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**INDUSTRY STANDARD OF THE
PEOPLE'S REPUBLIC OF CHINA**

MH/T 2001-2015

**Civil aircraft incident
(English Translation)**

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Foreword

This standard replaces and abolishes MH/T 2001-2015 "Civil Aircraft Incidents". Compared with MH/T 2001-2015, the main technological changes Change as follows.

--- "Flight test before obtaining single aircraft airworthiness certificate" is added to the scope not applicable to this standard; (see Chapter 1) - Modify the definition of "aircraft ground incident" to "transport aviation ground incident", and no longer include general aviation in the definition Ground incident; (see Chapter 2)-Modified "Civil Aircraft Incidents", "Serious Air Transport Incidents", "General Air Transport Incidents", Definition of "General Aviation Incident"; (see Chapter 2)

--The definition of "aircraft damage" clearly stated that "only the tires are damaged, or the conditions that meet the release standards after temporary repairs are excluded, such as.

Grinding, filling, sticking metal tape, etc."; (see Chapter 2)

--The definition of "in flight" clearly includes the interrupted takeoff phase; (see Chapter 2) - During a serious aviation incident, "in order to avoid aircraft collisions or other unsafe conditions, evasive actions should be taken to avoid dangerous situations.

near. In non-radar control areas (procedural control areas or procedural control areas under radar surveillance), vertical separation and horizontal separation at the same time less than 1 Specify the interval;" amended to "In order to avoid aircraft collisions or other unsafe conditions, evasive actions should be taken Dangerous approach. In the procedural control area, the vertical interval and horizontal interval are both less than 1 Specified interval;"; (see 3.1)-"Controllable flight into the ground almost occurred." amended to "Controlled flight into the ground that almost occurred, and the hazard index is greater than 90 (inclusive) of. See Appendix B for the calculation method. "; (see 3.4) - "Cockpit (inside), passenger cabin (inside) and cargo compartment (inside) catch fire or smoke, or engine catches fire, even if these fires are extinguished." Replaced with "In flight, fire or smoke in the cockpit (in), passenger cabin (in), and cargo compartment (in), or engine fire, even if these fires are put out. Except when the following conditions are met at the same time.

a) The lithium battery of the electronic equipment carried by the person on board smoked and no open flame was found, such as power bank, mobile communication equipment, flat Tablet computers, video recording equipment, etc.;

b) The crew members found out in time and handled them properly, and there is no need to take further measures such as returning to the flight and alternate landing;

c) Did not cause damage to the aircraft and/or minor injuries;" (see 3.9)-Amend "The situation where flight crew members need to use oxygen urgently" to "During flight, the cabin altitude reaches the cabin oxygen mask Automatic fall off, or smoke/toxic gas, etc., which require flight crew members to use oxygen. "; (see 3.10) - "During flight, the flight crew must lose the ability to work." is amended to "In flight, the flight crew loses the ability to work." Power, which meets one of the following conditions.

a) The number or qualifications of flight crew members do not meet the minimum configuration of the aircraft type;

b) During the critical stage of flight, crew members lose the ability to work in flight operation positions;; (see 3.13)-Add "The landing gear that is not classified as an accident retracts and land.;" (see 3.18)

--Add "During flight, other parts of the aircraft other than the wheels rub the ground, excluding the following situations.

a) The tail (not including the tail skid) wipes the ground without causing damage to the aircraft;

b) Only wipe the tail skid and did not cause damage to other parts of the aircraft except the tail skid;; (see 3.19) - "In order to avoid aircraft collisions or other unsafe conditions, evasive actions should be made to approach dangerously. In non-radar controlled areas (processes) Sequence control area or procedural control area under radar monitoring), the vertical interval and horizontal interval are both greater than or equal to 1 less than 1 Fixed interval; In the radar control area, the vertical interval and horizontal interval are both less than the specified interval, and the risk index is introduced.

Between 75 (inclusive) and 90, see Appendix A. "Is modified to "In order to avoid aircraft collisions or other unsafe conditions, Dangerous approach in evasive action. In the procedural control area, the vertical interval and the horizontal interval are both less than 1 but not both Specified interval. In the radar control area, the vertical interval and horizontal interval are both less than the specified interval, and the risk index is between 75 Between (inclusive) and 90. See Appendix A for the calculation method. The wake interval is less than 1 specified interval. "; (see 4.1)-"There is a risk of a controlled flight into the ground, but it does not reach 3.4." amended to "There is a risk of a controlled flight into the ground, the risk index is between 75 (inclusive) and 90. See Appendix B for the calculation method. "; (see 4.3)

--Add "aircraft flying with foreign objects, causing damage to the aircraft or difficulty in maneuvering." (see 4.9)-"The aircraft in flight exceeds the maximum overload of the aircraft type." is revised to "the aircraft exceeds the maximum overload of the aircraft type in flight." Large overload and damage to the aircraft. "; (see 4.11)

--Modify "A stall warning appears in flight for more than 3 s (inclusive) (except for false signals)." to "A stall warning in flight continues 3 s (inclusive) or more (except for false signals). "; (see 4.12) - Interruption of the two-way communication between land and air, resulting in the adjustment of other aircraft to avoid consequences, or the two-way communication between land and air within the area the contact is interrupted for more than 15 minutes (inclusive), and the two-way communication between land and air within the approach or tower is interrupted for more than 3 minutes (inclusive). " Amended as "The two-way communication between land and air within the area was interrupted for more than 15 minutes (inclusive), and it caused adjustment of other aircraft to avoid and other consequences; the two-way communication between land and air within the approach or the tower is interrupted for more than 3 minutes (inclusive) or other aircraft will be adjusted Consequences such as avoidance. "; (see 4.14) - "Fly into the departure route (line) by mistake and cause other aircraft to avoid, or erroneously deviate from the designated route (track) by more than 25 km or deviation it is more than 25 km away from the center line of the designated air route. "Amended to "The crew did not execute the control order correctly, or the controller issued an incorrect instruction Order, causing the aircraft to deviate from the designated route (track) or the centerline of the route more than 25 km. "; (see 4.17)

--Add "Flying off or wrongly entering the departure route and causing other aircraft to avoid."; (see 4.18)-"Aircraft components fall off, or the skin is lifted or the tension is broken, causing damage to the aircraft." Amend to "aircraft components missing, the skin was lifted or the tension line was broken, and the aircraft was damaged. "; (see 4.19)-Added "Ice Strike, Hail Strike" in "Is hit by lightning, electric shock, bird strike or other foreign objects in flight, causing damage to the aircraft." the situation; (see 4.21) - "The aircraft collided with aircraft, vehicles or other objects, causing damage to the aircraft (except for tire damage) or minor injuries." the limitation of "operation phase other than in flight" is added; (see 4.22) - "The impact of the change in the center of gravity of the aircraft due to the loading and fixing of cargo, mail, luggage, ULDs, etc. in the cargo hold Normal operation of the aircraft or damage to the aircraft. "Is modified to "Due to the loading of cargo, mail, baggage, ULD, etc.

Fixed and other reasons, causing damage to the aircraft, or exceeding the center of gravity limit during flight, or difficulty in controlling the aircraft"; (see 4.23)-"The calculation or input of the weight or center of gravity of the cargo, mail, baggage, and center of gravity is not consistent with the actual situation, which will affect the normal operation of the aircraft." the calculation or input of the empty vehicle load balance is inconsistent with the actual situation, resulting in exceeding the center of gravity limit during the flight or making the aircraft difficult to control. ";(see 4.24)-"During the flight, the cabin equipment, luggage or

other items such as dining cars, lockers, etc., slip or fall, causing damage to the aircraft or minor injuries. "Is revised to "During the flight time, dining cars, lockers and other cabin facilities and equipment slip or fall, causing aviation Equipment damage or minor injuries"; (see 4.26)

--Added "During takeoff, landing or go-around, wipe the tail of the aircraft on the runway without causing damage to the aircraft, or only requiring repair/replacement Tail skid"; (see 4.29)

--Add "In the operating phases other than in flight, the aircraft (inside) or engine catches fire or smoke, even if these fires are extinguished. At the same time.

Except for the following conditions.

a) The lithium battery of the electronic equipment carried by the person on board smoked and no open flame was found, such as power bank, mobile communication equipment, flat Tablet computers, video recording equipment, etc.;

b) No aircraft damage and/or minor injuries were caused. "; (see 4.30)

--Add "During flight, except for 3.10, when the cabin altitude reaches the condition that the cabin altitude warning should be triggered in this operating phase, and it needs to Circumstances where the flight crew members are required to use oxygen. "; (see 4.31)

--Add "During flight, except for 3.13, the flight crew loses the ability to work, which meets one of the following circumstances.

a) Cause the flight time of other flight crew members to exceed the "Large Aircraft Public Air Transport Carrier Operation Certification Rules" (CCAR-121) time limit;

b) Loss of the ability to work in a flight operation post outside the critical flight phase. "; (see 4.32)-For "falling off the wrong airport or runway." clarified "except for temporary take-off and landing points"; (see 5.3)-"The landing gear is not in place for landing." is revised to "The landing gear is not in place for landing, causing damage to the aircraft or minor injuries.";

(See 5.4)

--- "Hanging against obstacles in flight, causing aircraft damage or minor personal injury." is amended to "Hanging against obstacles in flight, causing aviation Damage to the air carrier (except for skid and tail skid damage) or minor personal injuries"; (see 5.7)-"During flight, the necessary members of the flight crew are incapacitated." Amended to "In flight, single-pilot or multi-crew crew.

The captain was incapacitated in flight operations. "; (see 5.8)-Clearly "aircraft (inside) or launching aircraft" as "aircraft (inside) or launching" the machine catches fire"; (see 5.10)

--Delete "I was struck by lightning, electric shock, bird strike or other foreign objects in flight,