

DEPARTMENT OF CIVIL AVIATION

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	<i>3877.</i>	<i>1</i>	OPENED CLOSED <i>R. P. ✓</i>

AIR SAFETY INVESTIGATION

OPEN

— INVESTIGATION OF REPORTS ON UNIDENTIFIED FLYING OBJECTS — PROCEDURES

SEE INSIDE COVER FOR RELATED FILES

Referred to	Minute or Enclosure	Date Action Completed	Initials	Referred to	Minute or Enclosure	Date Action Completed	Initials	Referred to	Minute or Enclosure	Date Action Completed	Initials
<i>PA</i>	<i>8/1/70</i>										
<i>ASSC</i>	<i>File</i>	<i>17/5/72</i>	<i>PA</i>								
<i>OATS</i>	<i>File</i>	<i>17/1/73</i>	<i>PA</i>								
	<i>21 JAN 1982</i>		<i>PA</i>								

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P/O 65/1133

Related File

70/3876 - Reports on Sightings of
U.F.O.'s

INDEX UNDER NAMES UNDERLINED
ALSO SUBJECTS 17 *R*

65/1133



COMMONWEALTH OF AUSTRALIA

DEPARTMENT OF CIVIL AVIATION

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J 4 MAR 1967

IN REPLY QUOTE 21/1/387.

MEMORANDUM FOR:

Regional Director,
QUEENSLAND REGION.

AIR SAFETY INVESTIGATION -
INVESTIGATION OF REPORTS ON UNIDENTIFIED
FLYING OBJECTS.

As you are aware the Royal Australian Air Force is responsible for the investigation of reports on unidentified flying objects. Under existing arrangements anyone who sights a flying object which he or she cannot identify is invited to fill in a questionnaire which is designed to provide all the details necessary for an investigation. The nearest R.A.A.F. base is then required to investigate the report and give an assessment as to the origin of the sighting.

2. The decision to investigate reports of unidentified flying objects at R.A.A.F. base level was made on the grounds that base personnel would be familiar with local phenomena, weather conditions and aircraft movements which give rise to many such reports.

3. In many instances R.A.A.F. units have been able to obtain information and advice from local bodies to assist them in their enquiries, but it is now considered that all authorities that could provide any information should be officially associated with the investigation system.

4. The Department of Air has therefore requested our co-operation in this regard and it has been agreed that -

(a) if it is thought that we may be able to provide information relevant to the sighting, the R.A.A.F. base responsible for the investigation will forward a copy of the U.F.O. report to the Regional Director responsible for the area in which the sighting was made with a request for any information which may be of assistance;

(b) when a U.F.O. report is received by a Regional Office it shall be referred to the Officer Commanding the nearest R.A.A.F. base (or Command in the case of New South Wales and Victoria/Tasmania Regions). Any information, such as pertinent aircraft movements, which can be obtained without delay should be forwarded with the U.F.O. reports;

(c) when a U.F.O. report is received by this office it shall be referred to the Department of Air.

5. It would be appreciated if your Air Safety Investigation Officers will comply with the above procedures when dealing with U.F.O. reports.

21 JAN 1967

V. J. Molloy
(V. J. MOLLOY)
for Director-General of Civil Aviation.

SIAS



DEPARTMENT OF HEALTH

DEPARTMENT OF STATE AFFAIRS

COMMONWEALTH OF MASSACHUSETTS

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MAY 19 1972
STATE DEPT

Report of meeting 5. *Air Safety Investigation*
26-29th Nov. 1963. 41A
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Agenda Item 19. Procedures for technical examination of aircraft components.

Where the expert examination of components of aircraft involved in accidents and incidents is beyond the resources of a Region, the components should be forwarded to Head Office which will make suitable arrangements for whatever expert examination is necessary. In view of the responsibilities of air safety investigation officers holding delegations under A.N.R. 275, requests for any Head Office assistance in this regard should be directed to D.A.S.I. who will ensure close liaison with the appropriate airworthiness officers in Head Office.

Agenda Item 20. Submission of interim accident reports to Head Office.

It was explained that interim reports are required mainly for statistical purposes. Statistics of accidents are required for the Annual Report for each year ending the 30th June and interim reports for all accidents occurring in that period are required to reach Head Office by 14th July. At other times of the year interim reports should be forwarded as soon as possible. Interim reports in respect of accidents which are not investigated personally are also required except when a completed CA Form 424 is forwarded to Head Office reasonably soon after the accident date.

Agenda Item 21. Reporting unusual occurrences.

When a report of an unusual occurrence is received, and investigation indicates that it is not associated with any known aircraft, the report should still be communicated to Head Office in case it may be of interest to some other Authority.

Agenda Item 22. Incidents concerning military aircraft.

The system of incident reporting proposed by the R.A.A.F. was considered unsatisfactory in some respects and D.A.S.I. will inform the Department of Air accordingly. In view of the R.A.A.F. request for early notification of incidents, Regional action should be taken to ensure that Air Safety Investigation Branches receive incident reports concerning military aircraft originated by Departmental personnel, as soon as possible after the occurrence and preferably within 24 hours.

Agenda Item 23. Release of witness statements to insurance companies and other interested parties.

It was agreed that, as a general practice, witnesses should be given a copy of their statements and that requests from insurance companies and other organisations for copies of statements should be referred to the witness. Where the witness is an employee of an airline operator, a representative of that operator should normally be invited to attend the interview. The witness's agreement to a copy of his statement being supplied to the operator should be obtained before the interview commences. D.A.S.I. agreed to review the current agreement between the Department and Ansett/A.N.A.

Agenda Item 24. Investigation of meteorological aspects of accidents and incidents.

The investigation of incidents involving meteorological aspects should cover failure of MET to forecast within the standards specified in the DCA/MET working arrangement, the failure of pilots to