



M E N A A R C M / 4

MEETING

ABOUT US



Albanian National Authority for Investigation of Safety in Civil Aviation Operations, is an independent organization dedicated to ensuring aviation safety and preventing accidents and incidents. We work in accordance with the constitutional and legislative framework of the Republic of Albania.



This regulation aims to improve the safety of civil aviation by ensuring a high level of efficiency, appropriateness, and quality in the investigations of civil aviation safety.





AIR CODE REPUBLIC OF ALBANIA

This Code aims at the legal regulation of the use of the airspace of the Republic of Albania and legal relations in the field of air transport.

•The State
Operational Safety
Program

•Aviation security
policy, objectives
and resources



•Promoting the
safety of aviation
operations



•Guaranteeing the
safety of aviation
operations

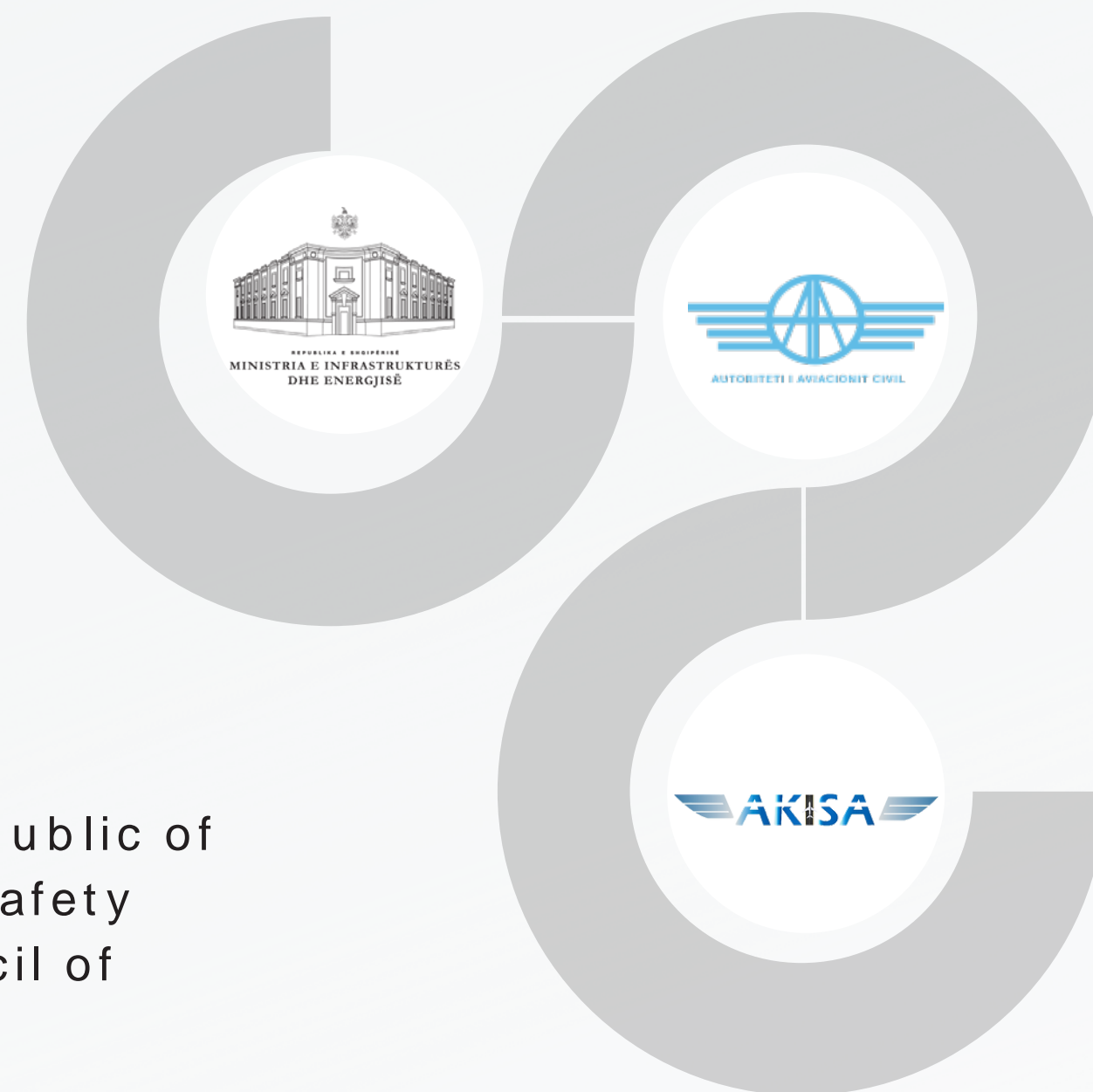


•Risk
management in
aviation



THE RESPONSIBLE AUTHORITIES IN THE FIELD OF CIVIL AVIATION

- 01 Ministry of Infrastructure & Energy
- 02 Civil Aviation Authority
- 03 National Authority of Investigation for Safety
and Operation in Civil Aviation (AKISA)
- 04 Structures responsible for search and rescue
services



Operational safety management in civil aviation in the Republic of Albania is carried out according to the State Operational Safety Program (SSP), which is approved by decision of the Council of Ministers.



REPUBLIKA E SHQIPËRISE



AUTORITETI I AVIACIONIT CIVIL

CIVIL AVIATION AUTHORITY (AAC)

of
Albania



•It is the regulatory body responsible for overseeing and managing civil aviation activities in Albania.



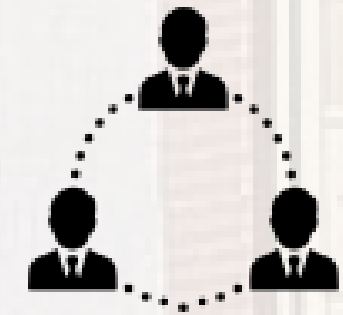
•It plays a crucial role in ensuring the safety, security, and efficiency of the country's aviation industry.



•The AAC collaborates with various stakeholders, including airlines, airports, and industry organizations, to promote a sustainable and competitive aviation industry in Albania.



•It works to foster a safe, secure, and efficient aviation sector, promote economic growth, and ensure compliance with international aviation standards.

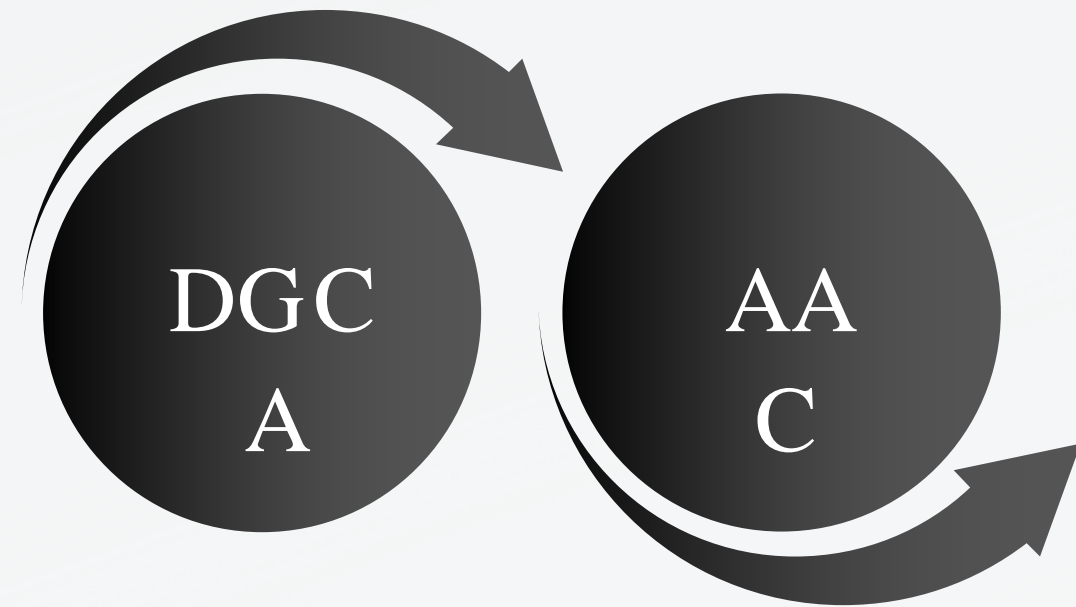


•Today, the Albanian Civil Aviation Authority continues to play a vital role in the development and regulation of civil aviation in Albania.

Overview of the history of the Albanian Civil Aviation Authority:

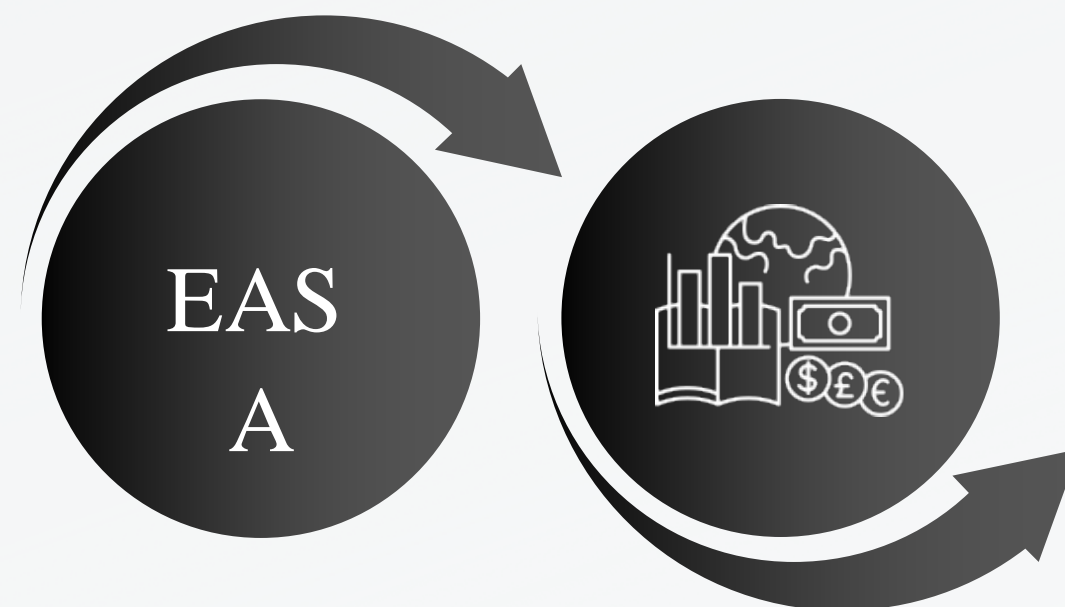
•Early Years (1991-1997)

- In 1992, the Albanian government established the Directorate General of Civil Aviation (DGCA) as the initial regulatory authority for civil aviation.
- However, during this period, the civil aviation sector faced numerous challenges due to the lack of resources and infrastructure.



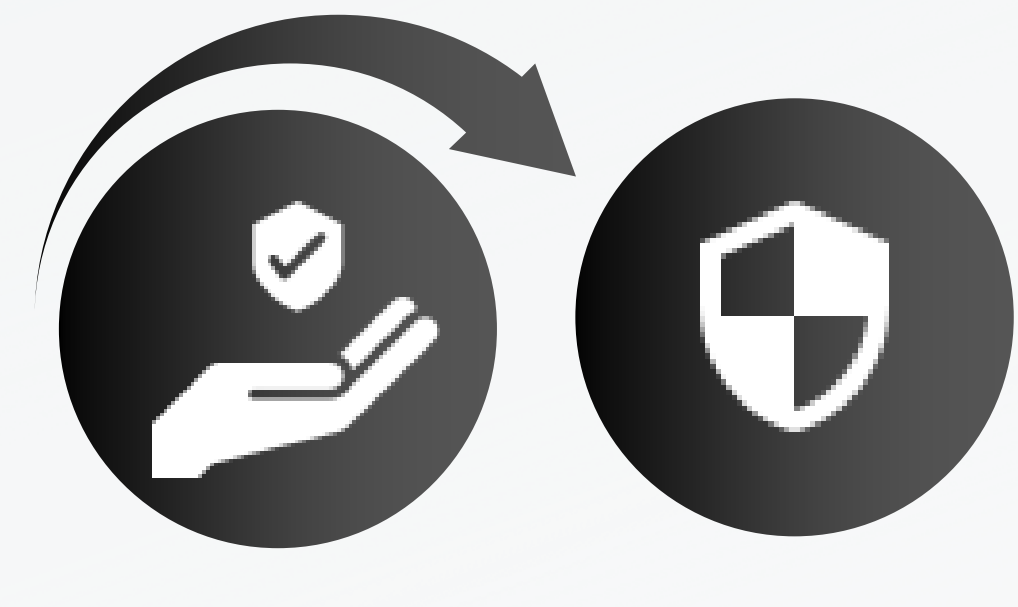
•Legislative Framework (2003-2008)

- In 2003, Albania adopted the Law on Civil Aviation.
- The DGCA was transformed into the Albanian Civil Aviation Authority (AAC), operating as an independent regulatory body.



•Integration with European Union (2009-2014)

- The AAC worked closely with the EU and the European Aviation Safety Agency (EASA) to implement necessary reforms and harmonize its regulatory framework with EU requirements.



•Restructuring and Development (1997-2002)

- In 1997, the Albanian civil aviation sector experienced a major setback due to political unrest and economic instability.
- As a result, the DGCA went through a process of restructuring and modernization to enhance its capabilities.

•Safety and Security Enhancements (2015-present)

- The authority has implemented various initiatives to improve safety oversight, conduct inspections, and ensure compliance with international aviation regulations.
- Albania has also strengthened its cooperation with neighboring countries and international organizations to enhance aviation security.

STRATEGIES

•Safety and Security Enhancements

- Albania has been working on strengthening its aviation safety and security systems.
- This includes enhancing safety oversight, implementing international standards and recommended practices, conducting safety audits, and improving security measures at airports.



Air Traffic Management

- Upgrades in technology and infrastructure have been undertaken to enhance airspace efficiency, reduce congestion, and improve communication and surveillance capabilities



•International Collaboration

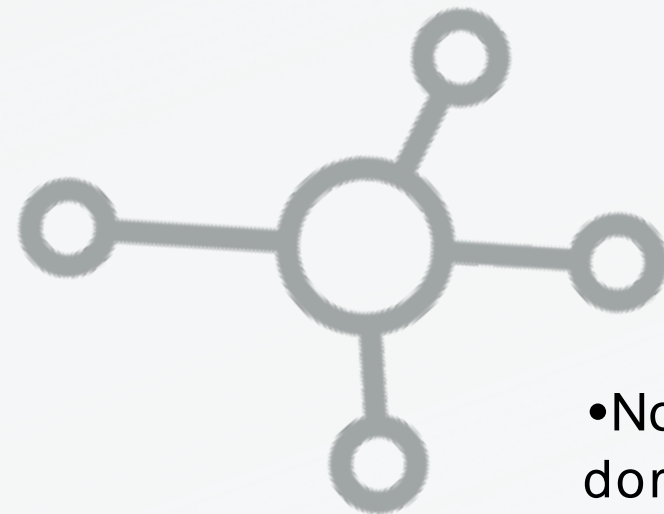
- Albania actively participates in international organizations and initiatives to promote cooperation and exchange of best practices in aviation



OKIIA → AKISA

Albanian NATIONAL BODY OF INVESTIGATION OF ACCIDENTS/AIR INCIDENTS IN CIVIL AVIATION)

cooperates
with:



- International Civil Aviation Organization (ICAO)

- Similar structures of member countries of the European Common Aviation Area (CAEA), as well as of different countries in the region and the world

- Non-profit institutions and different donors, domestic and/or foreign, in accordance with the framework applicable law.

- With CMD Decision no. 686, dated 2.6.2010, the Albanian National Body of Investigation of Accidents/Air Incidents in Civil Aviation was established.

MISSION



- The mission of the Investigation Authority is to improve air safety and prevent and incidents, through their investigation and finding out the causes, in accordance with the legislation in force.
- The investigation of accidents and serious incidents is carried out by AKISA (safety) in Civil Aviation, depending on the Minister responsible for transport accidents



The Albanian Investigation Authority for the Safety of Operation in Civil Aviation was established in support of Article 100 of the Constitution and Articles 100, point 2, and 101, of Law 96/2020, "Air Code of the Republic of Albania", with the proposal of the Minister of Infrastructure and Energy, Council of Ministers





ORGANIZATION CHART

PRIME MINISTER

Dani Martinez



DIRECTOR

INSPECTOR



INSPECTOR



INSPECTOR



INSPECTOR

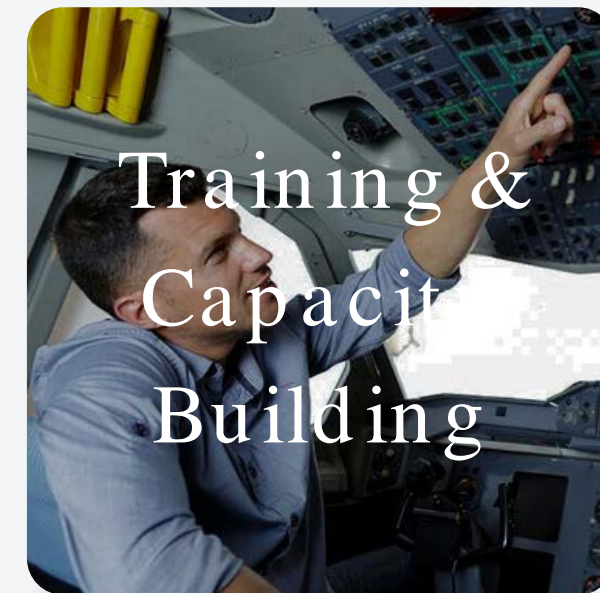


INSPECTOR

SPECIALIST



SPECIALIST



REPORTING FORM OCCURENCES



REPORTING FORM ON OCCURRENCES(1) INVOLVING A MEMBER STATE
 QUESTIONNAIRE SUR LES OCCURRENCES(1) CONCERNANT UN ETAT MEMBRE

COUNTRY / PAYS : ALBANIA

Reference period / Période de référence :

Date <i>Date</i>	State of Registry <i>Etat d'inscription</i>	Aircraft Type <i>Type d'aéronef</i>	Operator <i>Exploitant</i>	Registration <i>Immatriculation</i>	Crew <i>Equipe</i>			Passengers <i>Passagers</i>			Type of Operations (3) <i>Type d'exploitation</i>	Flight Phase <i>Phase de vol</i>	Circumstances (in brief) <i>Circonstances</i>	INC./ACC.	Investigator in charge (4) <i>Enquêteur désigné</i>
					OCC	FAT (2)	INJ	OCC	FAT (2)	INJ					

(1) Occurrences are all accidents and serious incidents involving an aircraft with a MTOM of 5 700 kg or more. They should be listed in the following order based on the role played by the reporting Member State : State of Occurrence, State of the Operator, and State of Manufacture.

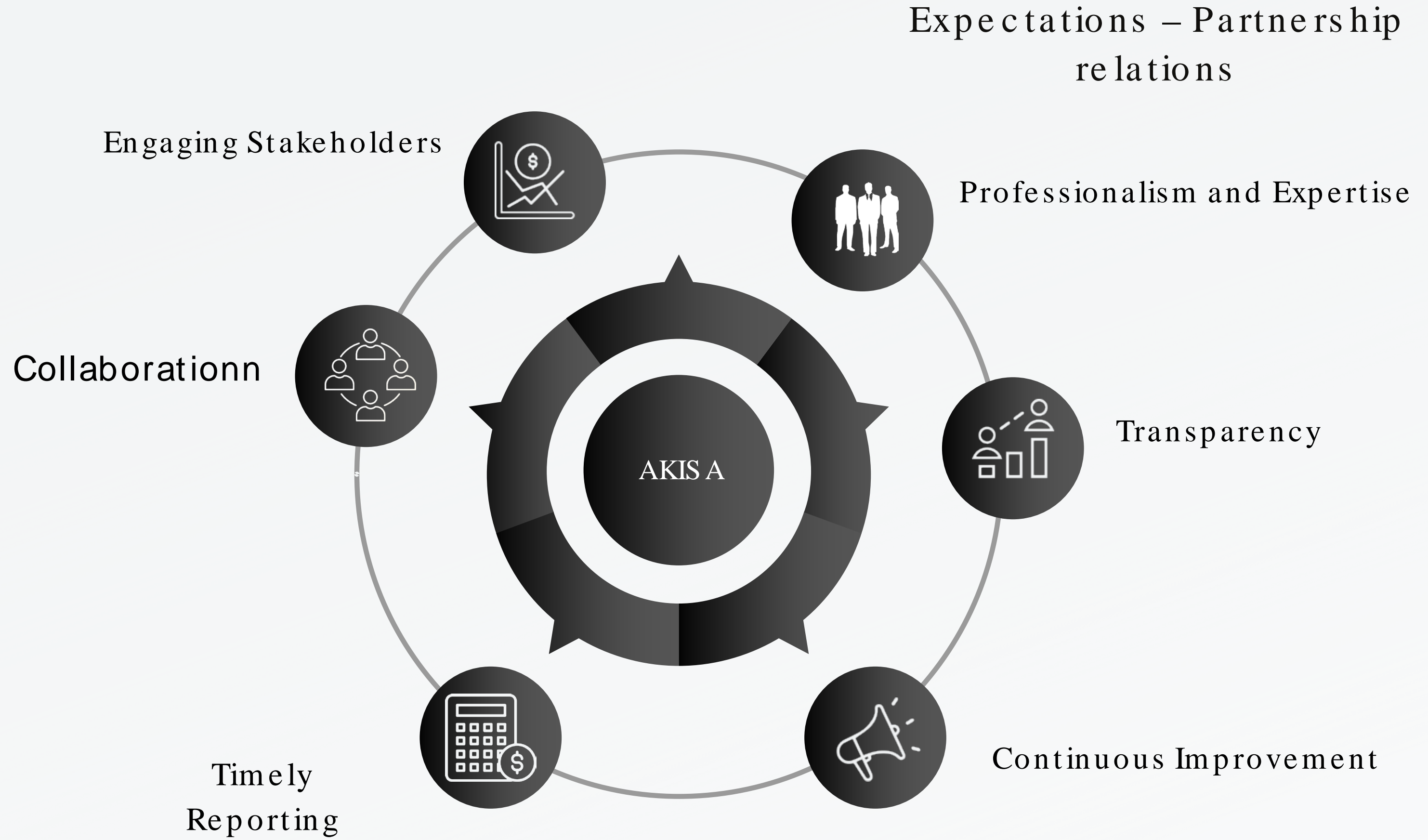
(2) Occupants (OCC) / Fatalities(FAT) / Injuries(INJ).

(1) Les occurrences sont tous les accidents majeurs impliquant un aéronef de 5 700 kg ou plus. Ils doivent être listés dans l'ordre suivant basé sur le rôle joué par l'Etat membre concerné : Etat d'occurrence, Etat de l'exploitant, Etat constructeur.

(3) Scheduled Airline Operations (SC), Non-scheduled Airline Operations including non-scheduled flights of scheduled operators (NC), Other Airline Operations including all-freight and non transport flights (OT), or General Aviation (GA).

(4) Indicate investigator and organization in charge of the investigation.

(3) Services réguliers(SC), vols non réguliers y compris ceux des entreprises de transport aérien régulier (NR), autres vols y compris les vols exclusifs de fret et ceux qui ne sont pas de transport (OT), ou les vols d'Aviation générale (GA).





NATIONAL INVESTIGATION BODY OF AIR ACCIDENTS AND INCIDENTS IN CIVIL AVIATION FINAL REPORT

•On May 10, 2014, aircraft type PA-32RT-300, takes at 10:25 of from Mother Theresa AirporBeacht in Tirana (LATI)-Albania, to Pescara (LIBP)-Italy. At 11:52 the aircraft disappeared from radar. At the time of disappearance was over Divjaka

A•On May 10, 2014, at 16:00, from news on TV channels, OKIIA got the information about the crash of an aircraft in Divjaka beach

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•OKIIA Board first meeting about this occurrence was made at evening to evaluate steps performed so far according to investigation procedures.

OKIIA



EXAMINATION

- Examination of the occurrence site, position and general picture of aircraft, no damages to the pilot, and no damages to the bottom part of aircraft, shows that we are not dealing with a forced landing for any particular reason, but we are dealing with a normal landing procedure, which ended in this way for the following reasons:
 - 1. Unknown terrain.
 - 2. Pilot further actions to reduce positive angle on two points after leveling the aircraft to land have been wrong.
 - 3. Influence of side wind.
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- It is noted that the accident did not come as a result of the action and / or inaction of Albcontrol controller.
- Service provided by air traffic controllers has been in accordance with the operation manuals.
- According to meteorological data, the accident did not come as a result of meteorological conditions and turbulence.
 - No technical fault was noticed on the aircraft.

I-GRMP date: 10.05.2014

Examination of the occurrence site, position and general picture of aircraft, no damages to the pilot, and no damages to the bottom part of aircraft, shows that we





THANK YOU FOR
WATCHING