

**Joint ECAC-ICAO EUR/NAT regional workshop on
Assistance to aircraft accident victims and their families**

Milan, 20 February 2023

Family liaison

The view from a Safety Investigation Authority

Geraint Herbert

**Principal Inspector of Air Accidents
UK Air Accidents Investigation Branch**

From the preamble to the third session:

'A delay in the release of an accident report, or an overcomplicated public report can accentuate the grief and uncertainty that families of air accident victims will experience.... Does more need to be done by the aviation sector?'

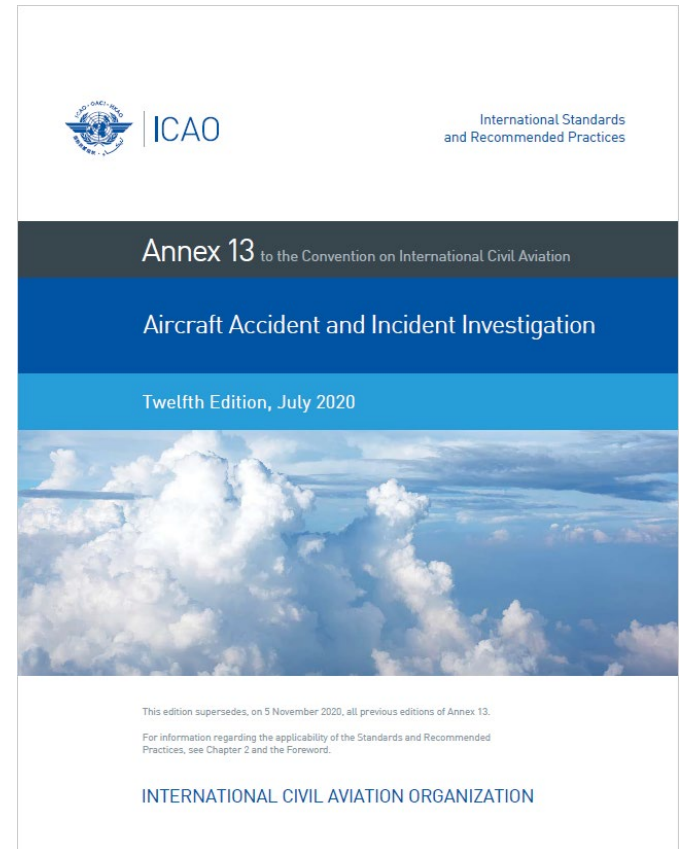
What can be done by the safety investigation authority (SIA)?

Role of the SIA

ICAO Annex 13, *Aircraft Accident and Incident Investigation*

The sole objective of the investigation of an accident or incident shall be the prevention of accidents and incidents

It is not the purpose of this activity to apportion blame or liability

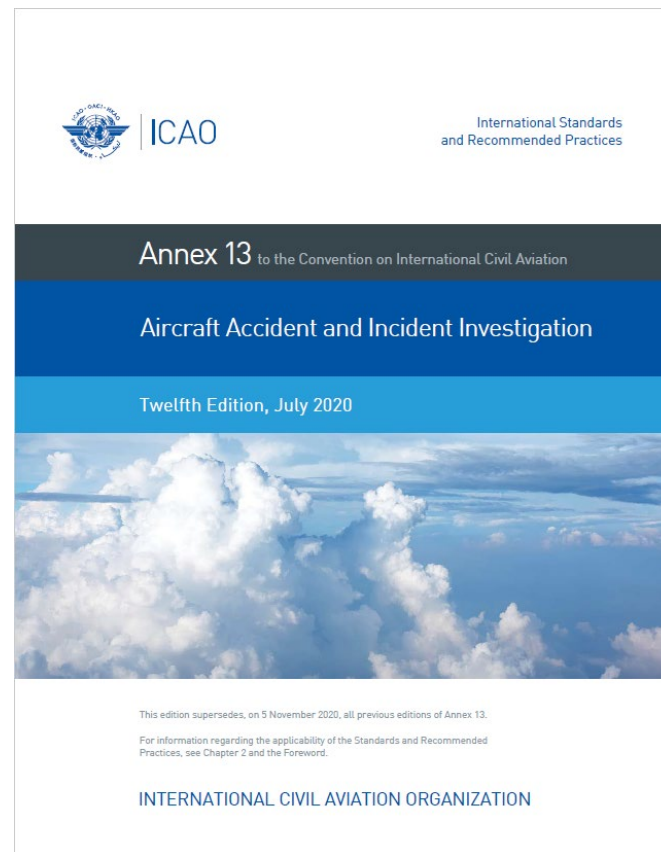


Role of the SIA

ICAO Annex 13, *Aircraft Accident and Incident Investigation*

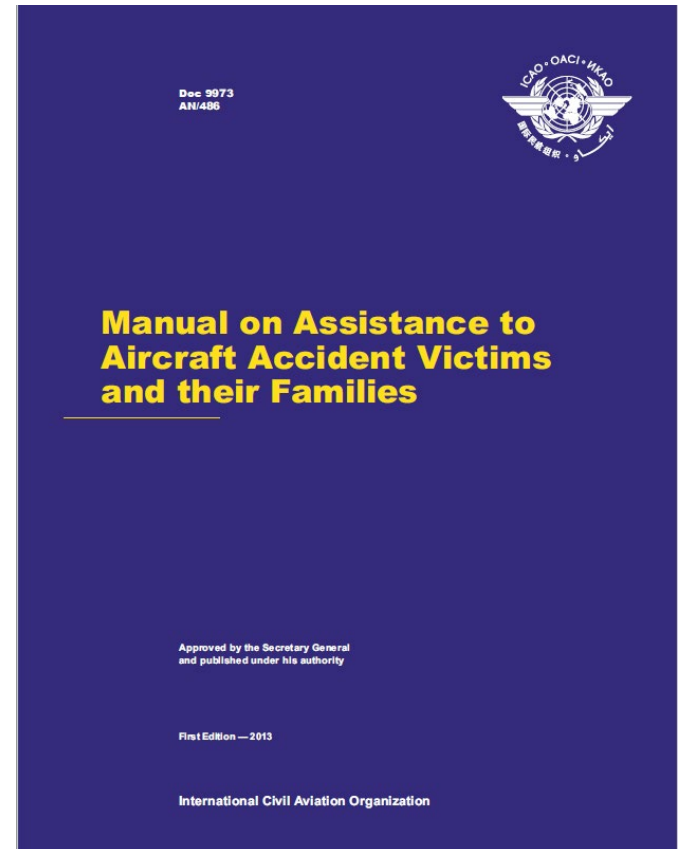
States having suffered fatalities or serious injuries to their citizens

- Right to appoint an Expert, who can
 - Visit the scene of the accident
 - Have access to relevant factual information that is approved for public release, and information on the progress of the investigation
 - Receive a copy of the Final Report
- Refers to guidance in Doc 9973 for assistance to victims and their families



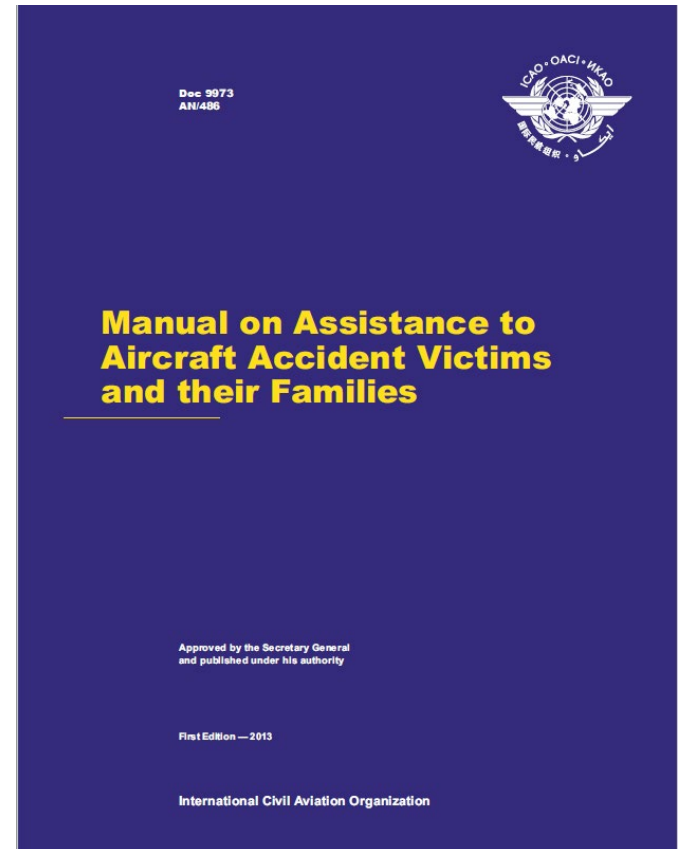
Guidance in Doc 9973

‘The provision of family assistance should be separate from the accident investigation ... Nevertheless, the accident investigation authority has a responsibility to provide relevant, validated and timely information to [victims and relatives]’



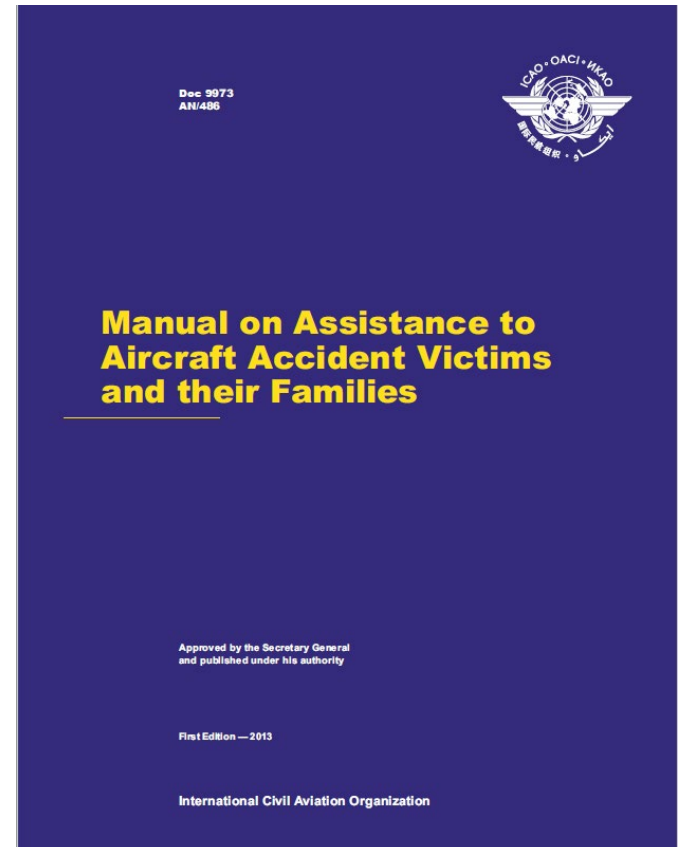
Types of support for victims and families

- Confirmation of the involvement of a family member
- Provision of immediate information
- Identification, custody and return of human remains
- Protection, processing and return of personal effects
- Crisis counselling
- Immediate financial assistance
- Immigration and custom formalities
- Provision of information about services
- Visits to the accident site
- Privacy and security
- Legal advice
- Liaison with families
- Memorials and memorial services
- Family associations
- Provision of information about the accident investigation
- Cultural and religious considerations

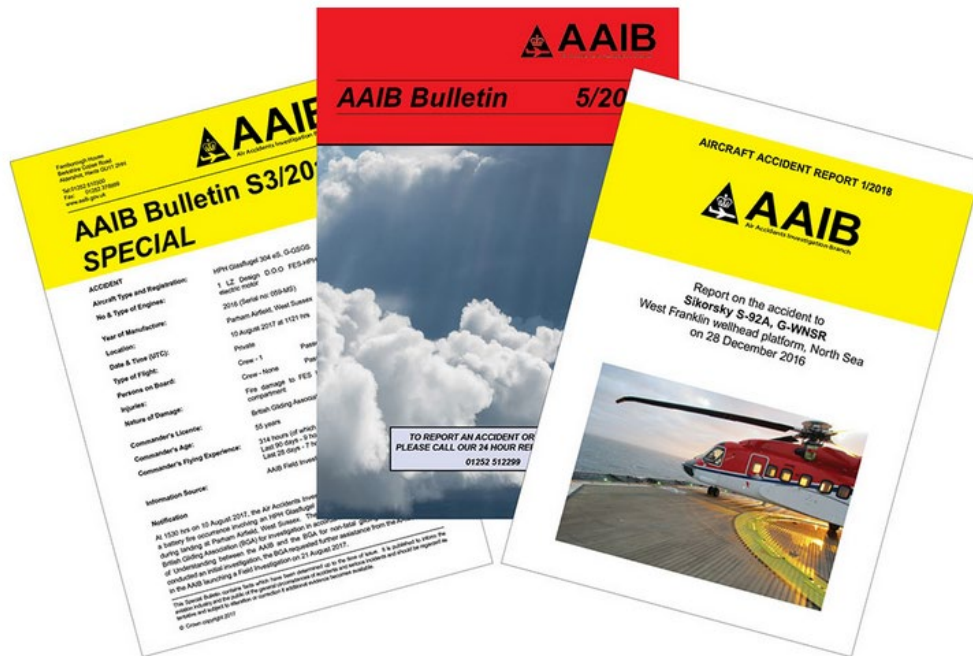


Types of support for victims and families - SIA

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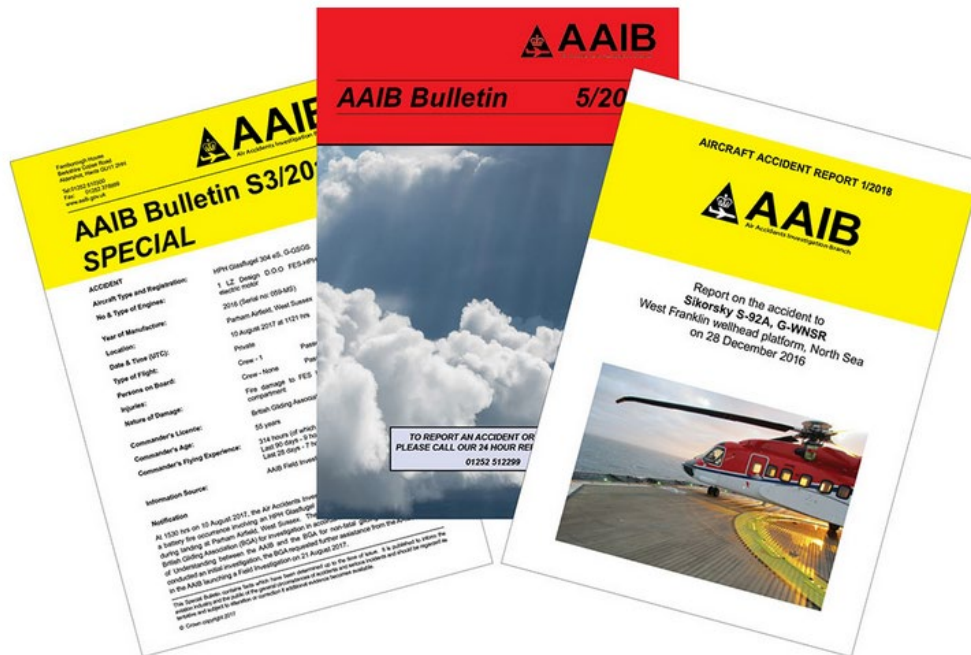
Report readership



Three main audiences:

- The aviation industry
- Victims and family members
- Other interested persons

Addressing different readership priorities



- Make contact with families early in the investigation
- Maintain contact during the investigation
- Become a trusted source of information

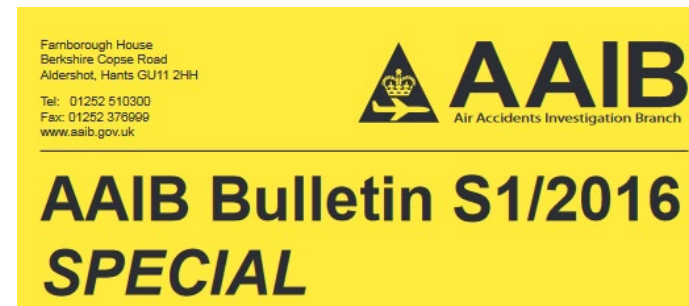
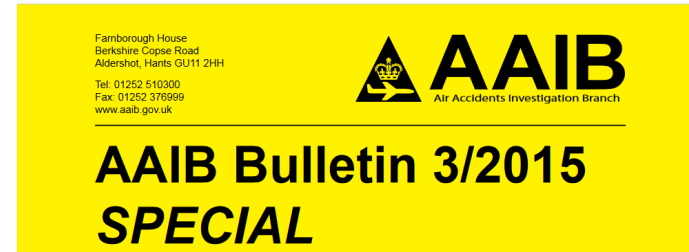
Family liaison

- During the investigation
- Pre-publication

Family liaison - publication



Report on the accident to
Hawker Hunter T7, G-BXFI
near Shoreham Airport
on 22 August 2015



Family liaison - publication

Air Accident Report: 1/2020

N264DB

EW/C2019/01/03

Air Accident Report No: 1/2020

**Summary of the report on the accident
to Piper PA-46-310P Malibu, N264DB on
21 January 2019**

*This report was published on 13 March 2020 and is
available in full on the AAIB Website www.aaib.gov.uk*

This summary covers the main themes of AAIB Air Accident Report No: 1/2020 and is intended to supplement, not replace it. The AAIB's consolidated view on the circumstances surrounding the accident is contained in the full report.

Factual information

History of the flight

The aircraft taxied out for departure at 1906 hrs with the passenger sitting in one of the rear, forward-facing passenger seats. The aircraft took off at 1915 hrs and flew on its planned route until it began to manoeuvre to avoid poor weather. The last radio contact with the aircraft was with Jersey ATC at 2012 hrs, and the aircraft's last recorded secondary radar point was at 2016:34 hrs.

Family liaison - publication

Page 1 Adroddiad Damwain Awyr: 1/2020 N264DB

EW/C2019/01/03

Adroddiad Damwain Awyr Rhif: 1/2020

Crynodeb o'r adroddiad ar y ddamwain i Piper PA-46-310P Malibu, N264DB ar 21 Ionawr 2019

Cyhoeddwyd yr adroddiad hwn ar 13 Mawrth 2020 ac mae ar gael yn llawn ar Wefan AAIB www.aaib.gov.uk.

Mae'r crynodeb hwn yn ymdrin â phrif themâu Adroddiad Damwain Awyr AAIB Rhif: 1/2020 a'i fwriad yw ei ategu, nid ei ddisodli. Mae barn gyfunol yr AAIB ar amgylchiadau'r ddamwain wedi'i chynnwys yn yr adroddiad llawn.

Gwybodaeth ffeithiol

Hanes yr heddiad

Troliodd yr awyren allan er mwyn gadael am 1906 o'r gloch gyda'r teithiwr yn eistedd yn un o'r seddi cefn i deithwyr, sy'n wynebu ymlaen. Cychwynnodd yr awyren am 1915 o'r gloch

Future challenges



Any questions

