter
Signature	Signature of reporter
Telephone Number	Telephone Number for verification purpose

**Appendix C**  
**Mandatory Occurrence Report Form 19.2 Occurrences related to Aerodrome & Facility**

Occurrence	:	<input checked="" type="checkbox"/> Runway Incursion <input checked="" type="checkbox"/> Runway Excursion <input checked="" type="checkbox"/> Failure or Significant Malfunction of Airfield Lighting <input checked="" type="checkbox"/> Foreign Object Debris on Runway or Taxiway
Type of Occurrence	:	<input checked="" type="checkbox"/> Incident <input checked="" type="checkbox"/> Serious Incident <input checked="" type="checkbox"/> Accident
<b>A. General Information</b>		
Date / Time of Incident (UTC)	:	
Location	:	
Name of Airport	:	
Information Weather	:	
<b>B. Aircraft Information</b>		
Flight Number	:	
Aircraft Registration	:	
Type Of Aircraft	:	
Pilot In Command	:	
Operator	:	
Flight Operation	:	
Flight Phase	:	
<b>C. Facility</b>		
Type of Facility	:	
Failure	:	
Damage to Aircraft (if any)	:	
<b>D. Description</b>		
Detail of Occurrence	:	
<b>E. Reporter Detail</b>		
Function	:	
Address	:	
Signature	:	
Telephone Number	:	

**Appendix D**  
**Mandatory Occurrence Report Form 19.3 Occurrences related to Aerodrome & Facility concerning BIRD STRIKE AND WILDLIFE HAZARD**

A. General Information		
Date / Time of Occurrence (UTC)	:	
Location	:	
Name of Airport	:	
Information Weather	:	
B. Aircraft		
Flight Number	:	
Aircraft Registration	:	
Type Of Aircraft	:	
Pilot In Command	:	
Operator	:	
Flight Operation	:	
Flight Phase	:	
Effect on Flight	:	
Damage to Aircraft	:	
C. Weather		
Precipitation	:	
D. Bird / Wildlife Information		
Bird / Wildlife Species	:	
Number of Birds	:	<input type="checkbox"/>
		<input type="checkbox"/> - 10
		<input type="checkbox"/> 1 - 100
		<input type="checkbox"/> 00 +
D. Description		
Detail of Occurrence	:	
E. Reporter Detail		
Function	:	
Address	:	
Signature	:	
Telephone Number	:	