



International Civil Aviation Organization

MID Safety Support Team

Second Meeting (MID-SST/2)
(Cairo, Egypt, 27-29 October 2015)

Agenda Item 2: MID-SST Work Programme

**UAE ACTIVITIES RELATED UNDERWATER RECOVERY OF
WRECKAGE AND FLIGHT RECORDERS**

(Presented by UAE)

SUMMARY

This paper provides information on the UAE future activities related to 'Underwater Recovery of Wreckage and Flight Recorders'

Action by the meeting is at paragraph 3.

REFERENCES

- ICAO Doc 9756, Part I- Organization and Planning

1. INTRODUCTION

1.1 ICAO Doc 9756 Part I- *Organization and Planning*, urges the investigation authorities to acquire capabilities in locating underwater aircraft wreckage and flight recorders. This capability is shared among various bodies within a State, and sometimes with other States. As advised by Doc 9756, the investigation authority shall utilise the expertise of naval authorities, marine salvage services and the accident investigation authorities of other experienced States.

2. DISCUSSION

2.1 Several underwater search methods can be used depending on the depth of water in which the wreckage is lying. Divers can search to a depth of 60 meters or less, but the following equipment should be considered for deeper water, or for more difficult situations:

- underwater equipment used to locate the wreckage;
- locating devices mounted on the flight recorders;
- underwater videos and cameras;
- side-scan sonar equipment; and
- manned or unmanned submersibles.

2.2 The decision as to whether to recover the wreckage or not depends on many factors. Among these factors are: the need for the wreckage as evidence, and the financial feasibility of recovery. As a minimum, the State shall always endeavor to recover the flight recorders.

2.3 As the United Arab Emirates (UAE) has a long coast line on the East and North, there is a good probability of an aircraft accident occurring over water. In addition, offshore operations of oil rigs are a significant activity in the UAE. The Region aviation history records some fatal civil aircraft accidents occurred over water during the period from 1990 to date.

2.4 As an initiative in the AAIS 2016 Operational Plan generated by the 2014-2016 Strategic Plan. Within the second quarter of 2016, the AAIS will complete a 'Study of the feasibility of underwater recovery of FDR, CVR and aircraft parts', and a significant amount of money is budgeted for this study. The study objective shall consider the feasibility of purchasing flight recorder ping detector device and holding a Workshop involving external stakeholders in the use of recovery equipment, followed by a small scale exercise.

2.5 The results of the AAIS study can be shared with the SST, and the SST members are welcome to attend any key activities carried out for the purpose of this study, such as the Workshop and exercise that is expected to be carried out in UAE national waters.

3. ACTION BY THE MEETING

3.1 The meeting is invited to encourage the States to:

- a) share experience and knowledge of underwater recovery of wreckage and flight recorders; and
- b) participate in the 2016 planned Workshop. The SST will be informed of the place and time of the Workshop & Exercise once the plan is completed by the UAE AAIS assigned team.

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