

МЕЖГОСУДАРСТВЕННЫЙ АВИАЦИОННЫЙ КОМИТЕТ



INTERSTATE AVIATION COMMITTEE

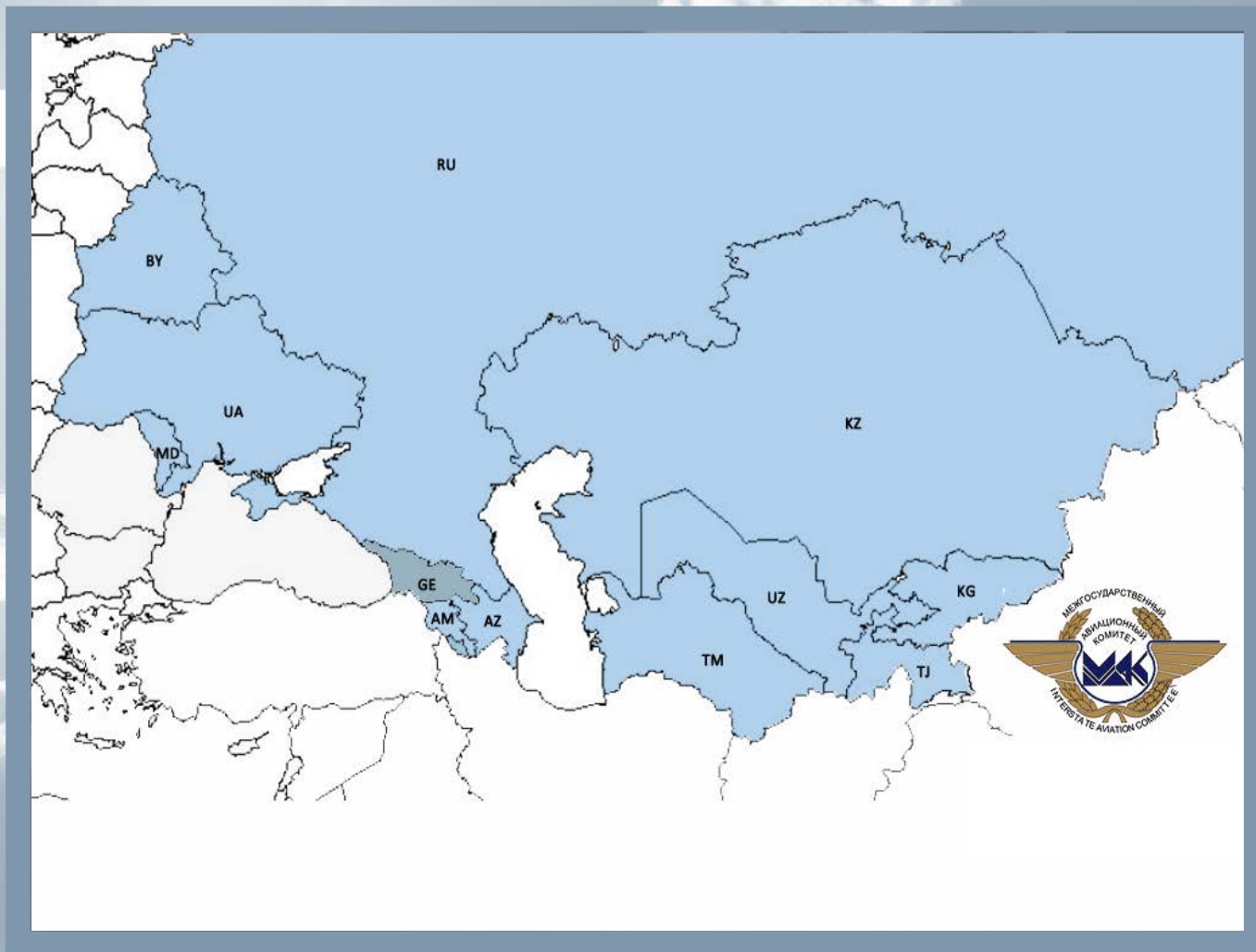
(Paris, April 2019)

Legal basis

In December 1991 by the decision of 12 Newly-independent-states an Interstate Agreement on Civil Aviation and Use of Airspace (Depositary-Ministry of Foreign Affairs of RF) was signed.

In July 1992 the Agreement and status of the IAC, in line with the provisions of the Convention on International Civil Aviation and with the procedures of the International Civil Aviation Organization (ICAO), were registered by ICAO and the IAC was included into the List of Intergovernmental Organizations.

The IAC operates on the basis of, and in compliance with international standards and international laws of the Member-States of the Agreement, who delegated to the IAC competent authorities.



Legal basis

The Interstate Council on Aviation and Airspace Use was established as the supreme body of the Agreement and the Interstate Aviation Committee as the executive body of the Agreement and the Interstate Council.





By the unanimous decision of the Session of the Interstate Council (December 2013), by the consent of the heads of states in accordance with the law of the Republic of Azerbaijan the Headquarters of the Interstate Council are located in the historical part of Baku and have everything necessary for the successful operation of the Interstate Council and its staff performance (Depositary-Ministry of Foreign Affairs of Azerbaijan).

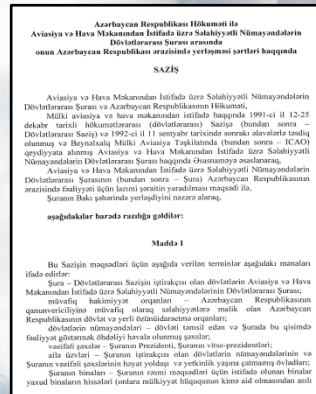
T. Anodina, Chairperson of IAC has been elected President of the Interstate Council.



The Headquarters of the Interstate Aviation Committee are located in Moscow and are equipped with all the necessary technical means for the work.

The Federal Law of the Russian Federation on the ratification of the Agreement between the Government of the Russian Federation and the IAC on the conditions of its stay on the territory of the Russian Federation was signed on December 14, 1995.

Regional offices of the Interstate Council/IAC in the Member States of the Agreement.



Legal basis

96 international agreements:
19 – with international organizations (ICAO, IATA, IFALPA, etc.) and
78 – with states, including CIS, EAEU, SCO, BRICS, EU, Northern America, etc.



ICAO – MAK cooperation

In addition to the ICAO-MAK project which is successfully acting for more than 15 years, the IAC launched active support to the regional ICAO flight safety project RASG-EUR.

Flight safety expert groups joined by the IE-REST group focused on the east European region not covered by EASA regulation provide an effective way of implementation of ICAO SARPS and best practice.

IAC is participating and hosting IE-REST meetings since 2014.

A series of seminars and workshops are organized together by the IAC with the support of ICAO, Airbus, industry (SAFA, Deicing, FDA, Risk Management, ...)



ITSA – INTERNATIONAL TRANSPORTATION SAFETY ASSOCIATION

Since 1994 IAC has been member of the International Transport Safety Association
(comprises 16 independent investigation bodies)



ITSA, Saint-Petersburg, 2008



ITSA, Appeldoorn, 2012



ITSA, Paris, 2016



ITSA, Tokyo, 2017



ITSA, Baku, 2018



ICAO USOAP Audit

The IAC (AIG section) was fully audited by ICAO in 2014.

An **EI is 86%** - well above an average level.

IAC provides states with an assistance while preparation and passing through audits.

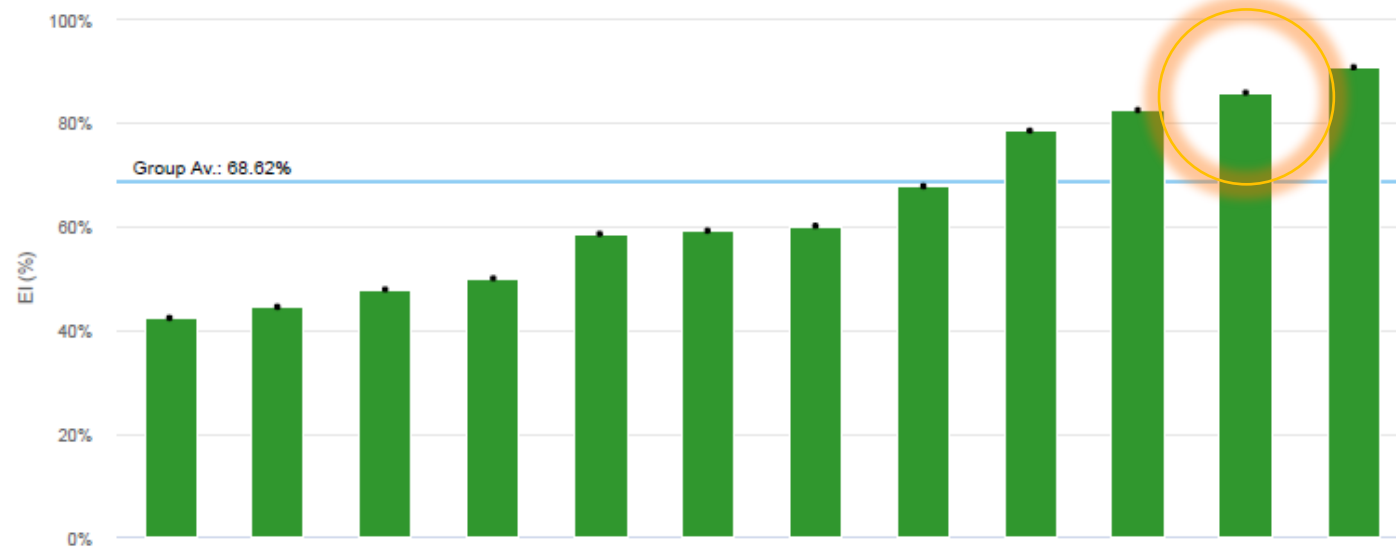
Agreements on delegating of investigative functions to IAC are well accepted by ICAO auditors and help states to fit with the ICAO SARPS at a cost saving manner.

Updated Agreements today are well in the frame of the ICAO policy (Annex 13, Doc 9683, Doc 9734, Doc 9735, Doc 9756, Doc 9759, Doc 9946, Doc 9762, Doc 9973, Doc 9998, циркулярами Cir 285-AN/166, Cir 298-AN/172, Cir 315-AN/179).

States above 60% EI

75%

AIG EI by State
IAC/MAK



Annual Flight Safety Report

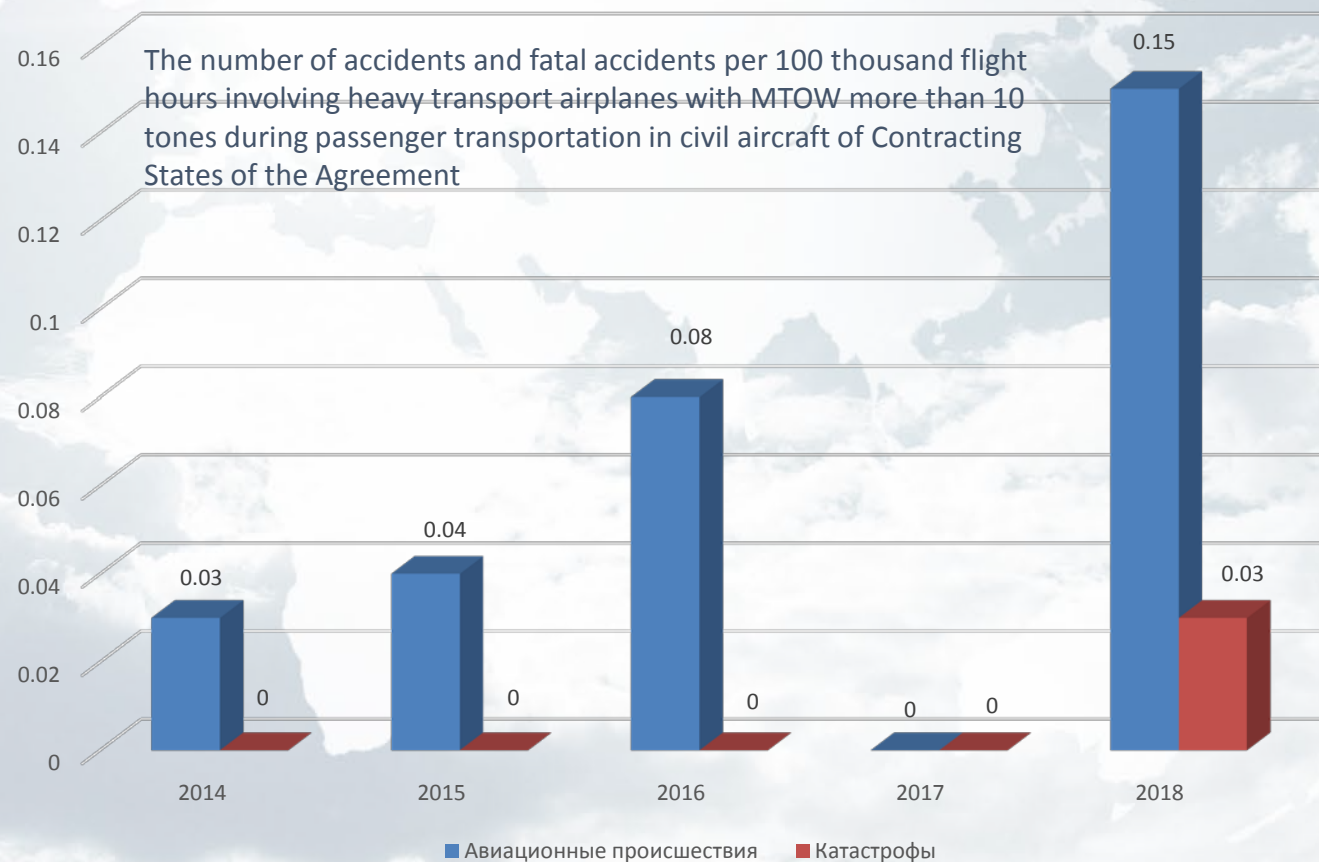
- **58 accidents** including **25 fatal accidents** with **164 fatalities** happened in civil aviation of the Contracting States of the Agreement in **2018**.
- There were **34 accidents in commercial aviation** including **15 fatal ones with 143 fatalities**.
- 21 people were killed in 10 fatal accidents from totally 24 accidents in general aviation.
- According to a State accidents are divided as follows:

• Republic of Belarus	1 A
• Kazakhstan Republic	6 A
• Republic of Moldova	1 FA, 12 fatalities
• Russian Federation	42 A, including 22 FA, 128 fatalities
• Ukraine	8 A, including 2 FA, 24 fatalities



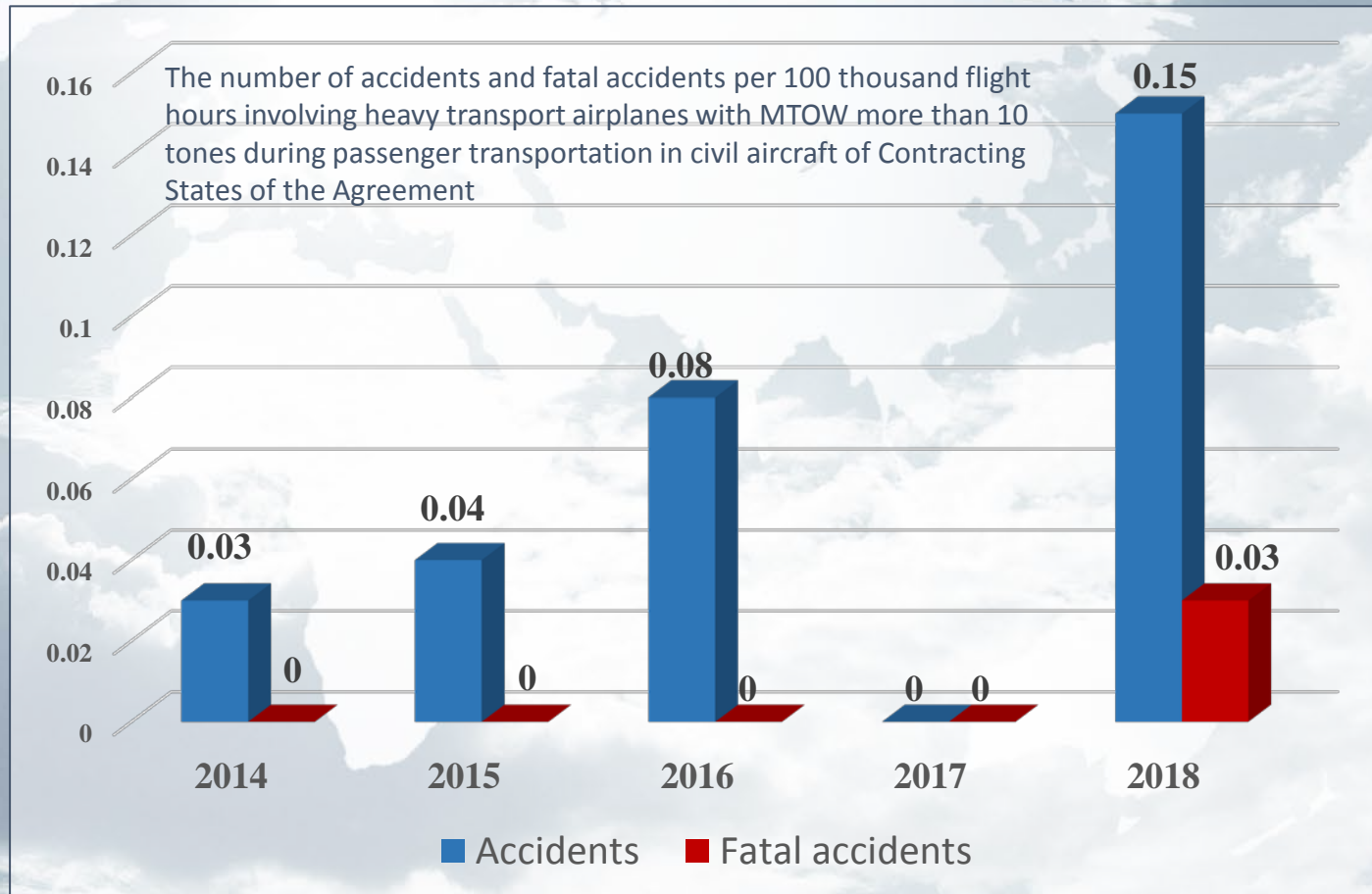
Annual Flight Safety Report

- **6 accidents** including **1 fatal accident** with **71 fatalities** occurred in civil aviation of Contracting States of the Agreement with passenger heavy (>10 tones) transport aircraft in 2018.
- Negative trend is observed.



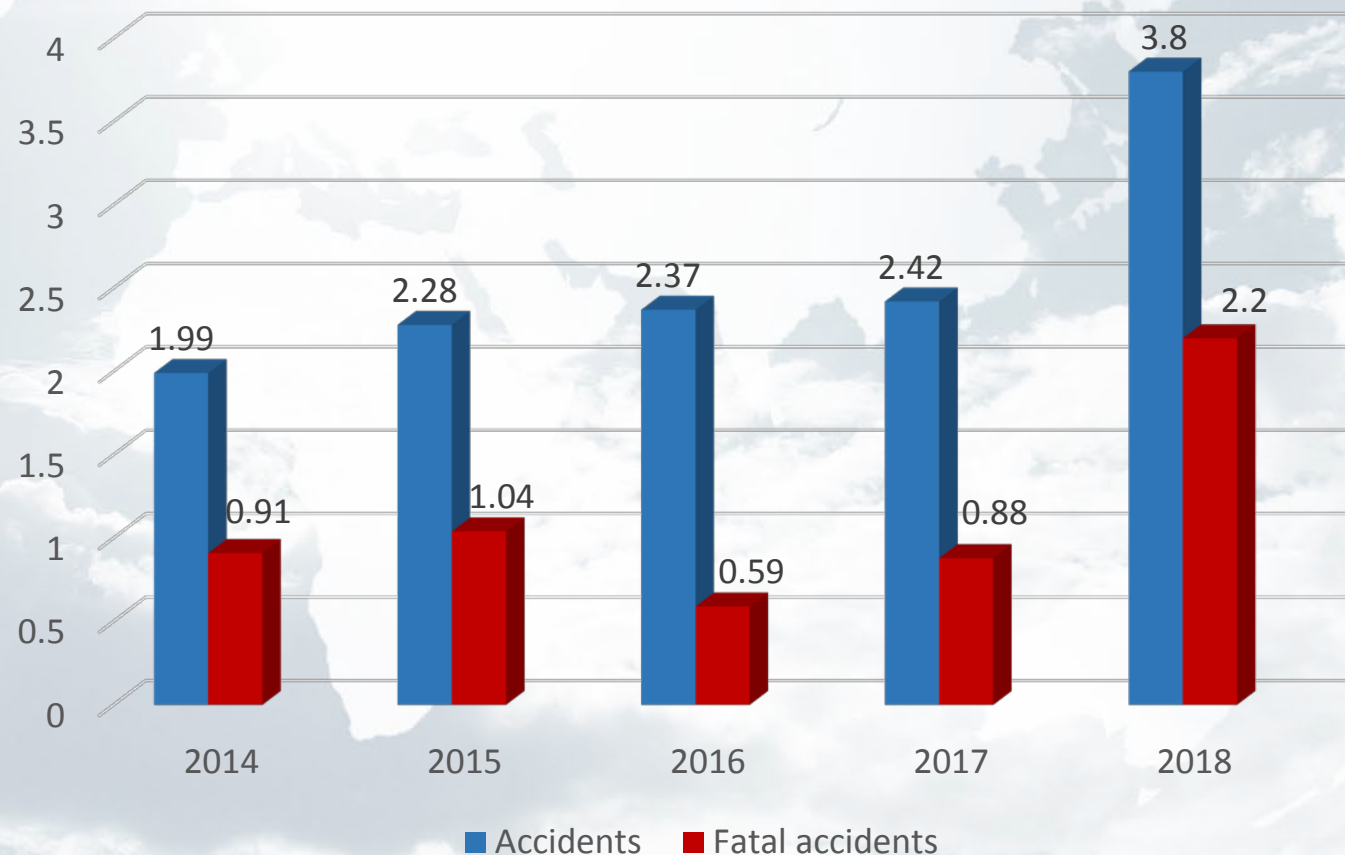
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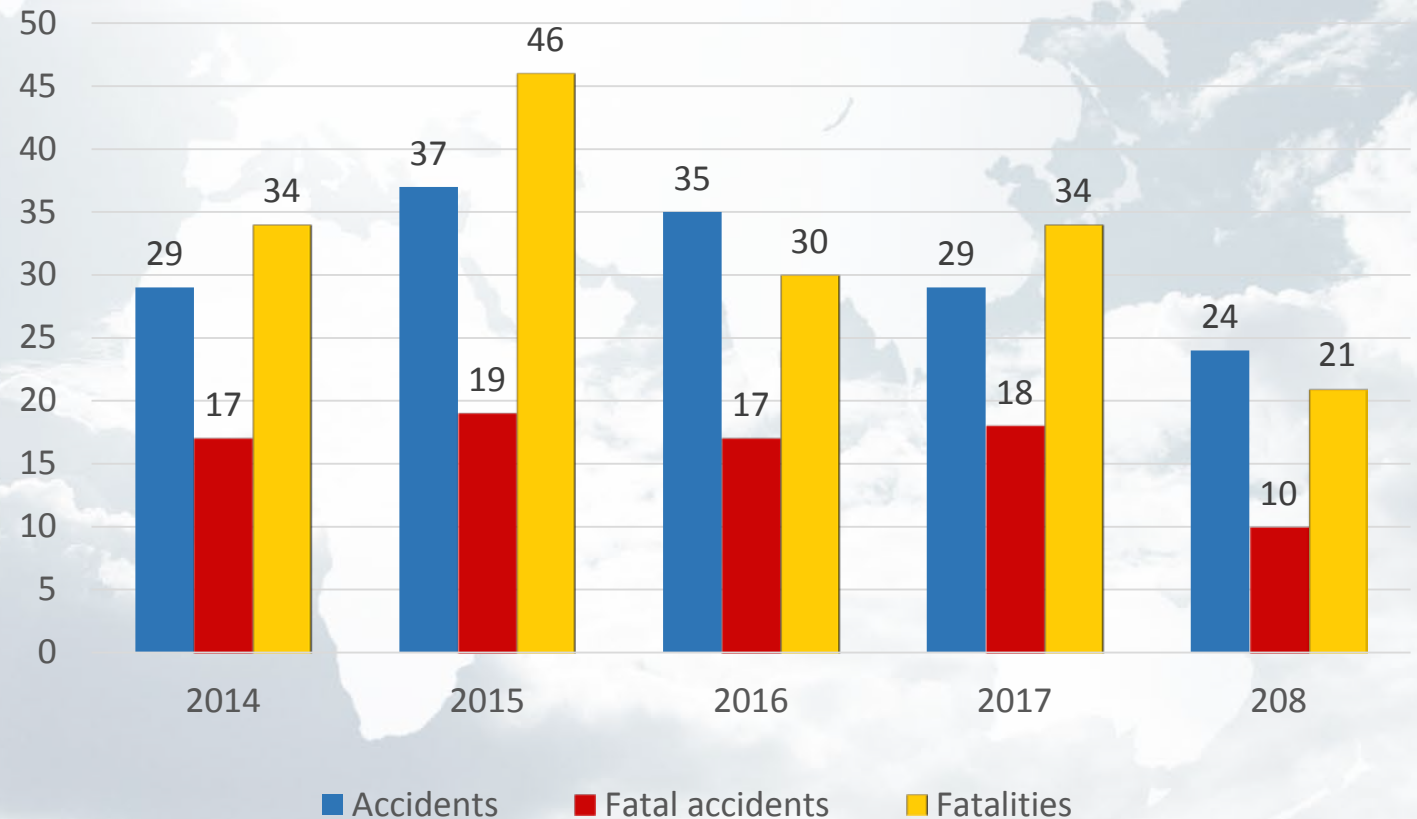
Annual Flight Safety Report

- The number of accidents and fatal accidents per 100 thousand flight hours with **helicopters** in civil aviation of the Contracting States of the Agreement **(without GA)**.



Annual Flight Safety Report

- Total number of accidents and fatalities in **general aviation** of the Contracting States of the Agreement.



Recommendations of global concern

- Due to accidents in recent years **connected with flight crews health** condition and more frequent **cases of concealing diseases** and performed treatment by aircraft staff to develop the system of measures (common information medical space of contracting states of the Agreement*) allowing to **keep centralized record** (regardless of medical institutions form of ownership) **of medical history, surgeries, methods of treatment** in order to make the system of CA flight safety medical supply more efficient. Taking into account the best world practice and national legal regulations of contracting states of the Agreement to develop system **consolidate perspective for prevention and detection of aviation staff dependence on psychoactive substance.**

* States of the IAC (MAK)



Recommendations of global concern

- Organize and carry out research on studying the conditions of **spatial disorientation** by aircraft crews and entering into spatial position and give practical recommendations on flight safety improvement. According to results develop and implement special recurrent training of flight personnel (e.g. Upset recovery), providing theoretical and practical parts in it.*
- Develop and implement in flight crews training programs a study of **somatogravic illusions** origin and action mechanisms and methods of their prevention.

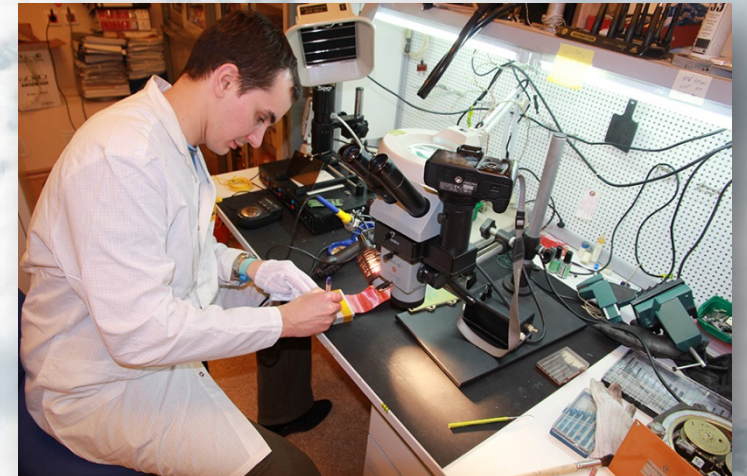
* Recommendation was issued several times since 2000.



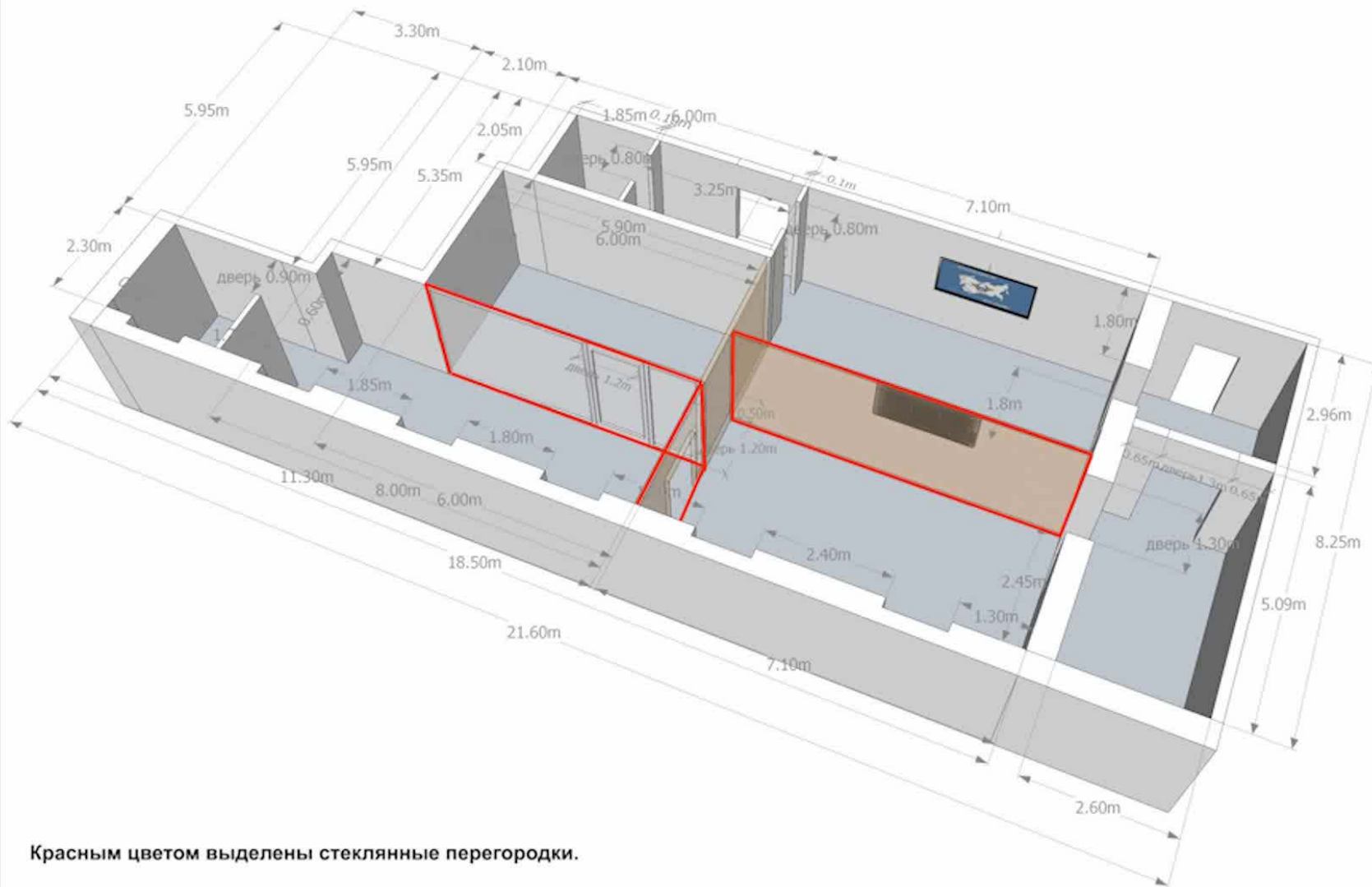
INTERNATIONAL SCIENTIFIC & TECHNICAL CENTER

In 2018 the modernization of research and development center followed by establishment of a new laboratory was completed.

Research and development center was established for consolidating efforts in the field of implementation of innovative technologies in accident investigation expertise, flight safety research, aviation experts training.



The scientific & technical center



GASOS

- IAC – a RAIO-type organization;
 - ICAO assessment and recognition will follow up.



Thank you!



Dream of sky

