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No. S 640

AIR NAVIGATION ACT
(CHAPTER 6)

AIR NAVIGATION (INVESTIGATION OF
ACCIDENTS AND INCIDENTS) (AMENDMENT)
ORDER 2013

In exercise of the powers conferred by section 3(1) of the Air Navigation Act, the Minister for Transport hereby makes the following Order:

Citation and commencement

1. These Order may be cited as the Air Navigation (Investigation of Accidents and Incidents) (Amendment) Order 2013 and shall come into operation on 11th October 2013.

Amendment of paragraph 2

2. Paragraph 2(1) of the Air Navigation (Investigation of Accidents and Incidents) Order (O 7) (referred to in this Order as the principal Order) is amended by inserting, immediately after the definition of “Contracting State”, the following definition:

“ “contributing factor”, in relation to an accident or incident, means any action, omission, event, condition, or a combination thereof, which, if eliminated, avoided or absent, would have reduced the probability of the accident or incident occurring, or mitigated the severity of the consequences of the accident or incident;”.

Amendment of paragraph 8

3. Paragraph 8(9) of the principal Order is amended by deleting the words “or causes” and substituting the words “, causes or contributing factors”.

Amendment of paragraph 11

4. Paragraph 11(2) of the principal Order is amended by inserting, immediately after the word “causes” in sub-paragraph (h), the words “, contributing factors”.

Amendment of Second Schedule

5. The Second Schedule to the principal Order is amended —

(a) by inserting, immediately after item 1, the following item:

“1A. A collision between aircraft, or involving an aircraft, that is not classified as an accident.”;

(b) by inserting, immediately after the word “smoke” in item 7, the words “in the cockpit,”;

(c) by deleting item 12 and substituting the following item:

“12. A fuel quantity level or distribution situation requiring the declaration of an emergency by the pilot, such as insufficient fuel, fuel exhaustion, fuel starvation or inability to use all usable fuel on board the aircraft.”;

(d) by deleting item 14 and substituting the following item:

“14. A system failure or weather phenomenon, or an operation outside the approved flight envelope or other occurrence, which caused or could have caused difficulties controlling the aircraft.”;
and

(e) by inserting, immediately after item 16, the following item:

“17. The unintentional release, or the intentional release as an emergency measure, of a slung load or any other load carried external to the aircraft.”.

*[G.N. Nos. S 298/2005; S 606/2006; S 218/2009;
S 522/2009; S 424/2010]*

Made this 7th day of October 2013.

PANG KIN KEONG
*Permanent Secretary,
Ministry of Transport,
Singapore.*

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