

### Forwarding notifications – other cases

- 6.319 Has the State established and implemented procedures to ensure the forwarding of accident/incident notifications to the States involved and, when applicable, ICAO in the following situations where it is not the State of Occurrence:
  - As State of Registry, in the case of an occurrence in a non-Contracting State or outside the territory of any State?
  - As State of Registry or State of the Operator, when the State of Occurrence is not aware of an incident?



### Let's build it together

- ★Stage 1 Gathering relevant information
- **★**Stage 2 Defining the framework
- ★Stage 3 Writing the procedure



### Let's build it together

- ★Exercise: Forwarding notifications other cases
  - ★ To do the exercises, we will use our fictional scenario:
    - **★**State Coronaland
    - ★Authority Civil Aviation Authority of Coronaland (CAAC)
    - ★The accident investigation unit is not independent, being part of the CAAC



### Let's build it together

- ★Stage 1 Gathering relevant information
- **★**Stage 2 Defining the framework
- ★ Stage 3 Writing the procedure



- ★Gather all information relevant to the development of the procedure
  - ★Since the procedure of our exercise comes out from a PQ, we need to know the content of:
    - ★the question of the Protocol USOAP
    - ★the ICAO references to that PQ
    - ★the Guidance for Review of Evidence



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### Key elements:

- Established and implemented
  - 2. Forwarding of accident/incident notifications
  - 3. Stt Registry → occurrence outside the territory of any State
  - 4. Stt Registry/Stt Operator → Stt Occurrence not aware incident

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  - As State of Registry, in the case of an occurrence in a non-Contracting State or outside the territory of any State?
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### Established and implemented

This PQ requires evidence of implementation

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### Forwarding of accident/incident notifications

 Applies to accidents, serious incidents and incidents that will be investigated

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  - As State of Registry, in the case of an occurrence in a non-Contracting State or outside the territory of any State?
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# As State of Registry → occurrence outside the territory of any State

State of Registry would be conducting the investigation

- 6.319 Has the State established and implemented procedures to ensure the forwarding of accident/incident notifications to the States involved and, when applicable, ICAO in the following situations where it is not the State of Occurrence:
  - As State of Registry, in the case of an occurrence in a non-Contracting State or outside the territory of any State?
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### Stt Registry/Stt Operator → Stt Occurrence not aware - incident

- This will work as a trigger for the State of Occurrence, so it could act appropriately
  - As State of Registry or Operator, you will not conduct the investigation

### **ICAO** references

**STD** 

A13

4.1 & 4.8

GM

Doc 9756

Part I, 4.3.3

Doc 9962

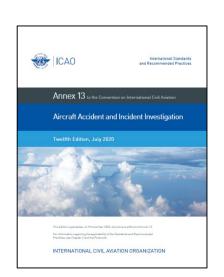
**C5** 



### ACCIDENTS OR INCIDENTS IN THE TERRITORY OF A CONTRACTING STATE TO AIRCRAFT OF ANOTHER CONTRACTING STATE

#### RESPONSIBILITY OF THE STATE OF OCCURRENCE

#### **ANNEX 13**



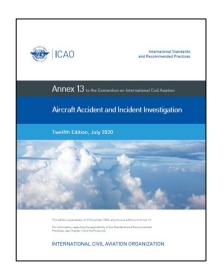
#### **Forwarding**

- 4.1 The State of Occurrence shall forward a notification of an accident, a serious incident, or an incident to be investigated within the context of this Annex, with a minimum of delay and by the most suitable and quickest means available, to:
- a) the State of Registry;
- b) the State of the Operator;
- c) the State of Design;
- d) the State of Manufacture; and
- e) the International Civil Aviation Organization, when the aircraft involved is of a maximum mass of over 2 250 kg or is a turbojet-powered aeroplane.



#### RESPONSIBILITY OF THE STATE OF OCCURRENCE

**ANNEX 13** 



However, when the State of Occurrence is not aware of a serious incident, or an incident to be investigated, the State of Registry or the State of the Operator, as appropriate, shall forward a notification of such an incident to the State of Design, the State of Manufacture and the State of Occurrence.

Note 1.— Telephone, facsimile, e-mail or the Aeronautical Fixed Telecommunication Network (AFTN) will in most cases constitute "the most suitable and quickest means available". More than one means of communication may be appropriate.

Note 2.— Provision for the notification of a distress phase to the State of Registry by the rescue coordination centre is contained in Annex 12 — Search and Rescue.



# ACCIDENTS OR INCIDENTS IN THE TERRITORY OF THE STATE OF REGISTRY, IN A NON-CONTRACTING STATE OR OUTSIDE THE TERRITORY OF ANY STATE

ANNEX 13

RESPONSIBILITY OF THE STATE OF REGISTRY



#### **Forwarding**

- 4.8 When the State of Registry institutes the investigation of an accident or incident, that State shall forward a notification, in accordance with 4.2 and 4.3 above, with a minimum of delay and by the most suitable and quickest means available, to:
- a) the State of the Operator;
- b) the State of Design;
- c) the State of Manufacture; and
- d) the International Civil Aviation Organization, when the aircraft involved is of a maximum mass of over 2 250 kg or is a turbojet-powered aeroplane.



# ACCIDENTS OR INCIDENTS IN THE TERRITORY OF THE STATE OF REGISTRY, IN A NON-CONTRACTING STATE OR OUTSIDE THE TERRITORY OF ANY STATE

ANNEX 13

RESPONSIBILITY OF THE STATE OF REGISTRY



#### **Forwarding**

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Note 1.— Telephone, facsimile, e-mail or the Aeronautical Fixed Telecommunication Network (AFTN) will in most cases constitute "the most suitable and quickest means available". More than one means of communication may be appropriate.

Note 2.— Provision for the notification of a distress phase to the State of Registry by the rescue coordination centre is contained in Annex 12—Search and Rescue.



### DOC 9756 PART I



4.3.3 When the State of Occurrence is not aware of a serious incident, the State of Registry or the State of the Operator, as appropriate, shall forward a notification of such an incident to the State of Design, the State of Manufacture and the State of Occurrence.





#### Investigation



#### **Chapter 5.** Initial notification and response

- 5.1 General
- 5.2 Reporting requirements
- 5.3 Notification procedures
- 5.4 Response to notifications
- 5.5 Delegation of the investigation (in whole or in part)



### **Guidance for Review of Evidence**

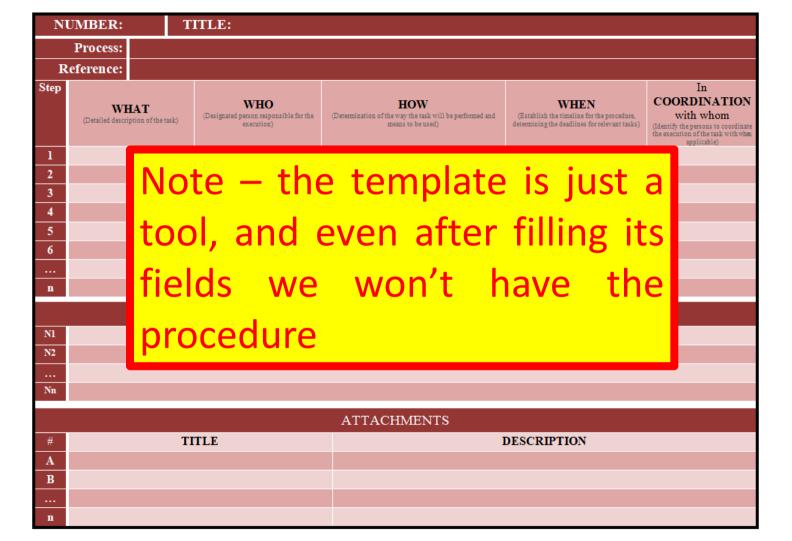
- 1) Review procedures.
- 2) Review evidence to confirm effective implementation.



- ★"Brainstorm" to find out which tasks would be part of the procedure
- ★We may use the template we developed to guide us in the process

NU	NUMBER: TITLE:								
	Process:								
R	eference:								
Step	<b>WHAT</b> (Detailed description of the ta	ask)	WHO (Designated person responsible for the execution)	HOW (Determination of the way the task will be performed and means to be used)	WHEN (Establish the timeline for the procedure, determining the deadlines for relevant tasks)	In COORDINATION with whom (Identify the persons to coordinate the execution of the task with when applicable)			
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NUMBER:	10 TITLE: Forwarding notifications to other States and to ICAO when Coronaland is not the State of Occurrence
Process:	Notification
Reference:	PQ 6.319 – Has the State established and implemented procedures to ensure the forwarding of accident/incident notifications to the States involved and, when applicable, ICAO in the following situations where it is not the State of Occurrence:  • As State of Registry, in the case of an occurrence in a non-Contracting State or outside the territory of any State?  • As State of Registry or State of the Operator, when the State of Occurrence is not aware of an incident?



### Two different situations

- ★The procedure is related to two different situations, both not being the State of the Occurrence:
  - ★As State of Registry, in the case of an occurrence in a non-Contracting State or outside the territory of any State
  - ★As State of Registry or State of the Operator, when the State of Occurrence is not aware of an incident
- ★Thus the procedure will have two paths



Step	WHAT (Detailed description of the task)	WHO (Designated person responsible for the execution)	$oldsymbol{ ext{HOW}}$ (Determination of the way the task will be performed and means to be used)	WHEN (Establish the timeline for the procedure, determining the deadlines for relevant tasks)	In COORDINATION with whom (Identify the persons to coordinate the execution of the task with when applicable)
1A	Verify the information received by national notification or any other means				



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1A	Verify the information received by national notification or any other means	Investigator on duty			



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1A	Verify the information received by national notification or any other means	Investigator on duty	The investigator on duty will verify the accuracy of the information received regarding the occurrence, by contacting the operator, service providers, other areas of the CAAC and any other source as necessary.  Note: National notification means the notification received within Coronaland, usually sent by the operator and/or service providers through one of the approved channels established by the CAAC, to comply with the legislation.		



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2A	Prepare an international notification				



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3A	Send the international notification				



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3A	Send the international notification	Investigator on duty			



# Path A: Coronaland instituting an investigation as the State of Registry, in the case of an occurrence in a non-Contracting State or outside the territory of any State

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1В	Verify the information received regarding the incident				



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2В	Prepare an international notification				



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## Let's build it together

- ★Stage 1 Gathering relevant information
- **★**Stage 2 Defining the framework
- ★Stage 3 Writing the procedure



## Writing the procedure

★After this "brainstorm" and with the template completed, we will probably be able to write the procedure



### **DISCLAIMER**



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#### PROCEDURE No 05/CAAC-AIG - INFORMING THE INTENTION TO APPOINT ACCREDITED REPRESENTATIVE

#### INTRODUCTION

As per Standards 4.1 and 4.8 of Annex 13, Coronaland shall forward accident/incident notifications to the States involved and, when applicable, ICAO in certain situations where it is not the State of Occurrence.

This procedure aims at complying with such requirement.

For the purposes of this procedure, the following definitions are adopted:

- National notification: Means the notification received within Coronaland, usually sent by the operator and/or service providers through one of the approved channels established by the CAAC, to comply with the legislation.
- International notification: Means the notification prepared by Coronaland to be sent to the States involved and to ICAO, as per Standards 4.1 and 4.8 of Annex 13.

#### PROCEDURE

Path A: Coronaland instituting an investigation as the State of Registry, in the case of an occurrence in a non-Contracting State or outside the territory of any State

- 1A-The investigator on duty will, within 1 hour after the receipt of a national notification, or becoming aware of the occurrence by any other means, verify the accuracy of the information received, by contacting the operator, service providers, other areas of the CAAC and any other source as necessary.
- 2A-The investigator on duty will, within 30 minutes after the verification of the accuracy of the information received, prepare an international notification, using the Form 02/AIG (Template of international notifications).
- 3A-The Chief Investigator will send, within 30 minutes after the preparation of the international notification, primarily by email (with copies to the Chief Investigator and the Administrative Assistant), the international notification to the State of the Operator, the State of Design, the State of Manufacture, and ICAO when applicable, using the Form 02/AIG.
  - Note 1: The contact information of the accident investigation authorities of the States will be obtained at https://www.icao.int/safety/AIA/Pages/default.aspx.
  - Note 2: Notifications will be sent to ICAO when the aircraft involved is of a maximum mass of over 2 250 kg or is a turbojet-powered aeroplane.
  - Note 3: Notifications to ICAO will be addressed to ADREP@icao.int and AlGinbox@icao.int.

#### Path B: Coronaland as the State of Registry or State of the Operator, when the State of Occurrence is not aware of an incident

- 1B-The investigator on duty will, within 1 hour after the receipt of a national notification, or becoming aware of the incident by any other means, verify the accuracy of the information received, by contacting the operator, service providers, other areas of the CAAC and any other source as necessary.
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# Determining the extent of an accident investigation

6.343 Has the State established and implemented policies, procedures and guidelines to help determine the extent of an accident investigation (including the scope of the investigation and whether or not investigators will be deployed on site), depending on the circumstances of the accident and the safety lessons that it expects to draw from the investigation?