

CIR Reportable Incidents

The Captain shall submit a written report to the System Chief Pilot's Office, of an occurrence or failure involving any of the items listed below. The report shall be completed on a Captain's Irregularity Report Form, and must be submitted within 48 hours (or immediately upon request of any Chief Pilot) of the occurrence of any of the following. An electronic version of the Captain's Irregularity Report can be found on the ABX Air Flight Department website at www.abxairsafety.com. The Captain will also notify Flight Control who will immediately notify the Director of Flight Operations, the Aviation Authority for the area of operation, and the Area Charter Operation Liason for any item listed below marked with an asterisk (*).

The Captain is also required to contact the System Chief Pilot's office immediately to discuss the occurrence or failure, and to confirm that a written report is forthcoming as directed.

- (1)** Aborted Takeoff/High Energy Stop.
- (2)** Accident involving ABX Air, Inc. aircraft.*
- (3)** APU shutdown or failure when APU is required for flight operation.
(i.e., required by MEL)
- (4)** Autoflight system failure to control or disconnect.
- (5)** Bird Strike/Ingestion.
- (6)** Brake failure while aircraft is in motion.
- (7)** Damage to property other than the aircraft caused by the aircraft.*
- (8)** Detection of noxious vapor or fumes during flight.
- (9)** Deviation from regulations.
- (10)** Dumping fuel.
- (11)** Inflight failure of electrical systems which require the sustained use of an emergency bus powered by a backup source such as a battery, auxiliary power unit, or air-driven generator to retain flight control or essential instruments.*
- (12)** A situation requiring emergency action by the Crew.
- (13)** An engine shutdown during flight.
- (14)** Fire warning during flight.

- (15)** A flight control system malfunction or failure.*
- (16)** A fuel system failure causing hazardous leakage during flight.
- (17)** A hazardous material spill aboard an ABX Air, Inc. aircraft.
- (18)** Inflight failure of hydraulic systems that result in sustained reliance on the sole remaining hydraulic or mechanical system for movement of flight control surfaces.*
- (19)** Inability of any required Flight Crewmember to perform his/her normal flight duties as a result of injury or illness.
- (20)** Illness or injury of a Jumpseat Rider.
- (21)** An inflight fire and discharging of a fire extinguisher.*
- (22)** Sustained loss of power or thrust produced by two or more engines.*
- (23)** Avoidance based on the TCAS RA or GPWS Warning*.
- (24)** Overweight landing/Hard Landing (Main, Nose Gear, or Both).*
- (25)** Jumpseat Rider misconduct.
- (26)** Rapid decompression requiring emergency descent or action.
- (27)** Known static discharge or lightning strike.
- (28)** Failure of structural components of a turbine engine that results in escape of debris other than out the exhaust path.*
- (29)** Severe turbulence.
- (30)** An unplanned landing gear extension/retraction or gear door opening/closing in flight.
- (31)** Unscheduled (other than reroute) landing. Departure or landing on a taxiway or incorrect runway. Runway incursion that requires immediate corrective action by another aircraft or vehicle to avoid a collision.*
- (32)** Unwanted or asymmetrical thrust reversal.
- (33)** Emergency evacuation of the aircraft in which an emergency

egress system is utilized.*

(34) RVSM (altitude deviation/equipment malfunction)

(35) Stall Warning/Stick Shaker

(36) Recovery from an abnormal attitude or stall*.

(37) A complete loss of information (display blanking) from more than 50% of the aircraft's EFIS cockpit displays including Engine Indication and Crew Alerting System displays*.

(38) Overspeed (Flaps, Slats, MMO/VMO, Landing Gear, Tires)

(39) Extreme Dust

(40) Tail Strike