

SOUTH AMERICA REGIONAL COOPERATION MECHANISM (ARCM)

THIRD MEETING OF AIG AUTHORITIES

(Lima, Peru, 07 through 09 March 2016)

Agenda Item 3: Review of AIG regulations

- Development of the proposal of amendment of the ARCM State AIG Regulation

(Working paper presented by Venezuela)

Summary

This working paper presents the first initiatives taken by the South America AIG Regional Cooperation Mechanism (ARCM) for the establishment of the ARCM AIG Regulation, as a basis for the harmonization of the AIG regulations of the States.

References

- Report of the Second Meeting of AIG Authorities of the SAM Region (AIG-SAM/2), Buenos Aires, Argentina, 09 through 11 June 2015.
- ARCM AIG Regulation.
- Annex 13 – Aircraft Accident and Incident Investigation.
- SAM States AIG Regulations.

Specialists in charge of the task

Sr. Kyhummel Ponte Soteldo (rapporteur) - Venezuela

Sr. Cesar de Medeiros - Brazil

Sr. Javier Delgadillo - Bolivia

Sr. Jaime Salazar Guzmán - Ecuador

Sr. Rubén Villagra - Uruguay

1. Introduction

1.1 In accordance with the last results obtained in the scope of activities of the ICAO Universal Safety Oversight Programme (USOAP), one of the audit areas with less effective implementation (EI) in relation to the safety oversight capabilities of the SAM States is still aircraft accident and incident investigation (AIG).

1.2 In this area, it was observed that one of the subgroups with the least effective implementation in the average of the SAM States corresponded to legislation and regulations.

1.3 The second Meeting of AIG Authorities (AIG-SAM/2) considered that for the ARCM to perform its functions in an effective and efficient manner, it has to count on a set of common AIG requirements written in a simple language of easy interpretation by its member States.

1.4 The joint requirements eventually harmonized by the States will facilitate the standardized investigation of accidents and incidents among the States of the SAM Region. Thus, the expected result is an enhancement of the effectiveness and efficiency, as well as optimization of the resources of the ARCM member States.

1.5 The Meeting agreed that one of the main objectives of the ARCM shall be to promote the utilization of harmonized AIG requirements by the member States of the SAM Region for compliance with Annex 13 Standards and Recommended Practices. This will permit to improve the effective AIG implementation of the ARCM States and will contribute to reduce the rate of accidents and incidents of the SAM Region.

1.6 In this meeting, the State AIG Regulation was approved. This regulation establishes the requirements that the States must comply with when working in the capacity of State of occurrence, design, manufacture, registration, and operator.

1.7 The implementation of the harmonized AIG regulation in the ARCM will facilitate the process of investigation, will stimulate significantly the SAM States' safety oversight capacity, and compliance with Annex 13, other related Annexes, and AIG area protocol question (PQ) requirements, relative to the continuous monitoring approach (CMA) of the Universal Safety Oversight Audit Programme (USOAP).

1.8 Upon analyzing the regulations in detail, the Second Meeting of AIG Authorities (AIG-SAM/2) considered the following improvements:

- ✓ removal of recommendations and notes;
- ✓ maintenance of Annex 13 terminology relative to the investigator in charge in the ARCM documents;
- ✓ inclusion of provisions relative to the training to be delivered to the investigators; and
- ✓ clarification in the provisions regarding the granting of custody of the aircraft, its contents, or any part thereof, such custody will only be granted to the AIG Authorities of the States.

1.9 The Meeting concluded with the approval of the First edition of the State AIG Regulation, and requested the distribution of the approved regulation to the ARCM States so that they could send their comments and differences, and also requested the ARCM Technical Committee to analyze the pertinence of including the comments sent by the States, and that the modified documents be circulated again for the approval of the amendments considered.

1.10 Based on the aforementioned, the First edition of the State AIG Regulation was distributed to the ARCM States for their comments. Six (6) States sent comments on the regulation in question. Such comments were then analyzed by the ARCM Technical Committee.

2. Goals

2.1 Each ARCM member State will make the best effort aimed at harmonizing the national AIG regulations in relation to the ARCM AIG Regulation.

2.2 For purposes of harmonization between the ARCM States, the suggestion for each State is to consider, at least, the ARCM AIG definitions as a whole and in text form, since they are in accordance with the definitions of the Annex 13;

2.3 The attention of the contracting States is drawn to the obligation imposed upon them by the Article 38 of the Convention, by virtue of which the States are requested to notify the Organization on any existing difference between their national regulations/methods and the International standards contained in the Annex 13 and its amendments.

2.4 The ARCM member States notified all the existing differences between their national regulations to the ARCM relative to the State AIG Regulation, specifying the deadline for overcoming the difference or the decision to maintain them.

3. **Conclusions**

3.1 The reality of the SAM Region in terms of AIG presents us with the necessity and challenge of working for the strengthening of the AIG Regional Cooperation Mechanism (ARCM), allowing a legal and technological relationship of benefit to the SAM region in terms of aircraft accident and incident investigation.

3.2 This activity, besides being aligned with the ICAO GASP objectives, represents an excellent opportunity for working in a collaborative environment, allowing the region to improve its levels of effective implementation (EI) relative to the AIG, which does not reach 70% nowadays.

3.3 Similarly, the better use of the limited resources of the States and the reduction of the rate of accidents in all civil aviation segments will strengthen the AIG capabilities.

3.4 Based on the aforementioned, the First edition of the State AIG Regulation was circulated to the ARCM States for issuance of comments. Six (6) States sent comments about the regulation. The comments were analyzed by the ARCM Technical Committee, and are presented in the Appendix A according to each State which sent them. Upon analyzing the comments from each State, the ARCM Technical Committee accepted some of them, which are presented in the Appendix B of this working paper.

3.5 The **Appendix A** contains the tables with the comments sent by the States of Argentina, Brazil, Chile, Paraguay, Peru and Venezuela, as well as the analysis of such comments carried out by the ARCM Technical Committee.

3.6 The **Appendix B** contains the State AIG Regulation with the amendments approved by the ARCM Technical Committee.

3.7 The **Appendix C** contains the tables showing the discrepancies in percentage relative to the States which sent their comments.

4. **Actions suggested**

4.1 From what was presented above, the AIG Authorities of the Region are invited to:

AIG-SAM/3-WP/03
04/03/2016

- 4 -

- a) Study and comment the information provided in this working paper, as well as in Appendices A and B; and
- b) Approve the proposal of amendment of the ARCM State AIG Regulation.

- END -

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Argentina		ARCM CT analysis and evaluation	
Chapter 1 Reference Definition	Chapter 1 - Definitions The terms and expressions shown below are used in the standards and recommended practices for aviation accidents and incidents investigation, they have the following meanings: <u>Accident</u> - Any occurrence associated with the operation of an aircraft which, in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time as it comes to rest at the end of the flight and the primary propulsion system is shut down, in which: a) a person is fatally or seriously injured as a result of: <ul style="list-style-type: none"> ➤ being in the aircraft, or ➤ direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or ➤ direct exposure to jet blast, 				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Argentina		ARCM CT analysis and evaluation	
	<ul style="list-style-type: none"> ➤ except when the injuries are from natural causes, self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew; or b) the aircraft sustains damage or structural failure which: <ul style="list-style-type: none"> ➤ adversely affects the structural strength, performance or flight characteristics of the aircraft, and ➤ would normally require major repair or replacement of the affected component, ➤ except for engine failure or damage, when the damage is limited to a single engine (including its cowlings or accessories), to propellers, wing tips, antennas, probes, vanes, tires, brakes, wheels, fairings, panels, landing gear doors, windcreens, the aircraft skin (such as small dents or puncture holes), or for minor damages to main rotor blades, tail rotor blades, landing gear, and those resulting from hail or bird strike (including holes in the radome); or 				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Argentina		ARCM CT analysis and evaluation	
	c) the aircraft is missing or is completely inaccessible.				
Chapter 1 Reference Definition	<u>Accredited representative</u> .- A person designated by a State, on the basis of his or her qualifications, for the purpose of participating in an investigation conducted by another State. Where the State has established an accident investigation authority, the designated accredited representative would normally be from that authority.				
Chapter 1 Reference Definition	<u>Adviser</u> .- A person appointed by a State, on the basis of his or her qualifications, for the purpose of assisting its accredited representative in an investigation.				
Chapter 1 Reference Definition	<u>AIG Authority</u> .- The organization in charge of the accidents and incidents investigation in the State.				
Chapter 1 Reference Definition	<u>AIG Specialist / Expert</u> .- The specialist or expert person in a specific area related to aviation accidents and incidents investigation, who is available for the allocation of specific action (e.g. development of AIG requirements and procedures), upon request of a member State.				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Argentina		ARCM CT analysis and evaluation	
Chapter 1 Reference Definition	<u>Aircraft</u> .- Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.				
Chapter 1 Reference Definition	<u>ARCM Focal Points</u> .- AIG specialists, appointed by AIG Authorities from ARCM member States, to maintain an agile communication link with the AIG Technical Committee and promote and coordinate ARCM activities within its Authority.				
Chapter 1 Reference Definition	<u>ARCM General Board</u> .- The General Board established by the Article 9 of this Agreement, which shall be composed of the AIG Authorities of the ARCM member States.				
Chapter 1 Reference Definition	<u>ARCM Investigator</u> .- The aviation accidents and incidents investigator available for the appointment of an accident or incident investigation, whenever a member State requires it.				
Chapter 1 Reference Definition	<u>ARCM Investigator-in-charge</u> .- A person charged, on the basis of his or her qualifications, with the responsibility for the organization, conduct and control of an investigation.				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Argentina		ARCM CT analysis and evaluation	
Chapter 1 Reference Definition	<u>ARCM Regulations</u> .- AIG Regional Cooperation Mechanism (ARCM) Regulations, which describes the objectives, functions, organizational structure, and other provisions for the ARCM operation.				
Chapter 1 Reference Definition	<u>Causes</u> .- Actions, omissions, events, conditions, or a combination thereof, which led to the accident or incident. The identification of causes does not imply the assignment of fault or the determination of administrative, civil or criminal liability.				
Chapter 1 Reference Definition	<u>Chicago Convention</u> .- The Convention on International Civil Aviation signed in Chicago on 7 December 1944.				
Chapter 1 Reference Definition	<u>Contributing factors</u> .- Actions, omissions, events, conditions, or a combination thereof, which, if eliminated, avoided or absent, would have reduced the probability of the accident or incident occurring, or mitigated the severity of the consequences of the accident or incident. The identification of contributing factors does not imply the assignment of fault or the determination of administrative, civil or criminal liability.				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Argentina		ARCM CT analysis and evaluation	
Chapter 1 Reference Definition	<u>Flight recorder</u> .- Any type of recorder installed in the aircraft for the purpose of complementing accident/incident investigation.				
Chapter 1 Reference Definition	<u>GASP</u> .- The global ICAO plan for aviation safety				
Chapter 1 Reference Definition	<u>GASR</u> .- The route map for aviation safety on a worldwide scale, prepared by the safety strategy Group and approved by the ICAO Council on 15 June 2006.				
Chapter 1 Reference Definition	<u>Incident</u> .- An occurrence, other than an accident, associated with the operation of an aircraft which affects or could affect the safety of operation.				
Chapter 1 Reference Definition	<u>Investigation</u> .- A process conducted for the purpose of accident prevention which includes the gathering and analysis of information, the drawing of conclusions, including the determination of causes and/or contributing factors and, when appropriate, the making of safety recommendations.				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Argentina		ARCM CT analysis and evaluation	
Chapter 1 Reference Definition	<u>Investigator-in-charge</u> .- A person charged, on the basis of his or her qualifications, with the responsibility for the organization, conduct and control of an investigation. Nothing in the above definition is intended to preclude the functions of an investigator-in-charge being assigned to a commission or other body.				
Chapter 1 Reference Definition	<u>Maximum mass</u> .- Maximum certificated take-off mass.				
Chapter 1 Reference Definition	<u>Maximum weight (mass)</u> .- Maximum certificated take-off weight (mass).	Review the definition of Maximum Weight The State proposes that the current definition is modified for weight (mass) maximum certificated takeoff.		The CT suggests that the State proposing a definition that the working group makes the evaluation of the new proposal.	
Chapter 1 Reference Definition	<u>Member State</u> .- An ARCM member state which is part of this Agreement.				
Chapter 1 Reference Definition	<u>Operator</u> .- A person, organization or enterprise engaged in or offering to engage in an aircraft operation.				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Argentina		ARCM CT analysis and evaluation	
Chapter 1 Reference Definition	<u>Preliminary Report.</u> - The communication used for the prompt dissemination of data obtained during the early stages of the investigation.				
Chapter 1 Reference Definition	<u>President of the General Board.</u> - President of the General Board conformed by the ARCM AIG Authorities, who shall be elected among its members for a one year term and may be re-elected for equal and successive terms.				
Chapter 1 Reference Definition	<u>Safety recommendation.</u> - A proposal of the accident investigation authority, based on information derived from the investigation, made with the intention of preventing accidents or incidents and which in no case has the purpose of creating a presumption of blame or liability for an accident or incident. In addition to the safety recommendations arising from accident and incident investigations, safety recommendations may result from diverse sources, including safety studies.				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Argentina		ARCM CT analysis and evaluation	
Chapter 1 Reference Definition	<p><u>Serious incident</u>.- An incident involving circumstances indicating that there was a high probability of an accident and associated with the operation of an aircraft which, in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time as it comes to rest at the end of the flight and the primary propulsion system is shut down.</p> <p><i>The difference between an accident and a serious incident lies only in the result.</i></p> <p><i>Examples of serious incidents can be found in Attachment C.</i></p>				
Chapter 1 Reference Definition	<p><u>Serious injury</u>.- An injury which is sustained by a person in an accident and which:</p> <p>a) requires hospitalization for more than 48 hours, commencing within seven days from the date the injury was received; or</p> <p>b) results in a fracture of any bone (except simple fractures of fingers,</p>				

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	toes or nose); or c) involves lacerations which cause severe haemorrhage, nerve, muscle or tendon damage; or d) involves injury to any internal organ; or e) involves second or third degree burns, or any burns affecting more than 5 per cent of the body surface; or f) involves verified exposure to infectious substances or injurious radiation.				
Chapter 1 Reference Definition	<u>State of Design.</u> - The State having jurisdiction over the organization responsible for the type design.				
Chapter 1 Reference Definition	<u>State of Manufacture.</u> - The State having jurisdiction over the organization responsible for the final assembly of the aircraft.				
Chapter 1 Reference Definition	<u>State of Occurrence.</u> - The State in the territory of which an accident or incident occurs.				
Chapter 1 Reference Definition	<u>State of the Operator.</u> - The State in which the operator's principal place of business is located or, if there is no such place of business, the operator's permanent residence.				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Argentina		ARCM CT analysis and evaluation	
Chapter 1 Reference Definition	<u>State of Registry</u> .- The State on whose register the aircraft is entered.				
Chapter 1 Reference Definition	<u>State safety programme (SSP)</u> . An integrated set of regulations and activities aimed at improving safety.				
Chapter 2 Reference Standard	Chapter 2 - Applicability 2.1 Unless otherwise stated, the specifications in this Regulations apply to activities following accidents and incidents wherever they occurred.				
Chapter 2 Reference Standard	2.2 In this Regulation the specifications concerning the State of the Operator apply only when an aircraft is leased, chartered or interchanged and when that State is not the State of Registry and if it discharges, in respect of this Regulation, in part or in whole, the functions and obligations of the State of Registry.				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Argentina		ARCM CT analysis and evaluation	
Chapter 3 Reference Standard	<p style="text-align: center;">Chapter 3 - General Objective of the investigation</p> <p>3.1 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.</p>				
Chapter 3 Reference Standard	<p>Protection of evidence, custody and removal of aircraft</p> <p>Responsibility of the State of occurrence</p> <p style="text-align: center;">General</p> <p>3.2 The AIG Authority as State of occurrence shall take all reasonable measures to protect the evidence and to maintain safe custody of the aircraft and its contents for such a period as may be necessary for the purposes of an investigation. Protection of evidence shall include the preservation, by photographic or other means, of any evidence which might be removed, effaced, lost or destroyed. Safe custody shall include protection against further damage, access by unauthorized persons, pilfering and deterioration.</p>				
Chapter 3	Request from State of registry,				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Argentina		ARCM CT analysis and evaluation	
<p>Reference</p> <p>Standard</p>	<p>State of the operator, State of design or State of manufacture</p> <p>3.3 If a request is received from the State of registry, the State of the operator, the State of design or the State of manufacture that the aircraft, its contents, and any other evidence remain undisturbed pending inspection by an accredited representative of the requesting State, the AIG Authority shall take all necessary steps to comply with such request, so far as this is reasonably practicable and compatible with the proper conduct of the investigation; provided that the aircraft may be moved to the extent necessary to extricate persons, animals, mail and valuables, to prevent destruction by fire or other causes, or to eliminate any danger or obstruction to air navigation, to other transport or to the public, and provided that it does not result in undue delay in returning the aircraft to service where this is practicable.</p>				
Chapter 3	Release from custody				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Argentina		ARCM CT analysis and evaluation	
Reference Standard	3.4 Subject to the provisions of 3.2 and 3.3, the AIG Authority shall release custody of the aircraft, its contents or any parts thereof as soon as they are no longer required in the investigation, to any person or persons from the AIG Authority duly designated by the State of registry or the State of the operator, as applicable. For this purpose the AIG Authority shall facilitate access to the aircraft, its contents or any parts thereof, provided that, if the aircraft, its contents, or any parts thereof lie in an area within which the AIG Authority finds it impracticable to grant such access, it shall itself effect removal to a point where access can be given.				
Chapter 4 Reference Standard	<p style="text-align: center;">Chapter 4 - Notification</p> <p>Accidents or serious incidents in the national territory to aircraft of another contracting State</p> <p style="text-align: center;">Responsibility of the AIG Authority</p> <p style="text-align: center;">Forwarding</p> <p>4.1 The AIG Authority, as the State of occurrence shall forward a</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Argentina		ARCM CT analysis and evaluation	
	<p>notification of accident or serious incident, with a minimum of delay and by the most suitable and quickest means available, to:</p> <ul style="list-style-type: none"> 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, and ARCM all events regardless of weight (mass) of the aircraft. <p>However, when the AIG Authority, as 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.</p>				
Chapter 4	Format and content				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Argentina		ARCM CT analysis and evaluation	
Reference Standard	<p>4.2 The notification shall be in plain language and contain as much of the following information as is readily available, but its dispatch shall not be delayed due to lack of complete information:</p> <p>a) for accidents the identification abbreviation ACCID, for serious incidents INCID;</p> <p>b) manufacturer, model, nationality and registration marks, and serial number of the aircraft;</p> <p>c) name of owner, operator and hirer, if any, of the aircraft;</p> <p>d) qualification of the pilot in command, and nationality of crew and passengers;</p> <p>e) date and time (local time or UTC) of the accident or serious incident;</p> <p>f) last point of departure and point of intended landing of the aircraft;</p> <p>g) position of the aircraft with reference to an easily defined geographical point and latitude and longitude;</p> <p>h) number of crew and</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Argentina		ARCM CT analysis and evaluation	
	<p>passengers; on board, killed and seriously injured; others, killed and seriously injured;</p> <p>i) description of the accident or serious incident and the extent of damage to the aircraft so far as is known;</p> <p>j) an indication to what extent the investigation will be conducted or is proposed to be delegated by the State of Occurrence;</p> <p>k) physical characteristics of the accident or serious incident area, as well as an indication of access difficulties or special requirements to reach the site;</p> <p>l) identification of the originating authority and means to contact the investigator in charge and the accident AIG Authority of the State of occurrence at any time; and</p> <p>m) presence and description of dangerous goods on board the aircraft.</p>				
Chapter 4	Language				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Argentina		ARCM CT analysis and evaluation	
Reference Standard	4.3 The notification shall be prepared in one of the working languages of ICAO, taking into account the language of the recipient(s), whenever it is possible to do so without causing undue delay.				
Chapter 4 Reference Standard	Additional information 4.4 As soon as it is possible to do so, the AIG Authority shall dispatch the details omitted from the notification as well as other known relevant information.				
Chapter 4 Reference Standard	Responsibility of as State of registry, State of the operator, State of design and State of manufacture Information - Participation 4.5 Reserved				
Chapter 4 Reference Standard	4.6 Upon receipt of the notification, The AIG Authority as the State of registry, the State of the operator, the State of design and the State of manufacture shall, as soon as possible, provide the State of occurrence with any relevant information available to them regarding the aircraft and flight crew involved in the accident or serious				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Argentina		ARCM CT analysis and evaluation	
	incident. Each State shall also inform the State of occurrence whether it intends to appoint an accredited representative and if such an accredited representative is appointed the name and contact details; as well as the expected date of arrival if the accredited representative will travel to the State of occurrence.				
Chapter 4 Reference Standard	4.7 Upon receipt of the notification, as State of the Operator, the AIG Authority shall, with a minimum of delay and by the most suitable and quickest means available, provide the State of occurrence with details of dangerous goods on board the aircraft				
Chapter 4 Reference Standard	<p>Accidents or serious incidents in the territory of the State of registry, in a non-contracting State or outside the territory of any State</p> <p>Responsibility of as State of Registry Forwarding</p> <p>4.8 When the State of registry institutes the investigation of an accident or serious incident, the AIG Authority shall forward a notification, in accordance with 4.2</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Argentina		ARCM CT analysis and evaluation	
	<p>and 4.3 above, with a minimum of delay and by the most suitable and quickest means available, to:</p> <p>a) the State of the operator;</p> <p>b) the State of design;</p> <p>c) the State of manufacture; and</p> <p>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, and to the ARCM all the occurrences regardless of the aircraft weight (mass).</p>				
Chapter 4 Reference Standard	<p>Responsibility of as State of the operator, State of design and State of manufacture</p> <p>Information — Participation</p> <p>4.9 Reserved</p>				
Chapter 4 Reference	4.10 Upon receipt of the notification, as State of the operator, State of design, and Sate of manufacture, the AIG Authority				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Argentina		ARCM CT analysis and evaluation	
Standard	shall, upon request, provide the State of registry with any relevant information available to them regarding the flight crew and the aircraft involved in the accident or serious incident. The AIG Authority shall also inform the State of registry and occurrence whether it intends to appoint an accredited representative, and if such an accredited representative is appointed, the name and contact details; as well as the expected date of arrival if the accredited representative will be present at the investigation.				
Chapter 4 Reference Standard	4.11 Upon receipt of the notification, as State of the operator, State of design, and State of manufacture, the AIG Authority shall, with a minimum of delay and by the most suitable and quickest means available, provide the State of registry with details of dangerous goods on board the aircraft.				
Chapter 5 Reference Standard	Chapter 5 Investigation Responsibility for instituting and				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Argentina		ARCM CT analysis and evaluation	
	<p>conducting the investigation</p> <p>Accidents or incidents in the national territory</p> <p>State of occurrence</p> <p>5.1 The AIG Authority shall institute an investigation into the circumstances of the accident and be responsible for the conduct of the investigation, but it may delegate the whole or any part of the conducting of such investigation to another State, in ARCM, or a Regional accident Investigation Organization (RAIO) by mutual arrangement and consent. In any event, the AIG Authority shall use every means to facilitate the investigation.</p>				
Chapter 5 Reference Standard	<p>5.1.1 The AIG Authority shall institute an investigation into the circumstances of a serious incident and be responsible for the conduct of the investigation, but it may delegate the whole or any part of the conducting of such investigation to another State, in an ARCM, or a RAIO by mutual arrangement and consent. In any event, State of Occurrence shall use every means to facilitate the investigation.</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Argentina		ARCM CT analysis and evaluation	
Chapter 5 Reference Standard	5.1.2 The AIG Authority shall institute an investigation into the circumstances of a serious incident when the aircraft is of a maximum weight (mass) of over 2 250 kg. Such a State may delegate the whole or any part of the conducting of such investigation to another State, in the ARCM, or a RAIO by mutual arrangement and consent. In any event the AIG Authority shall use every means to facilitate the investigation.				
Chapter 5 Reference Standard	<p style="text-align: center;">Accidents or Incidents in the territory of a non-contracting State</p> <p style="text-align: center;">State of registry</p> <p>5.2 Reserved</p>				
Chapter 5 Reference Standard	<p style="text-align: center;">Accidents or incidents outside the territory of any State</p> <p style="text-align: center;">State of registry</p> <p>5.3 When the location of the accident or the serious incident cannot definitely be established as being in the territory of any State, the AIG Authority, as State of registry, shall institute and conduct any necessary investigation of the accident or serious incident.</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Argentina		ARCM CT analysis and evaluation	
	However, it may delegate the whole or any part of the investigation to another State by mutual arrangement and consent.				
Chapter 5 Reference Standard	5.3.1 States nearest the scene of an accident in international waters shall provide such assistance as they are able and shall, likewise, respond to requests by the State of Registry.				
Chapter 5 Reference Standard	5.3.2 Reserved				
Chapter 5 Reference Standard	<p>Organization and conduct of the investigation Responsibility of the AIG Authority General</p> <p><i>Note.- Nothing in the following provisions is intended to preclude the State conducting the investigation from calling upon the best technical expertise from any source.</i></p> <p>5.4 The AIG authority in charge of the investigation shall have independence in the conduct of the investigation and have unrestricted authority over its conduct, consistent with the provisions of this Regulation. The investigation shall normally include:</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Argentina		ARCM CT analysis and evaluation	
	a) the gathering, recording and analysis of all available relevant information on that accident or incident; b) if appropriate, the issuance of safety recommendations; c) if possible, the determination of the causes, contributing factors and/or latent conditions; and d) the completion of the final report.				
Chapter 5 Reference 5.4 Standard	When possible, the scene of the accident shall be visited, the wreckage examined and statements taken from witnesses. The extent of the investigation and the procedure to be followed in carrying out such an investigation shall be determined by the AIG authority, depending on the lessons it expects to draw from the investigation for the improvement of safety.				
Chapter 5 Reference Standard	5.4.1 Any investigation conducted in accordance with the provisions of this regulation shall be separate from any judicial or administrative proceedings to apportion blame or liability.				
Chapter 5 Reference	5.4.2 The AIG Authority shall develop documented policies and procedures detailing its accident				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Argentina		ARCM CT analysis and evaluation	
Standard	duties. These shall include: organization and planning; investigation; and reporting.				
Chapter 5 Reference Standard	5.4.3 The AIG Authority shall ensure that any investigations conducted under the provisions of this Regulation and Annex 13, have unrestricted access to all evidentiary material without delay and are not impeded by administrative or judicial investigation or proceedings.				
Chapter 5 Reference Standard	Investigator-in-charge — Designation 5.5 The AIG Authority shall designate the investigator-in-charge of the investigation and shall initiate the investigation immediately.				
Chapter 5 Reference Standard	Investigator-in-charge — Access and control 5.6 The investigator-in-charge shall have unhampered access to the wreckage and all relevant material, including flight recorders and ATS records, and shall have unrestricted control over				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Argentina		ARCM CT analysis and evaluation	
	it to ensure that a detailed examination can be made without delay by authorized personnel participating in the investigation.				
Chapter 5 Reference Standard	Flight recorders — Accidents and incidents 5.7 Effective use shall be made of flight recorders in the investigation of an accident or an incident. The AIG Authority shall arrange for the read-out of the flight recorders without delay.				
Chapter 5 Reference Standard	5.8 In the event that the AIG Authority does not have adequate facilities to read out the flight recorders, it shall use the facilities made available to it by other States, giving consideration to the following: a) the capabilities of the read-out facility; b) the timeliness of the read-out; and c) the location of the read-out facility.				
Chapter 5 Reference	Autopsy examinations 5.9 The AIG Authority				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Argentina		ARCM CT analysis and evaluation	
Standard	conducting the investigation into a fatal accident shall arrange for complete autopsy examination of fatally injured flight crew and, subject to the particular circumstances, of fatally injured passengers and cabin attendants, by a pathologist, preferably experienced in accident investigation. These examinations shall be expeditious and complete.				
Chapter 5 Reference Standard	<p style="text-align: center;">Medical examinations</p> <p>5.9.1 When appropriate, the AIG Authority conducting the investigation shall arrange for medical examination of the crew, passengers and involved aviation personnel, by a physician, preferably experienced in accident investigation. These examinations shall be expeditious.</p>				
Chapter 5 Reference Standard	<p style="text-align: center;">Coordination — Judicial authorities</p> <p>5.10 The AIG Authority shall recognize the need for coordination between the investigator-in-charge and the judicial authorities. Particular attention shall be given to evidence which requires prompt recording and analysis for the</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Argentina		ARCM CT analysis and evaluation	
	investigation to be successful, such as the examination and identification of victims and read-outs of flight recorder recordings.				
Chapter 5 Reference Standard	<p style="text-align: center;">Informing aviation security authorities</p> <p>5.11 If, in the course of an investigation it becomes known, or it is suspected, that an act of unlawful interference was involved, the investigator-in-charge shall immediately initiate action to ensure that the aviation security authorities of the State(s) concerned are so informed.</p>				
Chapter 5 Reference Standard	<p style="text-align: center;">Non-disclosure of records</p> <p>5.12 The AIG Authority shall not make the following records available for purposes other than accident or incident investigation, unless the appropriate authority for the administration of justice in that State determines that their disclosure outweighs the adverse domestic and international impact such action may have on that or any future investigations:</p> <p>a) all statements taken from persons by the investigation</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Argentina		ARCM CT analysis and evaluation	
	<p>authorities in the course of their investigation;</p> <p>b) all communications between persons having been involved in the operation of the aircraft;</p> <p>c) medical or private information regarding persons involved in the accident or incident;</p> <p>d) cockpit voice recordings and transcripts from such recordings;</p> <p>e) recordings and transcriptions of recordings from air traffic control units;</p> <p>f) cockpit airborne image recordings and any part or transcripts from such recordings; and</p> <p>g) opinions expressed in the analysis of information, including flight recorder information.</p>				
Chapter 5 Reference Standard	5.12.1 These records shall be included in the final report or its appendices only when pertinent to the analysis of the accident or incident. Parts of the records not relevant to the analysis shall not be				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Argentina		ARCM CT analysis and evaluation	
	disclosed.				
Chapter 5 Reference Standard	5.12.2 The names of the persons involved in the accident or incident shall not be disclosed to the public by the AIG Authority.				
Chapter 5 Reference Standard	<p style="text-align: center;">Reopening of investigation</p> <p>5.13 If, after the investigation has been closed, new and significant evidence becomes available, the AIG Authority shall reopen it. However, when the State which conducted the investigation did not institute it, that State shall first obtain the consent of the State which instituted the investigation.</p>				
Chapter 5 Reference Standard	<p style="text-align: center;">Responsibility of the State</p> <p style="text-align: center;">Information — Accidents and incidents</p> <p>5.14 The AIG Authority shall, on request from the State conducting the investigation of an accident or an incident, provide that State with all the relevant information available to it.</p>				
Chapter 5	5.15 Any State, the facilities				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Argentina		ARCM CT analysis and evaluation	
Reference Standard	or services of which have been, or would normally have been, used by an aircraft prior to an accident or an incident, and which has information pertinent to the investigation, shall provide such information to the AIG Authority.				
Chapter 5 Reference Standard	<p>Responsibility of the State of registry and the State of the operator</p> <p>Flight recorders — Accidents and serious incidents</p> <p>5.16 When an aircraft involved in an accident or a serious incident lands in a State other than the State of occurrence, the State of registry or the State of the operator shall, on request from the AIG Authority, furnish the latter State with the flight recorder records and, if necessary, the associated flight recorders.</p>				
Chapter 5 Reference Standard	<p>Organizational information</p> <p>5.17 The State of registry and the State of the operator, on request from the AIG Authority, shall provide pertinent information on any</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Argentina		ARCM CT analysis and evaluation	
	organization whose activities may have directly or indirectly influenced the operation of the aircraft.				
Chapter 5 Reference Standard	Participation in the investigation Participation of the State of registry, the State of the operator, the State of design and the State of manufacture Rights 5.18 The AIG Authority shall entitle the State of registry, the State of the operator, the State of design and the State of manufacture to appoint an accredited representative to participate in the investigation.				
Chapter 5 Reference Standard	5.19 The State of registry or the State of the operator shall appoint one or more advisers, proposed by the operator, to assist its accredited representative.				
Chapter 5 Reference Standard	5.19.1 When neither the State of registry, nor the State of the operator appoint an accredited representative, the AIG Authority shall invite the operator to participate, subject to the				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Argentina		ARCM CT analysis and evaluation	
	procedures of the State conducting the investigation.				
Chapter 5 Reference Standard	5.20 The State of design and the State of manufacture shall be entitled to appoint one or more advisers, proposed by the organizations responsible for the type design and the final assembly of the aircraft, to assist their accredited representatives.				
Chapter 5 Reference Standard	5.21 When neither the State of design nor the State of manufacture appoint an accredited representative, the AIG Authority shall invite the organizations responsible for the type design and the final assembly of the aircraft to participate, subject to the procedures of the AIG Authority.				
Chapter 5 Reference Standard	Obligations 5.22 When the AIG Authority conducting an investigation of an accident to an aircraft of a maximum mass of over 2 250 kg specifically requests participation by the State of registry, the State of the operator, the State of design or the State of manufacture, the State(s) concerned shall each appoint an accredited representative.				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Argentina		ARCM CT analysis and evaluation	
Chapter 5 Reference Standard	Participation of other States Rights 5.23 Any State which on request provides information, facilities or experts to the AIG Authority shall be entitled to appoint an accredited representative to participate in the investigation.				
Chapter 5 Reference Standard	Entitlement of accredited representatives Advisers 5.24 A State entitled to appoint an accredited representative shall also be entitled to appoint on or more advisers to assist the accredited representative in the investigation.				
Chapter 5 Reference Standard	5.24.1 Advisers assisting accredited representatives shall be permitted, under the accredited representatives' supervision, to participate in the investigation to the extent necessary to enable the accredited representatives to make their participation effective.				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Argentina		ARCM CT analysis and evaluation	
Chapter 5 Reference Standard	<p>5.25 Participation in the investigation shall confer entitlement to participate in all aspects of the investigation, under the control of the investigator-in-charge, in particular to:</p> <p>a) visit the scene of the accident;</p> <p>b) examine the wreckage;</p> <p>c) obtain witness information and suggest areas of questioning;</p> <p>d) have full access to all relevant evidence as soon as possible;</p> <p>e) receive copies of all pertinent documents;</p> <p>f) participate in read-outs of recorded media;</p> <p>g) participate in off-scene investigative activities such as component examinations, technical briefings, tests and simulations;</p> <p>h) participate in investigation progress meetings including deliberations related to analysis, findings, causes, contributing factors and safety recommendations; and</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Argentina		ARCM CT analysis and evaluation	
	i) make submissions in respect of the various elements of the investigation.				
Chapter 5 Reference 5.25 Standard	However, participation of States other than the State of registry, the State of the operator, the State of design and the State of manufacture may be limited to those matters which entitled such States to participation under 5.23.				
Chapter 5 Reference Standard	<p style="text-align: center;">Obligations</p> <p>5.26 Accredited representatives and their advisers:</p> <p>a) shall provide the AIG Authority conducting the investigation with all relevant information available to them; and</p> <p>b) shall not divulge information on the progress and the findings of the investigation without the express consent of the AIG Authority conducting the investigation.</p>				
Chapter 5 Reference Standard	<p>Participation of States having suffered fatalities or serious injuries to its citizens</p> <p>Rights and entitlement</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Argentina		ARCM CT analysis and evaluation	
	<p>5.27 A State which has a special interest in an accident by virtue of fatalities or serious injuries to its citizens shall be entitled to appoint an expert who shall be entitled to:</p> <p>a) visit the scene of the accident;</p> <p>b) have access to the relevant factual information which is approved for public release by the AIG Authority, and information on the progress of the investigation; and</p> <p>c) receive a copy of the Final Report.</p> <p>This will not preclude the State from also assisting in the identification of victims and in meetings with survivors from that State.</p>				
Chapter 5 Reference Standard	<p>5.28 The AIG Authority shall release, at least during the first year of the investigation, established factual information and indicate the progress of the investigation in a timely manner.</p>				
Chapter 6 Reference	<p style="text-align: center;">Chapter 6 - Final Report</p> <p>6.1 The format of the final</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Argentina		ARCM CT analysis and evaluation	
Standard	report in the Manual on aircraft accidents and incidents investigation reporting shall be used by the AIG Authority. However, it may be adapted to the circumstances of the accident or incident.				
Chapter 6 Reference Standard	<p style="text-align: center;">Responsibility of any State</p> <p style="text-align: center;">Release of information – Consent</p> <p>6.2 The AIG Authority shall not circulate, publish or give access to a draft report or any part thereof, or any documents obtained during an investigation of an accident or incident, without the express consent of the authority which conducted the investigation, unless such reports or documents have already been published or released by that latter State.</p>				
Chapter 6 Reference Standard	<p style="text-align: center;">Responsibility of the State conducting the investigation</p> <p style="text-align: center;">Consultation</p> <p>6.3 The AIG Authority</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Argentina		ARCM CT analysis and evaluation	
	<p>conducting the investigation shall send a copy of the draft final report to the following States inviting their significant and substantiated comments on the report as soon as possible:</p> <ul style="list-style-type: none"> a) the State that instituted the investigation; b) the State of registry; c) the State of the operator; d) the State of design; e) the State of manufacture; f) any State that participated in the investigation as per Chapter 5; and g) the ARCM when appropriate. 				
Chapter 6 Reference 6.3 Standard	If the AIG Authority receives comments within sixty days of the date of the transmittal letter, it shall either amend the draft final report to include the substance of the comments received or, if desired by				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Argentina		ARCM CT analysis and evaluation	
	the State that provided comments, append the comments to the final report. If the AIG Authority receives no comments within sixty days of the date of the first transmittal letter, it shall issue the final report in accordance with 6.4, unless an extension of that period has been agreed by the States concerned.				
Chapter 6 Reference Standard	6.3.1 The AIG Authority shall send, through the State of the operator, a copy of the draft final report to the operator to enable the operator to submit comments on the draft final report.				
Chapter 6 Reference Standard	6.3.2 The AIG Authority shall send, through the State of design and the State of manufacture, a copy of the draft final report to the organizations responsible for the type design and the final assembly of the aircraft to enable them to submit comments on the draft final report.				
Chapter 6 Reference Standard	<p style="text-align: center;">Recipient States</p> <p>6.4 The final report of the investigation of an accident shall be sent with a minimum of delay by the AIG Authority to:</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Argentina		ARCM CT analysis and evaluation	
	a) the State that instituted the investigation; b) the State of registry; c) the State of the operator; d) the State of design; e) the State of manufacture; f) any State that participated in the investigation; g) any State having suffered fatalities or serious injuries to its citizens; and h) any State that provided relevant information, significant facilities and services or experts.				
Chapter 6 Reference Standard	Difusión del informe final Release of the final report 6.5 In the interest of accident prevention, the AIG Authority shall make the final report publicly available as soon as possible and, if possible, within twelve months.				
Chapter 6 Reference	6.6 If the report cannot be made publicly available within twelve months, the AIG Authority				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Argentina		ARCM CT analysis and evaluation	
Standard	shall make an interim statement publicly available on each anniversary of the occurrence, detailing the progress of the investigation and any safety issues raised.				
Chapter 6 Reference Standard	6.7 When the AIG Authority that has conducted an investigation into an accident or an incident involving an aircraft of a maximum mass of over 5 700 kg has released a final report, that authority shall send to the International Civil Aviation Organization a copy of the final report.				
Chapter 6 Reference Standard	Safety recommendations 6.8 At any stage of the investigation of an accident or incident, the accident or incident investigation authority of the State conducting the investigation shall recommend in a dated transmittal correspondence to the appropriate authorities, including those in other States, any preventive action that it considers necessary to be taken promptly to enhance aviation safety.				
Chapter 6 Reference	6.9 The AIG Authority shall address, when appropriate, any safety recommendations arising out				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Argentina		ARCM CT analysis and evaluation	
Standard	of its investigations in a dated transmittal correspondence to the accident investigation authorities of other State(s) concerned and, when ICAO documents are involved, to ICAO.				
Chapter 6 Reference Standard	<p style="text-align: center;">Responsibility of a State receiving or issuing safety recommendations</p> <p style="text-align: center;">Action on safety recommendations</p> <p>6.10 The AIG Authority that receives safety recommendations shall inform the proposing State, within ninety days of the date of the transmittal correspondence, of the preventive action taken or under consideration, or the reasons why no action will be taken.</p>				
Chapter 6 Reference Standard	6.11 The AIG Authority issuing a safety recommendation shall implement procedures to record the responses to the safety recommendation issued.				
Chapter 6 Reference Standard	6.12 When the AIG Authority receives a safety recommendation shall implement procedures to monitor the progress of the action taken in response to that safety recommendation.				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Argentina		ARCM CT analysis and evaluation	
Chapter 7 Reference Standard	<p>Chapter 7 - ADREP Reporting Preliminary report Responsibilities of the AIG Authority Accidents to aircraft over 2 250 kg</p> <p>7.1 When the aircraft involved in an accident is of a maximum mass of over 2 250 kg, the AIG Authority shall send the preliminary report to:</p> <p>a) the State of registry or the State of occurrence, as appropriate;</p> <p>b) the State of the operator;</p> <p>c) the State of design;</p> <p>d) the State of manufacture;</p> <p>e) any State that provided relevant information, significant facilities and services or experts;</p> <p>f) the International Civil Aviation Organization; and</p> <p>g) the ARCM, when appropriate.</p>				
Chapter 7 Reference Standard	<p>Accidents to aircraft of 2 250 kg or less</p> <p>7.2 When an aircraft, not covered by 7.1, is involved in an accident and when airworthiness or</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Argentina		ARCM CT analysis and evaluation	
	<p>matters considered to be of interest to other States are involved, the AIG Authority shall forward the preliminary report to:</p> <p>a)the State of registry or the State of occurrence, as appropriate;</p> <p>b)the State of the operator;</p> <p>c)the State of design;</p> <p>d)the State of manufacture;</p> <p>e)any State that provided relevant information, significant facilities and services or experts; and</p> <p>f) the ARCM, when appropriate.</p>				
<p>Chapter 7</p> <p>Reference</p> <p>Standard</p>	<p align="center">Language</p> <p>7.3 The preliminary report shall be submitted to appropriate States and to the International Civil Aviation Organization in one of the working languages of ICAO.</p>				
<p>Chapter 7</p> <p>Reference</p> <p>Standard</p>	<p align="center">Dispatch</p> <p>7.4 The preliminary report shall be sent by facsimile, e-mail, or airmail within thirty days of the date of the accident unless the accident/incident data report has been sent by that time. When</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Argentina		ARCM CT analysis and evaluation	
	matters directly affecting safety are involved, it shall be sent as soon as the information is available and by the most suitable and quickest means available.				
Chapter 7 Reference Standard	<p>Accident/Incident data report</p> <p>Responsibilities of the AIG Authority</p> <p>Accidents to aircraft over 2 250 kg</p> <p>7.5 When the aircraft involved in an accident is of a maximum mass of over 2 250 kg, the AIG Authority shall send, as soon as practicable after the investigation, the accident data report to the International Civil Aviation Organization and the ARCM, when appropriate.</p>				
Chapter 7 Reference Standard	<p>Additional information</p> <p>7.6 Reserved</p>				
Chapter 7 Reference Standard	<p>Incidents to aircraft over 5 700 kg</p> <p>7.7 If the AIG Authority conducts an investigation into an incident to an aircraft of a maximum mass of over 5 700 kg, that authority shall send, as soon as is practicable after the investigation,</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Argentina		ARCM CT analysis and evaluation	
	the incident data report to the International Civil Aviation Organization and the ARCM, when appropriate.				
Chapter 7 Reference Standard	Data reporting to the ARCM Accidents to aircraft of 2 250 kg or less 7.8 If the AIG Authority conducts an investigation into an accident to an aircraft of a maximum mass of over 2 250 kg or less, that authority shall send, as soon as is practicable after the investigation, the accident data report to the ARCM.				
Chapter 7 Reference Standard	Incidents to aircraft of 5 700 kg or less 7.9 If the AIG Authority conducts an investigation into an incident to an aircraft of a maximum mass of over 5 700 kg, that authority shall send, as soon as is practicable after the investigation, the incident data report to the ARCM.				
Chapter 8 Reference Standard	Chapter 8 - Accident Prevention Measures Database and preventive actions 8.1 The AIG Authority shall				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Argentina		ARCM CT analysis and evaluation	
	establish and maintain an accident and incident database to facilitate the effective analysis of information on actual or potential safety deficiencies and to determine any preventive actions required.				
Chapter 8 Reference Standard	8.2 Reserved				
Chapter 8 Reference Standard	8.3 In addition to safety recommendations arising from accident and incident investigations, safety recommendations may result from diverse sources, including safety studies. If safety recommendations are addressed to an organization in another State, they shall also be transmitted to that organization by the AIG Authority through that State's investigation authority.				
Chapter 9 Reference Standard	Chapter 9 - Training 9.1 The AIG Authority shall establish and keep valid a training programme where the type of training that must be provided for investigators is detailed. The training programme shall include				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Argentina		ARCM CT analysis and evaluation	
	basic training, practical on-the-job training (OJT), regular training, and specialized training, with indication of the duration, when appropriate. The training programme shall include basic and regular training in on-the-scene safety for investigators.				
Chapter 9 Reference Standard	9.2 The AIG Authority shall establish a regular training plan where the type of training to be provided for the established period is detailed in order of priority. The type and frequency of the training shall be enough for the investigators to acquire and have a level of knowledge, skills, competence and qualifications in accordance with the rights and obligations assigned.				
Chapter 9 Reference Standard	9.3 The AIG Authority shall establish and introduce a system to keep the training records of the investigators, including OJT.				
Other comments	Attachment B	<p>Notification and reporting checklist:</p> <p>References should correspond with that described in the AIG State Regulation, for example, has not been included as stated in paragraphs 4.1 (e) and 4.8 (d) notification to ARCM and Paragraphs 7.1 (g) and 7.2 (f) ADREP notification to ARCM.</p>		<p>In Attachment B of AIG State Regulation, in Table 1 - Notification of accidents and serious incidents in the "Send to" column, under "Status of occurrence" in order to ensure consistency with the column "AIG State Regulation reference", the opinion is favorable to accept the change and include what is stated in paragraph 4.1 in the letter e) of that regulation, that is," 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, and to the</p>	

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Argentina	ARCM CT analysis and evaluation
			<p>ARCM, all events regardless of weight (mass) of the aircraft."</p> <p>Besides changing the "Annex 13 reference" column for "AIG State Regulation reference" it is necessary.</p> <p>In Attachment B of AIG State Regulation, in Table 1 - Notification of accidents and serious incidents in the "Send to" column, under "State of register" in order to ensure consistency with the column "AIG State Regulation reference ", the opinion is favorable to accept the change and include what is stated in paragraph 4.8 in the letter d) of that regulation, that is," 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, and to the ARCM all the occurrences regardless of the aircraft weight (mass)."</p> <p>State comments have technical support and CT qualifies as appropriate to produce an amendment to the regulations.</p>
Other comments	FOREWORD	In that document include the possibility of notifying differences to ARCM.	<p>Notification of differences established in Annex 13:</p> <p>✓ The attention of Contracting States is drawn to the obligation imposed by Article 38 of the Convention by which Contracting States are required to notify the Organization of any differences between their national regulations and practices and the International Standards contained in this Annex and any amendments thereto.</p> <p>✓ Contracting States are invited to extend such notification to any differences from the Recommended Practices contained in this Annex and any amendments thereto, when the notification of such differences is important for the safety of air navigation. Further, Contracting States are invited to keep the Organization currently informed of any differences which may subsequently occur, or of the</p>

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Argentina	ARCM CT analysis and evaluation
			<p>withdrawal of any differences previously notified.</p> <p>✓ A specific request for notification of differences will be sent to Contracting States immediately after the adoption of each amendment to this Annex.</p> <p>✓ Attention of States is also drawn to the provisions of Annex 15 related to the publication of differences between their national regulations and practices and the related ICAO Standards and Recommended Practices through the Aeronautical Information Service, in addition to the obligation of States under Article 38 of the Convention.</p> <p>Use of the text of the Annex in national regulations.</p> <p>✓ The Council, on 13 April 1948, adopted a resolution inviting the attention of Contracting States to the desirability of using in their own national regulations, as far as is practicable, the precise language of those ICAO Standards that are of a regulatory character and also of indicating departures from the Standards, including any additional national regulations that were important for the safety or regularity of air navigation. However, the Standards and Recommended Practices of Annex 13 while of general applicability will, in many cases, require amplification in order to enable a complete national code to be formulated.</p> <p>The CT proposed to be included in the preamble to the regulation the possibility of notifying differences ARCM as follows:</p> <p>✓ ARCM members States shall notify any difference between its national regulations, ICAO, concerning the Annexes to the Chicago Convention on International Civil Aviation; and ARCM, in relation to AIG State regulations specifying the period within</p>

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Argentina	ARCM CT analysis and evaluation
			<p>which the difference will be overcome.</p> <p>✓ In both cases the specific procedures and deadlines, both by ICAO and by the ARCM, for notification of differences should be noted.</p> <p>State comments have technical support and CT qualifies as appropriate to produce an amendment to the regulations.</p>

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Brazil		ARCM CT analysis and evaluation	
Chapter 1 Reference Definition	Chapter 1 - Definitions The terms and expressions shown below are used in the standards and recommended practices for aviation accidents and incidents investigation, they have the following meanings: <u>Accident</u> - Any occurrence associated with the operation of an aircraft which, in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time as it comes to rest at the end of the flight and the primary propulsion system is shut down, in which: a) a person is fatally or seriously injured as a result of: <ul style="list-style-type: none"> ➤ being in the aircraft, or ➤ direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or ➤ direct exposure to jet blast, 				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Brazil		ARCM CT analysis and evaluation	
	<ul style="list-style-type: none"> ➤ except when the injuries are from natural causes, self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew; or b) the aircraft sustains damage or structural failure which: <ul style="list-style-type: none"> ➤ adversely affects the structural strength, performance or flight characteristics of the aircraft, and ➤ would normally require major repair or replacement of the affected component, ➤ except for engine failure or damage, when the damage is limited to a single engine (including its cowlings or accessories), to propellers, wing tips, antennas, probes, vanes, tires, brakes, wheels, fairings, panels, landing gear doors, windcreens, the aircraft skin (such as small dents or puncture holes), or for minor damages to main rotor blades, tail rotor blades, landing gear, and those resulting from hail or bird strike (including holes in the radome); or 				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Brazil		ARCM CT analysis and evaluation	
	c) the aircraft is missing or is completely inaccessible.				
Chapter 1 Reference Definition	<u>Accredited representative</u> .- A person designated by a State, on the basis of his or her qualifications, for the purpose of participating in an investigation conducted by another State. Where the State has established an accident investigation authority, the designated accredited representative would normally be from that authority.				
Chapter 1 Reference Definition	<u>Adviser</u> .- A person appointed by a State, on the basis of his or her qualifications, for the purpose of assisting its accredited representative in an investigation.				
Chapter 1 Reference Definition	<u>AIG Authority</u> .- The organization in charge of the accidents and incidents investigation in the State.	Not implemented CENIPA will include this definition in its legislation.			
Chapter 1 Reference Definition	<u>AIG Specialist / Expert</u> .- The specialist or expert person in a specific area related to aviation accidents and incidents investigation, who is available for the allocation of specific action (e.g. development of AIG requirements and procedures), upon request of a member State.				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Brazil		ARCM CT analysis and evaluation	
Chapter 1 Reference Definition	<u>Aircraft</u> .- Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.				
Chapter 1 Reference Definition	<u>ARCM Focal Points</u> .- AIG specialists, appointed by AIG Authorities from ARCM member States, to maintain an agile communication link with the AIG Technical Committee and promote and coordinate ARCM activities within its Authority.	Not implemented. CENIPA will evaluate the inclusion of this definition in its legislation.			
Chapter 1 Reference Definition	<u>ARCM General Board</u> .- The General Board established by the Article 9 of this Agreement, which shall be composed of the AIG Authorities of the ARCM member States.	Not implemented. CENIPA will evaluate the inclusion of this definition in its legislation.			
Chapter 1 Reference Definition	<u>ARCM Investigator</u> .- The aviation accidents and incidents investigator available for the appointment of an accident or incident investigation, whenever a member State requires it.	Not implemented. CENIPA will evaluate the inclusion of this definition in its legislation.			
Chapter 1 Reference Definition	<u>ARCM Investigator-in-charge</u> .- A person charged, on the basis of his or her qualifications, with the responsibility for the organization, conduct and control of an investigation.	Not implemented. CENIPA will evaluate the inclusion of this definition in its legislation.			

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Brazil		ARCM CT analysis and evaluation	
Chapter 1 Reference Definition	<u>ARCM Regulations</u> .- AIG Regional Cooperation Mechanism (ARCM) Regulations, which describes the objectives, functions, organizational structure, and other provisions for the ARCM operation.	Not implemented. CENIPA will evaluate the inclusion of this definition in its legislation.			
Chapter 1 Reference Definition	<u>Causes</u> .- Actions, omissions, events, conditions, or a combination thereof, which led to the accident or incident. The identification of causes does not imply the assignment of fault or the determination of administrative, civil or criminal liability.	Brazil does not use its definition. In the Brazilian legislation the term "cause" is related to guilt, thus seeking the purpose of prevention of air accidents CENIPA uses only the definition of "contributing factors". The CENIPA not include this definition in their legislation - the difference will be declared.			
Chapter 1 Reference Definition	<u>Chicago Convention</u> .- The Convention on International Civil Aviation signed in Chicago on 7 December 1944.				
Chapter 1 Reference Definition	<u>Contributing factors</u> .- Actions, omissions, events, conditions, or a combination thereof, which, if eliminated, avoided or absent, would have reduced the probability of the accident or incident occurring, or mitigated the severity of the consequences of the accident or incident. The identification of contributing factors does not imply the assignment of fault or the determination of administrative, civil or criminal liability.				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Brazil		ARCM CT analysis and evaluation	
Chapter 1 Reference Definition	<u>Flight recorder</u> .- Any type of recorder installed in the aircraft for the purpose of complementing accident/incident investigation.				
Chapter 1 Reference Definition	<u>GASP</u> .- <i>The global ICAO plan for aviation safety</i>	Not implemented. CENIPA will include this definition in its legislation.			
Chapter 1 Reference Definition	<u>GASR</u> .- <i>The route map for aviation safety on a worldwide scale, prepared by the safety strategy Group and approved by the ICAO Council on 15 June 2006.</i>				
Chapter 1 Reference Definition	<u>Incident</u> .- An occurrence, other than an accident, associated with the operation of an aircraft which affects or could affect the safety of operation.				
Chapter 1 Reference Definition	<u>Investigation</u> .- A process conducted for the purpose of accident prevention which includes the gathering and analysis of information, the drawing of conclusions, including the determination of causes and/or contributing factors and, when appropriate, the making of safety recommendations.				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Brazil		ARCM CT analysis and evaluation	
Chapter 1 Reference Definition	<u>Investigator-in-charge</u> .- A person charged, on the basis of his or her qualifications, with the responsibility for the organization, conduct and control of an investigation. Nothing in the above definition is intended to preclude the functions of an investigator-in-charge being assigned to a commission or other body.				
Chapter 1 Reference Definition	<u>Maximum mass</u> .- Maximum certificated take-off mass.				
Chapter 1 Reference Definition	<u>Maximum weight (mass)</u> .- Maximum certificated take-off weight (mass).				
Chapter 1 Reference Definition	<u>Member State</u> .- An ARCM member state which is part of this Agreement.	Not implemented. CENIPA evaluate the inclusion of this definition in its legislation.			
Chapter 1 Reference Definition	<u>Operator</u> .- A person, organization or enterprise engaged in or offering to engage in an aircraft operation.				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Brazil		ARCM CT analysis and evaluation	
Chapter 1 Reference Definition	<u>Preliminary Report.</u> - The communication used for the prompt dissemination of data obtained during the early stages of the investigation.				
Chapter 1 Reference Definition	<u>President of the General Board.</u> - President of the General Board conformed by the ARCM AIG Authorities, who shall be elected among its members for a one year term and may be re-elected for equal and successive terms.	Not implemented. CENIPA will evaluate the inclusion of this definition in its legislation.			
Chapter 1 Reference Definition	<u>Safety recommendation.</u> - A proposal of the accident investigation authority, based on information derived from the investigation, made with the intention of preventing accidents or incidents and which in no case has the purpose of creating a presumption of blame or liability for an accident or incident. In addition to the safety recommendations arising from accident and incident investigations, safety recommendations may result from diverse sources, including safety studies.				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Brazil		ARCM CT analysis and evaluation	
Chapter 1 Reference Definition	<p><u>Serious incident</u>.- An incident involving circumstances indicating that there was a high probability of an accident and associated with the operation of an aircraft which, in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time as it comes to rest at the end of the flight and the primary propulsion system is shut down.</p> <p><i>The difference between an accident and a serious incident lies only in the result.</i></p> <p><i>Examples of serious incidents can be found in Attachment C.</i></p>				
Chapter 1 Reference Definition	<p><u>Serious injury</u>.- An injury which is sustained by a person in an accident and which:</p> <p>a) requires hospitalization for more than 48 hours, commencing within seven days from the date the injury was received; or</p> <p>b) results in a fracture of any bone (except simple fractures of fingers,</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Brazil		ARCM CT analysis and evaluation	
	toes or nose); or c) involves lacerations which cause severe haemorrhage, nerve, muscle or tendon damage; or d) involves injury to any internal organ; or e) involves second or third degree burns, or any burns affecting more than 5 per cent of the body surface; or f) involves verified exposure to infectious substances or injurious radiation.				
Chapter 1 Reference Definition	<u>State of Design.</u> - The State having jurisdiction over the organization responsible for the type design.				
Chapter 1 Reference Definition	<u>State of Manufacture.</u> - The State having jurisdiction over the organization responsible for the final assembly of the aircraft.				
Chapter 1 Reference Definition	<u>State of Occurrence.</u> - The State in the territory of which an accident or incident occurs.				
Chapter 1 Reference Definition	<u>State of the Operator.</u> - The State in which the operator's principal place of business is located or, if there is no such place of business, the operator's permanent residence.				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Brazil		ARCM CT analysis and evaluation	
Chapter 1 Reference Definition	<u>State of Registry</u> .- The State on whose register the aircraft is entered.				
Chapter 1 Reference Definition	<u>State safety programme (SSP)</u> . An integrated set of regulations and activities aimed at improving safety.				
Chapter 2 Reference Standard	Chapter 2 - Applicability 2.1 Unless otherwise stated, the specifications in this Regulations apply to activities following accidents and incidents wherever they occurred.				
Chapter 2 Reference Standard	2.2 In this Regulation the specifications concerning the State of the Operator apply only when an aircraft is leased, chartered or interchanged and when that State is not the State of Registry and if it discharges, in respect of this Regulation, in part or in whole, the functions and obligations of the State of Registry.				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Brazil		ARCM CT analysis and evaluation	
Chapter 3 Reference Standard	<p style="text-align: center;">Chapter 3 - General Objective of the investigation</p> <p>3.1 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.</p>				
Chapter 3 Reference Standard	<p>Protection of evidence, custody and removal of aircraft</p> <p>Responsibility of the State of occurrence</p> <p style="text-align: center;">General</p> <p>3.2 The AIG Authority as State of occurrence shall take all reasonable measures to protect the evidence and to maintain safe custody of the aircraft and its contents for such a period as may be necessary for the purposes of an investigation. Protection of evidence shall include the preservation, by photographic or other means, of any evidence which might be removed, effaced, lost or destroyed. Safe custody shall include protection against further damage, access by unauthorized persons, pilfering and deterioration.</p>				
Chapter 3	Request from State of registry,				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Brazil		ARCM CT analysis and evaluation	
<p>Reference</p> <p>Standard</p>	<p>State of the operator, State of design or State of manufacture</p> <p>3.3 If a request is received from the State of registry, the State of the operator, the State of design or the State of manufacture that the aircraft, its contents, and any other evidence remain undisturbed pending inspection by an accredited representative of the requesting State, the AIG Authority shall take all necessary steps to comply with such request, so far as this is reasonably practicable and compatible with the proper conduct of the investigation; provided that the aircraft may be moved to the extent necessary to extricate persons, animals, mail and valuables, to prevent destruction by fire or other causes, or to eliminate any danger or obstruction to air navigation, to other transport or to the public, and provided that it does not result in undue delay in returning the aircraft to service where this is practicable.</p>				
Chapter 3	Release from custody				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Brazil		ARCM CT analysis and evaluation	
Reference Standard	3.4 Subject to the provisions of 3.2 and 3.3, the AIG Authority shall release custody of the aircraft, its contents or any parts thereof as soon as they are no longer required in the investigation, to any person or persons from the AIG Authority duly designated by the State of registry or the State of the operator, as applicable. For this purpose the AIG Authority shall facilitate access to the aircraft, its contents or any parts thereof, provided that, if the aircraft, its contents, or any parts thereof lie in an area within which the AIG Authority finds it impracticable to grant such access, it shall itself effect removal to a point where access can be given.				
Chapter 4 Reference Standard	<p style="text-align: center;">Chapter 4 - Notification</p> <p>Accidents or serious incidents in the national territory to aircraft of another contracting State</p> <p style="text-align: center;">Responsibility of the AIG Authority</p> <p style="text-align: center;">Forwarding</p> <p>4.1 The AIG Authority, as the State of occurrence shall forward a</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Brazil		ARCM CT analysis and evaluation	
	<p>notification of accident or serious incident, with a minimum of delay and by the most suitable and quickest means available, to:</p> <ul style="list-style-type: none"> 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, and ARCM all events regardless of weight (mass) of the aircraft. <p>However, when the AIG Authority, as 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.</p>	<p>Not implemented.</p> <p>CENIPA will evaluate the inclusion of this definition in its legislation.</p>			
Chapter 4	Format and content				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Brazil		ARCM CT analysis and evaluation	
Reference Standard	<p>4.2 The notification shall be in plain language and contain as much of the following information as is readily available, but its dispatch shall not be delayed due to lack of complete information:</p> <p>a) for accidents the identification abbreviation ACCID, for serious incidents INCID;</p> <p>b) manufacturer, model, nationality and registration marks, and serial number of the aircraft;</p> <p>c) name of owner, operator and hirer, if any, of the aircraft;</p> <p>d) qualification of the pilot in command, and nationality of crew and passengers;</p> <p>e) date and time (local time or UTC) of the accident or serious incident;</p> <p>f) last point of departure and point of intended landing of the aircraft;</p> <p>g) position of the aircraft with reference to an easily defined geographical point and latitude and longitude;</p> <p>h) number of crew and</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Brazil		ARCM CT analysis and evaluation	
	<p>passengers; on board, killed and seriously injured; others, killed and seriously injured;</p> <p>i) description of the accident or serious incident and the extent of damage to the aircraft so far as is known;</p> <p>j) an indication to what extent the investigation will be conducted or is proposed to be delegated by the State of Occurrence;</p> <p>k) physical characteristics of the accident or serious incident area, as well as an indication of access difficulties or special requirements to reach the site;</p> <p>l) identification of the originating authority and means to contact the investigator in charge and the accident AIG Authority of the State of occurrence at any time; and</p> <p>m) presence and description of dangerous goods on board the aircraft.</p>				
Chapter 4	Language				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Brazil		ARCM CT analysis and evaluation	
Reference Standard	4.3 The notification shall be prepared in one of the working languages of ICAO, taking into account the language of the recipient(s), whenever it is possible to do so without causing undue delay.				
Chapter 4 Reference Standard	Additional information 4.4 As soon as it is possible to do so, the AIG Authority shall dispatch the details omitted from the notification as well as other known relevant information.				
Chapter 4 Reference Standard	Responsibility of as State of registry, State of the operator, State of design and State of manufacture Information - Participation 4.5 Reserved				
Chapter 4 Reference Standard	4.6 Upon receipt of the notification, The AIG Authority as the State of registry, the State of the operator, the State of design and the State of manufacture shall, as soon as possible, provide the State of occurrence with any relevant information available to them regarding the aircraft and flight crew involved in the accident or serious				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Brazil		ARCM CT analysis and evaluation	
	incident. Each State shall also inform the State of occurrence whether it intends to appoint an accredited representative and if such an accredited representative is appointed the name and contact details; as well as the expected date of arrival if the accredited representative will travel to the State of occurrence.				
Chapter 4 Reference Standard	4.7 Upon receipt of the notification, as State of the Operator, the AIG Authority shall, with a minimum of delay and by the most suitable and quickest means available, provide the State of occurrence with details of dangerous goods on board the aircraft				
Chapter 4 Reference Standard	<p>Accidents or serious incidents in the territory of the State of registry, in a non-contracting State or outside the territory of any State</p> <p>Responsibility of as State of Registry Forwarding</p> <p>4.8 When the State of registry institutes the investigation of an accident or serious incident, the AIG Authority shall forward a notification, in accordance with 4.2</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Brazil		ARCM CT analysis and evaluation	
	<p>and 4.3 above, with a minimum of delay and by the most suitable and quickest means available, to:</p> <p>a) the State of the operator;</p> <p>b) the State of design;</p> <p>c) the State of manufacture; and</p> <p>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, and to the ARCM all the occurrences regardless of the aircraft weight (mass).</p>	<p>Not implemented.</p> <p>CENIPA will evaluate the inclusion of this definition in its legislation.</p>			
Chapter 4 Reference Standard	<p>Responsibility of as State of the operator, State of design and State of manufacture</p> <p>Information — Participation</p> <p>4.9 Reserved</p>				
Chapter 4 Reference	4.10 Upon receipt of the notification, as State of the operator, State of design, and Sate of manufacture, the AIG Authority				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Brazil		ARCM CT analysis and evaluation	
Standard	shall, upon request, provide the State of registry with any relevant information available to them regarding the flight crew and the aircraft involved in the accident or serious incident. The AIG Authority shall also inform the State of registry and occurrence whether it intends to appoint an accredited representative, and if such an accredited representative is appointed, the name and contact details; as well as the expected date of arrival if the accredited representative will be present at the investigation.				
Chapter 4 Reference Standard	4.11 Upon receipt of the notification, as State of the operator, State of design, and State of manufacture, the AIG Authority shall, with a minimum of delay and by the most suitable and quickest means available, provide the State of registry with details of dangerous goods on board the aircraft.				
Chapter 5 Reference Standard	Chapter 5 Investigation Responsibility for instituting and			Annex 13 contains that the State of Occurrence shall institute an investigation into the circumstances of the accident and be responsible for the conduct of the investigation, but it may delegate the whole or any part of the conducting of such investigation to another	

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Brazil	ARCM CT analysis and evaluation
	<p>conducting the investigation</p> <p>Accidents or incidents in the national territory</p> <p>State of occurrence</p> <p>5.1 The AIG Authority shall institute an investigation into the circumstances of the accident and be responsible for the conduct of the investigation, but it may delegate the whole or any part of the conducting of such investigation to another State, in ARCM, or a Regional accident Investigation Organization (RAIO) by mutual arrangement and consent. In any event, the AIG Authority shall use every means to facilitate the investigation.</p>	<p>There is no legal provision to delegate, in whole or in part, the realization of such investigation to another State in ARCM or a Regional Accident Investigation Organization (RAIO) due to the existence of CENIPA.</p> <p>State regulations, any investigation which occurs in Brazilian territory must be performed by the SIPAER system.</p> <p>CENIPA will not include this definition in their legislation - the difference will be declared.</p>	<p>State or a regional accident investigation organization by mutual arrangement and consent. In any event, the State of Occurrence shall use every means to facilitate the investigation.</p> <p>The comment of the state is acceptable under its legislation, however it is made available to the States for signing an agreement on AIG regional cooperation.</p>
Chapter 5 Reference Standard	<p>5.1.1 The AIG Authority shall institute an investigation into the circumstances of a serious incident and be responsible for the conduct of the investigation, but it may delegate the whole or any part of the conducting of such investigation to another State, in an ARCM, or a RAIO by mutual arrangement and consent. In any event, State of Occurrence shall use every means to facilitate the investigation.</p>	<p>Annex 13, Item 5.1.2 establishes mandatory opening investigation into the circumstances of a serious incident when the aircraft is of a maximum weight (mass) of over 2 250 kg. Thus the document, as written, contradicts the provisions of Annex 13.</p> <p>The CENIPA will not include this definition in their legislation - the difference will be declared.</p> <p>There is no legal provision to delegate, in whole or in part, the realization of such investigation to another State in ARCM or a Regional Accident Investigation Organization (RAIO), due to the existence of the CENIPA.</p> <p>State regulations, any investigation which occurs in</p>	<p>The State of Occurrence should institute an investigation into the circumstances of a serious incident.</p> <p>Such a State may delegate the whole or any part of the conducting of such investigation to another State or a regional accident investigation organization by mutual arrangement and consent.</p> <p>In any event the State of Occurrence should use every means to facilitate the investigation.</p> <p>The comment of the State is acceptable under its legislation; however it is made available to the States for signing an agreement on AIG regional</p>

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Brazil		ARCM CT analysis and evaluation	
		Brazilian territory must be performed by the SIPAER system. The CENIPA will not include this definition in their legislation - the difference will be declared.		cooperation.	
Chapter 5 Reference Standard	5.1.2 The AIG Authority shall institute an investigation into the circumstances of a serious incident when the aircraft is of a maximum weight (mass) of over 2 250 kg. Such a State may delegate the whole or any part of the conducting of such investigation to another State, in the ARCM, or a RAIO by mutual arrangement and consent. In any event the AIG Authority shall use every means to facilitate the investigation.	Annex 13, section 5.1 does not establish a mandatory definition for the opening incident investigation with the maximum weight less than 2.250kg. The CENIPA will not include this definition in their legislation - the difference will be declared. There is no legal provision to delegate, in whole or in part, the realization of such investigation to another State in ARCM or a Regional Accident Investigation Organization (RAIO), due to the existence of the CENIPA. State regulations, any investigation which occurs in Brazilian territory must be performed by the SIPAER system. The CENIPA will not include this definition in their legislation - the difference will be declared.		The State of Occurrence shall institute an investigation into the circumstances of a serious incident when the aircraft is of a maximum mass of over 2 250 kg. Such a State may delegate the whole or any part of the conducting of such investigation to another State or a regional accident investigation organization by mutual arrangement and consent. In any event the State of Occurrence shall use every means to facilitate the investigation. The comment of the State is acceptable under its legislation, however it is made available to the States for signing an agreement on AIG regional cooperation.	
Chapter 5 Reference Standard	Accidents or Incidents in the territory of a non-contracting State State of registry 5.2 Reserved				
Chapter 5 Reference Standard	Accidents or incidents outside the territory of any State State of registry 5.3 When the location of the accident or the serious incident cannot definitely be established as				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Brazil		ARCM CT analysis and evaluation	
	being in the territory of any State, the AIG Authority, as State of registry, shall institute and conduct any necessary investigation of the accident or serious incident. However, it may delegate the whole or any part of the investigation to another State by mutual arrangement and consent.				
Chapter 5 Reference Standard	5.3.1 States nearest the scene of an accident in international waters shall provide such assistance as they are able and shall, likewise, respond to requests by the State of Registry.				
Chapter 5 Reference Standard	5.3.2 Reserved				
Chapter 5 Reference Standard	<p>Organization and conduct of the investigation Responsibility of the AIG Authority General</p> <p><i>Note.- Nothing in the following provisions is intended to preclude the State conducting the investigation from calling upon the best technical expertise from any source.</i></p> <p>5.4 The AIG authority in charge of the investigation shall have independence in the conduct of the investigation and have</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Brazil		ARCM CT analysis and evaluation	
	<p>unrestricted authority over its conduct, consistent with the provisions of this Regulation. The investigation shall normally include:</p> <ul style="list-style-type: none"> a) the gathering, recording and analysis of all available relevant information on that accident or incident; b) if appropriate, the issuance of safety recommendations; c) if possible, the determination of the causes, contributing factors and/or latent conditions; and d) the completion of the final report. 				
Chapter 5 Reference 5.4 Standard	When possible, the scene of the accident shall be visited, the wreckage examined and statements taken from witnesses. The extent of the investigation and the procedure to be followed in carrying out such an investigation shall be determined by the AIG authority, depending on the lessons it expects to draw from the investigation for the improvement of safety.				
Chapter 5 Reference	5.4.1 Any investigation conducted in accordance with the provisions of this regulation shall be separate from any judicial or				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Brazil		ARCM CT analysis and evaluation	
Standard	administrative proceedings to apportion blame or liability.				
Chapter 5 Reference Standard	5.4.2 The AIG Authority shall develop documented policies and procedures detailing its accident duties. These shall include: organization and planning; investigation; and reporting.				
Chapter 5 Reference Standard	5.4.3 The AIG Authority shall ensure that any investigations conducted under the provisions of this Regulation and Annex 13, have unrestricted access to all evidentiary material without delay and are not impeded by administrative or judicial investigation or proceedings.				
Chapter 5 Reference Standard	Investigator-in-charge — Designation 5.5 The AIG Authority shall designate the investigator-in-charge of the investigation and shall initiate the investigation immediately.				
Chapter 5 Reference	Investigator-in-charge — Access and control 5.6 The investigator-in-				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Brazil		ARCM CT analysis and evaluation	
Standard	charge shall have unhampered access to the wreckage and all relevant material, including flight recorders and ATS records, and shall have unrestricted control over it to ensure that a detailed examination can be made without delay by authorized personnel participating in the investigation.				
Chapter 5 Reference Standard	Flight recorders — Accidents and incidents 5.7 Effective use shall be made of flight recorders in the investigation of an accident or an incident. The AIG Authority shall arrange for the read-out of the flight recorders without delay.				
Chapter 5 Reference Standard	5.8 In the event that the AIG Authority does not have adequate facilities to read out the flight recorders, it shall use the facilities made available to it by other States, giving consideration to the following: a) the capabilities of the read-out facility; b) the timeliness of the read-out; and c) the location of the read-out				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Brazil		ARCM CT analysis and evaluation	
	facility.				
Chapter 5 Reference Standard	<p style="text-align: center;">Autopsy examinations</p> <p>5.9 The AIG Authority conducting the investigation into a fatal accident shall arrange for complete autopsy examination of fatally injured flight crew and, subject to the particular circumstances, of fatally injured passengers and cabin attendants, by a pathologist, preferably experienced in accident investigation. These examinations shall be expeditious and complete.</p>				
Chapter 5 Reference Standard	<p style="text-align: center;">Medical examinations</p> <p>5.9.1 When appropriate, the AIG Authority conducting the investigation shall arrange for medical examination of the crew, passengers and involved aviation personnel, by a physician, preferably experienced in accident investigation. These examinations shall be expeditious.</p>				
Chapter 5 Reference Standard	<p style="text-align: center;">Coordination — Judicial authorities</p> <p>5.10 The AIG Authority shall recognize the need for coordination</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Brazil		ARCM CT analysis and evaluation	
	between the investigator-in-charge and the judicial authorities. Particular attention shall be given to evidence which requires prompt recording and analysis for the investigation to be successful, such as the examination and identification of victims and read-outs of flight recorder recordings.				
Chapter 5 Reference Standard	Informing aviation security authorities 5.11 If, in the course of an investigation it becomes known, or it is suspected, that an act of unlawful interference was involved, the investigator-in-charge shall immediately initiate action to ensure that the aviation security authorities of the State(s) concerned are so informed.				
Chapter 5 Reference Standard	Non-disclosure of records 5.12 The AIG Authority shall not make the following records available for purposes other than accident or incident investigation, unless the appropriate authority for the administration of justice in that State determines that their disclosure outweighs the adverse domestic and international impact				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Brazil		ARCM CT analysis and evaluation	
	<p>such action may have on that or any future investigations:</p> <p>a) all statements taken from persons by the investigation authorities in the course of their investigation;</p> <p>b) all communications between persons having been involved in the operation of the aircraft;</p> <p>c) medical or private information regarding persons involved in the accident or incident;</p> <p>d) cockpit voice recordings and transcripts from such recordings;</p> <p>e) recordings and transcriptions of recordings from air traffic control units;</p> <p>f) cockpit airborne image recordings and any part or transcripts from such recordings; and</p> <p>g) opinions expressed in the analysis of information, including flight recorder information.</p>				
Chapter 5	5.12.1 These records shall be				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Brazil		ARCM CT analysis and evaluation	
Reference Standard	included in the final report or its appendices only when pertinent to the analysis of the accident or incident. Parts of the records not relevant to the analysis shall not be disclosed.				
Chapter 5 Reference Standard	5.12.2 The names of the persons involved in the accident or incident shall not be disclosed to the public by the AIG Authority.				
Chapter 5 Reference Standard	Reopening of investigation 5.13 If, after the investigation has been closed, new and significant evidence becomes available, the AIG Authority shall reopen it. However, when the State which conducted the investigation did not institute it, that State shall first obtain the consent of the State which instituted the investigation.				
Chapter 5 Reference Standard	Responsibility of the State Information — Accidents and incidents 5.14 The AIG Authority shall, on request from the State conducting the investigation of an accident or an incident, provide that	In accordance with Annex 13, page 5-5, the title comes from the responsibility of other states. Therefore, we recommend changing the title: Responsibility of other States. At 5.14 there is an ambiguity in the phrase. We suggest changing: Any State may, when requested by the AIG Authority		The AIG State regulation ARCM is for AIG Authority therefore cannot change as the title suggests CENIPA. The reference to AIG State regulation is the member AIG State Authority. In this sense as regards the item 5:14 is according to Appendix 13 is only referring AIG Authority.	

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Brazil		ARCM CT analysis and evaluation	
	State with all the relevant information available to it.	conducting the investigation of the accident or incident that AIG Authority shall provide all relevant information in its possession.		General information from the point of view of CENEPA is correct but with reference to the States in a general way.	
Chapter 5 Reference Standard	5.15 Any State, the facilities or services of which have been, or would normally have been, used by an aircraft prior to an accident or an incident, and which has information pertinent to the investigation, shall provide such information to the AIG Authority.				
Chapter 5 Reference Standard	<p>Responsibility of the State of registry and the State of the operator</p> <p>Flight recorders — Accidents and serious incidents</p> <p>5.16 When an aircraft involved in an accident or a serious incident lands in a State other than the State of occurrence, the State of registry or the State of the operator shall, on request from the AIG Authority, furnish the latter State with the flight recorder records and, if necessary, the associated flight recorders.</p>				
Chapter 5	Organizational information				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Brazil		ARCM CT analysis and evaluation	
Reference Standard	5.17 The State of registry and the State of the operator, on request from the AIG Authority, shall provide pertinent information on any organization whose activities may have directly or indirectly influenced the operation of the aircraft.				
Chapter 5 Reference Standard	<p>Participation in the investigation</p> <p>Participation of the State of registry, the State of the operator, the State of design and the State of manufacture</p> <p>Rights</p> <p>5.18 The AIG Authority shall entitle the State of registry, the State of the operator, the State of design and the State of manufacture to appoint an accredited representative to participate in the investigation.</p>				
Chapter 5 Reference Standard	5.19 The State of registry or the State of the operator shall appoint one or more advisers, proposed by the operator, to assist its accredited representative.				
Chapter 5	5.19.1 When neither the State				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Brazil		ARCM CT analysis and evaluation	
Reference Standard	of registry, nor the State of the operator appoint an accredited representative, the AIG Authority shall invite the operator to participate, subject to the procedures of the State conducting the investigation.				
Chapter 5 Reference Standard	5.20 The State of design and the State of manufacture shall be entitled to appoint one or more advisers, proposed by the organizations responsible for the type design and the final assembly of the aircraft, to assist their accredited representatives.				
Chapter 5 Reference Standard	5.21 When neither the State of design nor the State of manufacture appoint an accredited representative, the AIG Authority shall invite the organizations responsible for the type design and the final assembly of the aircraft to participate, subject to the procedures of the AIG Authority.				
Chapter 5 Reference Standard	<p style="text-align: center;">Obligations</p> 5.22 When the AIG Authority conducting an investigation of an accident to an aircraft of a maximum mass of over 2 250 kg specifically requests participation by the State of registry, the State of the				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Brazil		ARCM CT analysis and evaluation	
	operator, the State of design or the State of manufacture, the State(s) concerned shall each appoint an accredited representative.				
Chapter 5 Reference Standard	<p style="text-align: center;">Participation of other States</p> <p style="text-align: center;">Rights</p> <p>5.23 Any State which on request provides information, facilities or experts to the AIG Authority shall be entitled to appoint an accredited representative to participate in the investigation.</p>				
Chapter 5 Reference Standard	<p style="text-align: center;">Entitlement of accredited representatives</p> <p style="text-align: center;">Advisers</p> <p>5.24 A State entitled to appoint an accredited representative shall also be entitled to appoint on or more advisers to assist the accredited representative in the investigation.</p>				
Chapter 5 Reference	5.24.1 Advisers assisting accredited representatives shall be permitted, under the accredited representatives' supervision, to				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Brazil		ARCM CT analysis and evaluation	
Standard	participate in the investigation to the extent necessary to enable the accredited representatives to make their participation effective.				
Chapter 5 Reference Standard	<p style="text-align: center;">Participation</p> <p>5.25 Participation in the investigation shall confer entitlement to participate in all aspects of the investigation, under the control of the investigator-in-charge, in particular to:</p> <ul style="list-style-type: none"> a) visit the scene of the accident; b) examine the wreckage; c) obtain witness information and suggest areas of questioning; d) have full access to all relevant evidence as soon as possible; e) receive copies of all pertinent documents; f) participate in read-outs of recorded media; g) participate in off-scene investigative activities such as component examinations, technical briefings, tests and simulations; h) participate in investigation 				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Brazil		ARCM CT analysis and evaluation	
	<p>progress meetings including deliberations related to analysis, findings, causes, contributing factors and safety recommendations; and</p> <p>i) make submissions in respect of the various elements of the investigation.</p>				
Chapter 5 Reference 5.25 Standard	However, participation of States other than the State of registry, the State of the operator, the State of design and the State of manufacture may be limited to those matters which entitled such States to participation under 5.23.				
Chapter 5 Reference Standard	<p style="text-align: center;">Obligations</p> <p>5.26 Accredited representatives and their advisers:</p> <p>a) shall provide the AIG Authority conducting the investigation with all relevant information available to them; and</p> <p>b) shall not divulge information on the progress and the findings of the investigation without the express consent of the AIG Authority conducting the investigation.</p>				
Chapter 5	Participation of States having				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Brazil		ARCM CT analysis and evaluation	
Reference Standard	<p>suffered fatalities or serious injuries to its citizens</p> <p>Rights and entitlement</p> <p>5.27 A State which has a special interest in an accident by virtue of fatalities or serious injuries to its citizens shall be entitled to appoint an expert who shall be entitled to:</p> <p>a) visit the scene of the accident;</p> <p>b) have access to the relevant factual information which is approved for public release by the AIG Authority, and information on the progress of the investigation; and</p> <p>c) receive a copy of the Final Report.</p> <p>This will not preclude the State from also assisting in the identification of victims and in meetings with survivors from that State.</p>				
Chapter 5 Reference Standard	<p>5.28 The AIG Authority shall release, at least during the first year of the investigation, established factual information and indicate the progress of the investigation in a timely manner.</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Brazil		ARCM CT analysis and evaluation	
Chapter 6 Reference Standard	Chapter 6 - Final Report 6.1 The format of the final report in the Manual on aircraft accidents and incidents investigation reporting shall be used by the AIG Authority. However, it may be adapted to the circumstances of the accident or incident.				
Chapter 6 Reference Standard	Responsibility of any State Release of information – Consent 6.2 The AIG Authority shall not circulate, publish or give access to a draft report or any part thereof, or any documents obtained during an investigation of an accident or incident, without the express consent of the authority which conducted the investigation, unless such reports or documents have already been published or released by that latter State.				
Chapter 6	Responsibility of the State conducting the investigation				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Brazil		ARCM CT analysis and evaluation	
Reference Standard	<p style="text-align: center;">Consultation</p> <p>6.3 The AIG Authority conducting the investigation shall send a copy of the draft final report to the following States inviting their significant and substantiated comments on the report as soon as possible:</p> <p>a) the State that instituted the investigation;</p> <p>b) the State of registry;</p> <p>c) the State of the operator;</p> <p>d) the State of design;</p> <p>e) the State of manufacture;</p> <p>f) any State that participated in the investigation as per Chapter 5; and</p> <p>g) the ARCM when appropriate.</p>	<p>We must clearly define the term "when appropriate". Protocols should be clear and objective so that no doubt ARCM members.</p> <p>Not implemented.</p> <p>CENIPA will evaluate the inclusion of this definition in its legislation.</p>			
Chapter 6	If the AIG Authority receives comments within sixty days of the				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Brazil		ARCM CT analysis and evaluation	
Reference 6.3 Standard	date of the transmittal letter, it shall either amend the draft final report to include the substance of the comments received or, if desired by the State that provided comments, append the comments to the final report. If the AIG Authority receives no comments within sixty days of the date of the first transmittal letter, it shall issue the final report in accordance with 6.4, unless an extension of that period has been agreed by the States concerned.				
Chapter 6 Reference Standard	6.3.1 The AIG Authority shall send, through the State of the operator, a copy of the draft final report to the operator to enable the operator to submit comments on the draft final report.				
Chapter 6 Reference Standard	6.3.2 The AIG Authority shall send, through the State of design and the State of manufacture, a copy of the draft final report to the organizations responsible for the type design and the final assembly of the aircraft to enable them to submit comments on the draft final report.				
Chapter 6 Reference	<p style="text-align: center;">Recipient States</p> <p>6.4 The final report of the</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Brazil		ARCM CT analysis and evaluation	
Standard	<p>investigation of an accident shall be sent with a minimum of delay by the AIG Authority to:</p> <ul style="list-style-type: none"> a) the State that instituted the investigation; b) the State of registry; c) the State of the operator; d) the State of design; e) the State of manufacture; f) any State that participated in the investigation; g) any State having suffered fatalities or serious injuries to its citizens; and h) any State that provided relevant information, significant facilities and services or experts. 				
Chapter 6 Reference Standard	<p>Release of the final report</p> <p>6.5 In the interest of accident prevention, the AIG Authority shall make the final report publicly available as soon as possible and, if possible, within twelve months.</p>				
Chapter 6	6.6 If the report cannot be				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Brazil		ARCM CT analysis and evaluation	
Reference Standard	made publicly available within twelve months, the AIG Authority shall make an interim statement publicly available on each anniversary of the occurrence, detailing the progress of the investigation and any safety issues raised.				
Chapter 6 Reference Standard	6.7 When the AIG Authority that has conducted an investigation into an accident or an incident involving an aircraft of a maximum mass of over 5 700 kg has released a final report, that authority shall send to the International Civil Aviation Organization a copy of the final report.				
Chapter 6 Reference Standard	<p style="text-align: center;">Safety recommendations</p> 6.8 At any stage of the investigation of an accident or incident, the accident or incident investigation authority of the State conducting the investigation shall recommend in a dated transmittal correspondence to the appropriate authorities, including those in other States, any preventive action that it considers necessary to be taken promptly to enhance aviation safety.				
Chapter 6	6.9 The AIG Authority shall				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Brazil		ARCM CT analysis and evaluation	
Reference Standard	address, when appropriate, any safety recommendations arising out of its investigations in a dated transmittal correspondence to the accident investigation authorities of other State(s) concerned and, when ICAO documents are involved, to ICAO.				
Chapter 6 Reference Standard	<p style="text-align: center;">Responsibility of a State receiving or issuing safety recommendations</p> <p style="text-align: center;">Action on safety recommendations</p> <p>6.10 The AIG Authority that receives safety recommendations shall inform the proposing State, within ninety days of the date of the transmittal correspondence, of the preventive action taken or under consideration, or the reasons why no action will be taken.</p>				
Chapter 6 Reference Standard	6.11 The AIG Authority issuing a safety recommendation shall implement procedures to record the responses to the safety recommendation issued.				
Chapter 6 Reference Standard	6.12 When the AIG Authority receives a safety recommendation shall implement procedures to monitor the progress of the action taken in response to that safety				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Brazil		ARCM CT analysis and evaluation	
	recommendation.				
Chapter 7 Reference Standard	<p>Chapter 7 - ADREP Reporting Preliminary report Responsibilities of the AIG Authority Accidents to aircraft over 2 250 kg</p> <p>7.1 When the aircraft involved in an accident is of a maximum mass of over 2 250 kg, the AIG Authority shall send the preliminary report to:</p> <p>a) the State of registry or the State of occurrence, as appropriate;</p> <p>b) the State of the operator;</p> <p>c)the State of design;</p> <p>d) the State of manufacture;</p> <p>e) any State that provided relevant information, significant facilities and services or experts;</p> <p>f) the International Civil Aviation Organization; and</p> <p>g) the ARCM, when appropriate.</p>	<p>We must clearly define the term "when appropriate". Protocols should be clear and objective so that no doubt ARCM members.</p> <p>Not implemented.</p>			

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Brazil	ARCM CT analysis and evaluation	
		CENIPA will evaluate the inclusion of this definition in its legislation.		
Chapter 7 Reference Standard	<p>Accidents to aircraft of 2 250 kg or less</p> <p>7.2 When an aircraft, not covered by 7.1, is involved in an accident and when airworthiness or matters considered to be of interest to other States are involved, the AIG Authority shall forward the preliminary report to:</p> <p>a) the State of registry or the State of occurrence, as appropriate;</p> <p>b) the State of the operator;</p> <p>c) the State of design;</p> <p>d) the State of manufacture;</p> <p>e) any State that provided relevant information, significant facilities and services or experts; and</p> <p>f) the ARCM, when appropriate.</p>	<p>We must clearly define the term "when appropriate". Protocols should be clear and objective so that no doubt ARCM members.</p> <p>Not implemented.</p> <p>CENIPA will evaluate the inclusion of this definition in its legislation.</p>		
Chapter 7	Language			

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Brazil		ARCM CT analysis and evaluation	
Reference Standard	7.3 The preliminary report shall be submitted to appropriate States and to the International Civil Aviation Organization in one of the working languages of ICAO.				
Chapter 7 Reference Standard	Dispatch 7.4 The preliminary report shall be sent by facsimile, e-mail, or airmail within thirty days of the date of the accident unless the accident/incident data report has been sent by that time. When matters directly affecting safety are involved, it shall be sent as soon as the information is available and by the most suitable and quickest means available.				
Chapter 7 Reference Standard	Accident/Incident data report Responsibilities of the AIG Authority Accidents to aircraft over 2 250 kg 7.5 When the aircraft involved in an accident is of a maximum mass of over 2 250 kg, the AIG Authority shall send, as soon as practicable after the investigation, the accident data report to the International Civil Aviation Organization and the ARCM, when appropriate.	We must clearly define the term "when appropriate". Protocols should be clear and objective so that no doubt ARCM members. Not implemented. CENIPA will evaluate the inclusion of this definition in its legislation.			

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Brazil		ARCM CT analysis and evaluation	
Chapter 7 Reference Standard	Additional information 7.6 Reserved				
Chapter 7 Reference Standard	Incidents to aircraft over 5 700 kg 7.7 If the AIG Authority conducts an investigation into an incident to an aircraft of a maximum mass of over 5 700 kg, that authority shall send, as soon as is practicable after the investigation, the incident data report to the International Civil Aviation Organization and the ARCM, when appropriate.	We must clearly define the term "when appropriate". Protocols should be clear and objective so that no doubt ARCM members. Not implemented. CENIPA will evaluate the inclusion of this definition in its legislation.			
Chapter 7 Reference Standard	Data reporting to the ARCM Accidents to aircraft of 2 250 kg or less 7.8 If the AIG Authority conducts an investigation into an accident to an aircraft of a maximum mass of over 2 250 kg or less, that authority shall send, as soon as is practicable after the investigation, the accident data report to the ARCM.	The CENIPA proposes that, at this early stage, the ARCM strictly follow the provisions of Annex 13 and Doc 9756, Part IV. Include new data may produce many doubts and overloading the investigating authorities of each state with extra powers which cannot be satisfactorily addressed at an early stage. Another point to be considered would be the ARCM capacity to receive and treat such data properly. added information improperly or even inserting incorrect data into the ECCAIRS system may act contrary to what is desired in regards to the Management of Safety. Addition unreliable information tabulated in the system may contaminate the information available to the public and act contrary to the desired manner.		This report data is conditional upon States conducting an investigation into an accident to an aircraft of a weight (mass) up to 2250 kg or less. This type of investigation is not required by Annex 13. The requirement is conditional upon States to perform them.	

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Brazil	ARCM CT analysis and evaluation
		<p>The CENIPA understands that data Notifications and ADREPs sent to ICAO, according to rules set out in Annex 13 and Doc 9756, Part IV, Chapter 2 and represent an amount of information considered satisfactory for the initial implementation phase of the ARCM.</p> <p>In regard to Brazil may note that, between 2008 and 2014, the ICAO CENIPA sent 294 notifications Accidents and serious incidents and 97 ADREPs Accidents and serious incidents, in accordance with the laws mentioned above.</p> <p>This volume of data can be considered sufficient for the first steps of the Mechanism of Regional Cooperation, seeking the implementation of a reactive SDCSP for civil aviation community in South America.</p> <p>To implement additional to those already established data, it must be deepened in the subject. In the opinion of CENIPA such additional data shared in the field of ARCM should be selected very well specified and duly protected by local laws of each member State criteria.</p> <p>In addition, we understand that regardless of the implementation of the ARCM and its SDCPS, each State must have its own independent SDCPS able to identify the hazards, risks and threats from the analysis of the various data collected by this system at the national level . Therefore, only the information that has been considered of international interest should be shared.</p> <p>CENIPA will not include this definition in their legislation - the difference will be declared.</p>	
Chapter 7 Reference	Incidents to aircraft of 5 700 kg or less	<p>The same observations of the previous point.</p> <p>CENIPA will not include this definition in their legislation</p>	This report data is conditional States conducting the investigation into an incident to an aircraft of a weight (mass) up to 5700 kg or less.

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Brazil		ARCM CT analysis and evaluation	
Standard	7.9 If the AIG Authority conducts an investigation into an incident to an aircraft of a maximum mass of over 5 700 kg, that authority shall send, as soon as is practicable after the investigation, the incident data report to the ARCM.	- the difference will be declared.		This type of investigation is not required by Annex 13. The requirement is conditional upon States to perform them.	
Chapter 8 Reference Standard	Chapter 8 - Accident Prevention Measures Database and preventive actions 8.1 The AIG Authority shall establish and maintain an accident and incident database to facilitate the effective analysis of information on actual or potential safety deficiencies and to determine any preventive actions required.				
Chapter 8 Reference Standard	8.2 Reserved				
Chapter 8 Reference Standard	8.3 In addition to safety recommendations arising from accident and incident investigations, safety recommendations may result from diverse sources, including safety studies. If safety recommendations are addressed to an organization in another State,				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Brazil		ARCM CT analysis and evaluation	
	they shall also be transmitted to that organization by the AIG Authority through that State's investigation authority.				
Chapter 9 Reference Standard	<p style="text-align: center;">Chapter 9 - Training</p> <p>9.1 The AIG Authority shall establish and keep valid a training programme where the type of training that must be provided for investigators is detailed. The training programme shall include basic training, practical on-the-job training (OJT), regular training, and specialized training, with indication of the duration, when appropriate. The training programme shall include basic and regular training in on-the-scene safety for investigators.</p>				
Chapter 9 Reference Standard	<p>9.2 The AIG Authority shall establish a regular training plan where the type of training to be provided for the established period is detailed in order of priority. The type and frequency of the training shall be enough for the investigators to acquire and have a level of knowledge, skills, competence and qualifications in accordance with the rights and obligations assigned.</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Brazil		ARCM CT analysis and evaluation	
Chapter 9 Reference Standard	9.3 The AIG Authority shall establish and introduce a system to keep the training records of the investigators, including OJT.				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Chile	ARCM CT analysis and evaluation
<p>Chapter 1</p> <p>Reference</p> <p>Definition</p>	<p>Chapter 1 - Definitions</p> <p>The terms and expressions shown below are used in the standards and recommended practices for aviation accidents and incidents investigation, they have the following meanings:</p> <p><u>Accident</u>- Any occurrence associated with the operation of an aircraft which, in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time as it comes to rest at the end of the flight and the primary propulsion system is shut down, in which:</p> <p>a) a person is fatally or seriously injured as a result of:</p> <ul style="list-style-type: none"> ➤ being in the aircraft, or ➤ direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or ➤ direct exposure to jet blast, 	<p>In the implementation process. Expanding the definition should be evaluated to contain the elements that are not currently covered.</p>	<p>It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.</p>

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Chile	ARCM CT analysis and evaluation
	<ul style="list-style-type: none"> ➤ except when the injuries are from natural causes, self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew; or b) the aircraft sustains damage or structural failure which: <ul style="list-style-type: none"> ➤ adversely affects the structural strength, performance or flight characteristics of the aircraft, and ➤ would normally require major repair or replacement of the affected component, ➤ except for engine failure or damage, when the damage is limited to a single engine (including its cowlings or accessories), to propellers, wing tips, antennas, probes, vanes, tires, brakes, wheels, fairings, panels, landing gear doors, windcreens, the aircraft skin (such as small dents or puncture holes), or for minor damages to main rotor blades, tail rotor blades, landing gear, and those resulting from hail or bird strike (including holes in the radome); or 		

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Chile		ARCM CT analysis and evaluation	
	c) the aircraft is missing or is completely inaccessible.				
Chapter 1 Reference Definition	<u>Accredited representative</u> .- A person designated by a State, on the basis of his or her qualifications, for the purpose of participating in an investigation conducted by another State. Where the State has established an accident investigation authority, the designated accredited representative would normally be from that authority.				
Chapter 1 Reference Definition	<u>Adviser</u> .- A person appointed by a State, on the basis of his or her qualifications, for the purpose of assisting its accredited representative in an investigation.				
Chapter 1 Reference Definition	<u>AIG Authority</u> .- The organization in charge of the accidents and incidents investigation in the State.	The DPA DROF designates the Department Accident Prevention to AIG function.		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	
Chapter 1 Reference Definition	<u>AIG Specialist / Expert</u> .- The specialist or expert person in a specific area related to aviation accidents and incidents investigation, who is available for the allocation of specific action (e.g. development of AIG requirements and procedures), upon request of a member State.	Not implemented. Expanding the definition should be evaluated to contain the elements that are not currently contemplated.		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Chile		ARCM CT analysis and evaluation	
Chapter 1 Reference Definition	<u>Aircraft</u> .- Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.				
Chapter 1 Reference Definition	<u>ARCM Focal Points</u> .- AIG specialists, appointed by AIG Authorities from ARCM member States, to maintain an agile communication link with the AIG Technical Committee and promote and coordinate ARCM activities within its Authority.				
Chapter 1 Reference Definition	<u>ARCM General Board</u> .- The General Board established by the Article 9 of this Agreement, which shall be composed of the AIG Authorities of the ARCM member States.	Not implemented. Expanding the definition should be evaluated to contain the elements that are not currently contemplated.		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	
Chapter 1 Reference Definition	<u>ARCM Investigator</u> .- The aviation accidents and incidents investigator available for the appointment of an accident or incident investigation, whenever a member State requires it.	Not implemented. Expanding the definition should be evaluated to contain the elements that are not currently contemplated.		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	
Chapter 1 Reference Definition	<u>ARCM Investigator-in-charge</u> .- A person charged, on the basis of his or her qualifications, with the responsibility for the organization, conduct and control of an investigation.	Not implemented. Expanding the definition should be evaluated to contain the elements that are not currently contemplated.		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Chile	ARCM CT analysis and evaluation
Chapter 1 Reference Definition	<u>ARCM Regulations</u> .- AIG Regional Cooperation Mechanism (ARCM) Regulations, which describes the objectives, functions, organizational structure, and other provisions for the ARCM operation.	Not implemented. Expanding the definition should be evaluated to contain the elements that are not currently contemplated.	It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.
Chapter 1 Reference Definition	<u>Causes</u> .- Actions, omissions, events, conditions, or a combination thereof, which led to the accident or incident. The identification of causes does not imply the assignment of fault or the determination of administrative, civil or criminal liability.	Partially implemented The second paragraph is not covered by the rules, being different from Article 181 of the Aviation Code.	It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.
Chapter 1 Reference Definition	<u>Chicago Convention</u> .- The Convention on International Civil Aviation signed in Chicago on 7 December 1944.	Not implemented. Expanding the definition should be evaluated to contain the elements that are not currently contemplated.	It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.
Chapter 1 Reference Definition	<u>Contributing factors</u> .- Actions, omissions, events, conditions, or a combination thereof, which, if eliminated, avoided or absent, would have reduced the probability of the accident or incident occurring, or mitigated the severity of the consequences of the accident or incident. The identification of contributing factors does not imply the assignment of fault or the determination of administrative, civil or criminal liability.	Partially implemented. Expanding the definition should be evaluated to contain the elements that are not currently contemplated.	It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Chile		ARCM CT analysis and evaluation	
Chapter 1 Reference Definition	<u>Flight recorder</u> .- Any type of recorder installed in the aircraft for the purpose of complementing accident/incident investigation.				
Chapter 1 Reference Definition	<u>GASP</u> .- <i>The global ICAO plan for aviation safety</i>	Not implemented. Expanding the definition should be evaluated to contain the elements that are not currently contemplated.		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	
Chapter 1 Reference Definition	<u>GASR</u> .- <i>The route map for aviation safety on a worldwide scale, prepared by the safety strategy Group and approved by the ICAO Council on 15 June 2006.</i>				
Chapter 1 Reference Definition	<u>Incident</u> .- An occurrence, other than an accident, associated with the operation of an aircraft which affects or could affect the safety of operation.				
Chapter 1 Reference Definition	<u>Investigation</u> .- A process conducted for the purpose of accident prevention which includes the gathering and analysis of information, the drawing of conclusions, including the determination of causes and/or contributing factors and, when appropriate, the making of safety recommendations.				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Chile		ARCM CT analysis and evaluation	
Chapter 1 Reference Definition	<u>Investigator-in-charge</u> .- A person charged, on the basis of his or her qualifications, with the responsibility for the organization, conduct and control of an investigation. Nothing in the above definition is intended to preclude the functions of an investigator-in-charge being assigned to a commission or other body.				
Chapter 1 Reference Definition	<u>Maximum mass</u> .- Maximum certificated take-off mass.	Not implemented the concept of maximum takeoff weight is used		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	
Chapter 1 Reference Definition	<u>Maximum weight (mass)</u> .- Maximum certificated take-off weight (mass).				
Chapter 1 Reference Definition	<u>Member State</u>.- An ARCM member state which is part of this Agreement. corresponds to a member State of the AIG Regional Cooperation Mechanism of South America.	Not implemented ARCM member State: corresponds to a member State of the AIG Regional Cooperation Mechanism.		The ARCM CT agrees with the comment of the State and amend the corresponding definition as follows: Member State: corresponds to a member state of AIG Regional Cooperation Mechanism (ARCM) of South America.	
Chapter 1	<u>Operator</u> .- A person, organization or enterprise engaged in or offering to				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Chile		ARCM CT analysis and evaluation	
Reference	engage in an aircraft operation.				
Chapter 1 Reference Definition	<u>Preliminary Report</u> .- The communication used for the prompt dissemination of data obtained during the early stages of the investigation.				
Chapter 1 Reference Definition	<u>President of the General Board</u> .- President of the General Board conformed by the ARCM AIG Authorities, who shall be elected among its members for a one year term and may be re-elected for equal and successive terms.	Not implemented. Expanding the definition should be evaluated to contain the elements that are not currently contemplated.		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	
Chapter 1 Reference Definition	<u>Safety recommendation</u> .- A proposal of the accident investigation authority, based on information derived from the investigation, made with the intention of preventing accidents or incidents and which in no case has the purpose of creating a presumption of blame or liability for an accident or incident. In addition to the safety recommendations arising from accident and incident investigations, safety recommendations may result from diverse sources, including safety studies.				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Chile		ARCM CT analysis and evaluation	
<p>Chapter 1</p> <p>Reference</p> <p>Definition</p>	<p><u>Serious incident</u>.- An incident involving circumstances indicating that there was a high probability of an accident and associated with the operation of an aircraft which, in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time as it comes to rest at the end of the flight and the primary propulsion system is shut down.</p> <p><i>The difference between an accident and a serious incident lies only in the result.</i></p> <p><i>Examples of serious incidents can be found in Attachment C.</i></p>	<p>Partially implemented.</p> <p>Expanding the definition should be evaluated to contain the elements that are not currently contemplated.</p>		<p>It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.</p>	
<p>Chapter 1</p> <p>Reference</p> <p>Definition</p>	<p><u>Serious injury</u>.- An injury which is sustained by a person in an accident and which:</p> <p>a) requires hospitalization for more than 48 hours, commencing within seven days from the date the injury</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Chile		ARCM CT analysis and evaluation	
	<p>was received; or</p> <p>b) results in a fracture of any bone (except simple fractures of fingers, toes or nose); or</p> <p>c) involves lacerations which cause severe haemorrhage, nerve, muscle or tendon damage; or</p> <p>d) involves injury to any internal organ; or</p> <p>e) involves second or third degree burns, or any burns affecting more than 5 per cent of the body surface; or</p> <p>f) involves verified exposure to infectious substances or injurious radiation.</p>				
Chapter 1 Reference Definition	<u>State of Design.</u> - The State having jurisdiction over the organization responsible for the type design.				
Chapter 1 Reference Definition	<u>State of Manufacture.</u> - The State having jurisdiction over the organization responsible for the final assembly of the aircraft.				
Chapter 1 Reference Definition	<u>State of Occurrence.</u> - The State in the territory of which an accident or incident occurs.				
Chapter 1 Reference	<u>State of the Operator.</u> - The State in which the operator's principal place of business is located or, if there is				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Chile		ARCM CT analysis and evaluation	
Definition	no such place of business, the operator's permanent residence.				
Chapter 1 Reference Definition	<u>State of Registry</u> .- The State on whose register the aircraft is entered.				
Chapter 1 Reference Definition	<u>State safety programme (SSP)</u> . An integrated set of regulations and activities aimed at improving safety.				
Chapter 2 Reference Standard	Chapter 2 - Applicability 2.1 Unless otherwise stated, the specifications in this Regulations apply to activities following accidents and incidents wherever they occurred.				
Chapter 2 Reference Standard	2.2 In this Regulation the specifications concerning the State of the Operator apply only when an aircraft is leased, chartered or interchanged and when that State is not the State of Registry and if it discharges, in respect of this Regulation, in part or in whole, the functions and obligations of the	Not implemented. Expanding the definition should be evaluated to contain the elements that are not currently contemplated.		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Chile		ARCM CT analysis and evaluation	
	State of Registry.				
Chapter 3 Reference Standard	<p style="text-align: center;">Chapter 3 - General Objective of the investigation</p> <p>3.1 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.</p>				
Chapter 3 Reference Standard	<p style="text-align: center;">Protection of evidence, custody and removal of aircraft</p> <p style="text-align: center;">Responsibility of the State of occurrence</p> <p style="text-align: center;">General</p> <p>3.2 The AIG Authority as State of occurrence shall take all reasonable measures to protect the evidence and to maintain safe custody of the aircraft and its contents for such a period as may be necessary for the purposes of an investigation. Protection of evidence shall include the preservation, by photographic or other means, of any evidence which might be removed, effaced, lost or destroyed. Safe custody shall include protection against further damage, access by unauthorized persons, pilfering and</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Chile		ARCM CT analysis and evaluation	
	deterioration.				
Chapter 3 Reference Standard	<p>Request from State of registry, State of the operator, State of design or State of manufacture</p> <p>3.3 If a request is received from the State of registry, the State of the operator, the State of design or the State of manufacture that the aircraft, its contents, and any other evidence remain undisturbed pending inspection by an accredited representative of the requesting State, the AIG Authority shall take all necessary steps to comply with such request, so far as this is reasonably practicable and compatible with the proper conduct of the investigation; provided that the aircraft may be moved to the extent necessary to extricate persons, animals, mail and valuables, to prevent destruction by fire or other causes, or to eliminate any danger or obstruction to air navigation, to other transport or to the public, and provided that it does not result in undue delay in returning the aircraft to service where this is practicable.</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Chile		ARCM CT analysis and evaluation	
Chapter 3 Reference Standard	<p style="text-align: center;">Release from custody</p> <p>3.4 Subject to the provisions of 3.2 and 3.3, the AIG Authority shall release custody of the aircraft, its contents or any parts thereof as soon as they are no longer required in the investigation, to any person or persons from the AIG Authority duly designated by the State of registry or the State of the operator, as applicable. For this purpose the AIG Authority shall facilitate access to the aircraft, its contents or any parts thereof, provided that, if the aircraft, its contents, or any parts thereof lie in an area within which the AIG Authority finds it impracticable to grant such access, it shall itself effect removal to a point where access can be given.</p>				
Chapter 4 Reference Standard	<p style="text-align: center;">Chapter 4 - Notification</p> <p>Accidents or serious incidents in the national territory to aircraft of another contracting State</p> <p>Responsibility of the AIG Authority</p>	Partially implemented The current regulation does not cover the ARCM. Expanding the definition should be evaluated to contain the elements that are not currently contemplated.		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Chile	ARCM CT analysis and evaluation
	<p style="text-align: center;">Forwarding</p> <p>4.1 The AIG Authority, as the State of occurrence shall forward a notification of accident or serious incident, with a minimum of delay and by the most suitable and quickest means available, to:</p> <ul style="list-style-type: none"> 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, and ARCM all events regardless of weight (mass) of the aircraft. <p>However, when the AIG Authority, as 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.</p>		

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Chile		ARCM CT analysis and evaluation	
<p>Chapter 4</p> <p>Reference</p> <p>Standard</p>	<p>Format and content</p> <p>4.2 The notification shall be in plain language and contain as much of the following information as is readily available, but its dispatch shall not be delayed due to lack of complete information:</p> <p>a) for accidents the identification abbreviation ACCID, for serious incidents INCID;</p> <p>b) manufacturer, model, nationality and registration marks, and serial number of the aircraft;</p> <p>c) name of owner, operator and hirer, if any, of the aircraft;</p> <p>d) qualification of the pilot in command, and nationality of crew and passengers;</p> <p>e) date and time (local time or UTC) of the accident or serious incident;</p> <p>f) last point of departure and point of intended landing of the aircraft;</p> <p>g) position of the aircraft with reference to an easily defined</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Chile		ARCM CT analysis and evaluation	
	<p>geographical point and latitude and longitude;</p> <p>h) number of crew and passengers; on board, killed and seriously injured; others, killed and seriously injured;</p> <p>i) description of the accident or serious incident and the extent of damage to the aircraft so far as is known;</p> <p>j) an indication to what extent the investigation will be conducted or is proposed to be delegated by the State of Occurrence;</p> <p>k) physical characteristics of the accident or serious incident area, as well as an indication of access difficulties or special requirements to reach the site;</p> <p>l) identification of the originating authority and means to contact the investigator in charge and the accident AIG Authority of the State of occurrence at any time; and</p> <p>m) presence and description of dangerous goods on board the aircraft.</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Chile		ARCM CT analysis and evaluation	
Chapter 4 Reference Standard	<p style="text-align: center;">Language</p> <p>4.3 The notification shall be prepared in one of the working languages of ICAO, taking into account the language of the recipient(s), whenever it is possible to do so without causing undue delay.</p>				
Chapter 4 Reference Standard	<p style="text-align: center;">Additional information</p> <p>4.4 As soon as it is possible to do so, the AIG Authority shall dispatch the details omitted from the notification as well as other known relevant information.</p>				
Chapter 4 Reference Standard	<p style="text-align: center;">Responsibility of as State of registry, State of the operator, State of design and State of manufacture</p> <p style="text-align: center;">Information - Participation</p> <p>4.5 Reserved</p>				
Chapter 4 Reference Standard	<p>4.6 Upon receipt of the notification, The AIG Authority as the State of registry, the State of the operator, the State of design and the State of manufacture shall, as</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Chile		ARCM CT analysis and evaluation	
	soon as possible, provide the State of occurrence with any relevant information available to them regarding the aircraft and flight crew involved in the accident or serious incident. Each State shall also inform the State of occurrence whether it intends to appoint an accredited representative and if such an accredited representative is appointed the name and contact details; as well as the expected date of arrival if the accredited representative will travel to the State of occurrence.				
Chapter 4 Reference Standard	4.7 Upon receipt of the notification, as State of the Operator, the AIG Authority shall, with a minimum of delay and by the most suitable and quickest means available, provide the State of occurrence with details of dangerous goods on board the aircraft				
Chapter 4 Reference Standard	Accidents or serious incidents in the territory of the State of registry, in a non-contracting State or outside the territory of any State Responsibility of as State of Registry Forwarding				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Chile		ARCM CT analysis and evaluation	
	<p>4.8 When the State of registry institutes the investigation of an accident or serious incident, the AIG Authority 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:</p> <ul style="list-style-type: none"> 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, and to the ARCM all the occurrences regardless of the aircraft weight (mass). 				
<p>Chapter 4 Reference Standard</p>	<p>Responsibility of as State of the operator, State of design and State of manufacture</p> <p>Information — Participation</p> <p>4.9 Reserved</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Chile		ARCM CT analysis and evaluation	
Chapter 4 Reference Standard	4.10 Upon receipt of the notification, as State of the operator, State of design, and State of manufacture, the AIG Authority shall, upon request, provide the State of registry with any relevant information available to them regarding the flight crew and the aircraft involved in the accident or serious incident. The AIG Authority shall also inform the State of registry and occurrence whether it intends to appoint an accredited representative, and if such an accredited representative is appointed, the name and contact details; as well as the expected date of arrival if the accredited representative will be present at the investigation.				
Chapter 4 Reference Standard	4.11 Upon receipt of the notification, as State of the operator, State of design, and State of manufacture, the AIG Authority shall, with a minimum of delay and by the most suitable and quickest means available, provide the State of registry with details of dangerous goods on board the aircraft.				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Chile	ARCM CT analysis and evaluation
<p>Chapter 5</p> <p>Reference</p> <p>Standard</p>	<p>Chapter 5</p> <p>Investigation</p> <p>Responsibility for instituting and conducting the investigation</p> <p>Accidents or incidents in the national territory</p> <p>State of occurrence</p> <p>5.1 The AIG Authority shall institute an investigation into the circumstances of the accident and be responsible for the conduct of the investigation, but it may delegate the whole or any part of the conducting of such investigation to another State, in ARCM, or a Regional accident Investigation Organization (RAIO) by mutual arrangement and consent. In any event, the AIG Authority shall use every means to facilitate the investigation.</p>	<p>Partially implemented</p> <p>“but it may delegate the whole or any part of the conducting of such investigation to another State, in ARCM, or a Regional accident Investigation Organization (RAIO) by mutual arrangement and consent”</p> <p>National legislation does not allow the delegation of the investigation.</p>	<p>It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.</p>
<p>Chapter 5</p> <p>Reference</p> <p>Standard</p>	<p>5.1.1 The AIG Authority shall institute an investigation into the circumstances of a serious incident and be responsible for the conduct of the investigation, but it may delegate the whole or any part of the conducting of such investigation to another State, in an ARCM, or a</p>	<p>Partially implemented.</p> <p>“but it may delegate the whole or any part of the conducting of such investigation to another State, in an ARCM, or a RAIO by mutual arrangement and consent.”</p> <p>National legislation does not allow the delegation of the investigation.</p>	<p>It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.</p>

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Chile		ARCM CT analysis and evaluation	
	RAIO by mutual arrangement and consent. In any event, State of Occurrence shall use every means to facilitate the investigation.				
Chapter 5 Reference Standard	5.1.2 The AIG Authority shall institute an investigation into the circumstances of a serious incident when the aircraft is of a maximum weight (mass) of over 2 250 kg. Such a State may delegate the whole or any part of the conducting of such investigation to another State, in the ARCM, or a RAIO by mutual arrangement and consent. In any event the AIG Authority shall use every means to facilitate the investigation.	Partially implemented. “but it may delegate the whole or any part of the conducting of such investigation to another State, in an ARCM, or a RAIO by mutual arrangement and consent.” National legislation does not allow the delegation of the investigation.		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	
Chapter 5 Reference Standard	Accidents or Incidents in the territory of a non-contracting State State of registry 5.2 Reserved				
Chapter 5 Reference Standard	Accidents or incidents outside the territory of any State State of registry 5.3 When the location of the accident or the serious incident cannot definitely be established as	Implemented. National legislation does not allow the delegation of the investigation.		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Chile		ARCM CT analysis and evaluation	
	being in the territory of any State, the AIG Authority, as State of registry, shall institute and conduct any necessary investigation of the accident or serious incident. However, it may delegate the whole or any part of the investigation to another State by mutual arrangement and consent.				
Chapter 5 Reference Standard	5.3.1 States nearest the scene of an accident in international waters shall provide such assistance as they are able and shall, likewise, respond to requests by the State of Registry.				
Chapter 5 Reference Standard	5.3.2 Reserved				
Chapter 5 Reference Standard	<p>Organization and conduct of the investigation Responsibility of the AIG Authority General</p> <p><i>Note.- Nothing in the following provisions is intended to preclude the State conducting the investigation from calling upon the best technical expertise from any source.</i></p> <p>5.4 The AIG authority in charge of the investigation shall have independence in the conduct of the investigation and have</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Chile		ARCM CT analysis and evaluation	
	<p>unrestricted authority over its conduct, consistent with the provisions of this Regulation. The investigation shall normally include:</p> <ul style="list-style-type: none"> a) the gathering, recording and analysis of all available relevant information on that accident or incident; b) if appropriate, the issuance of safety recommendations; c) if possible, the determination of the causes, contributing factors and/or latent conditions; and d) the completion of the final report. 				
Chapter 5 Reference 5.4 Standard	When possible, the scene of the accident shall be visited, the wreckage examined and statements taken from witnesses. The extent of the investigation and the procedure to be followed in carrying out such an investigation shall be determined by the AIG authority, depending on the lessons it expects to draw from the investigation for the improvement of safety.				
Chapter 5 Reference	5.4.1 Any investigation conducted in accordance with the provisions of this regulation shall be separate from any judicial or				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Chile		ARCM CT analysis and evaluation	
Standard	administrative proceedings to apportion blame or liability.				
Chapter 5 Reference Standard	5.4.2 The AIG Authority shall develop documented policies and procedures detailing its accident duties. These shall include: organization and planning; investigation; and reporting.				
Chapter 5 Reference Standard	5.4.3 The AIG Authority shall ensure that any investigations conducted under the provisions of this Regulation and Annex 13, have unrestricted access to all evidentiary material without delay and are not impeded by administrative or judicial investigation or proceedings.				
Chapter 5 Reference Standard	Investigator-in-charge — Designation 5.5 The AIG Authority shall designate the investigator-in-charge of the investigation and shall initiate the investigation immediately.				
Chapter 5 Reference	Investigator-in-charge — Access and control 5.6 The investigator-in-				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Chile		ARCM CT analysis and evaluation	
Standard	charge shall have unhampered access to the wreckage and all relevant material, including flight recorders and ATS records, and shall have unrestricted control over it to ensure that a detailed examination can be made without delay by authorized personnel participating in the investigation.				
Chapter 5 Reference Standard	Flight recorders — Accidents and incidents 5.7 Effective use shall be made of flight recorders in the investigation of an accident or an incident. The AIG Authority shall arrange for the read-out of the flight recorders without delay.				
Chapter 5 Reference Standard	5.8 In the event that the AIG Authority does not have adequate facilities to read out the flight recorders, it shall use the facilities made available to it by other States, giving consideration to the following: a) the capabilities of the read-out facility; b) the timeliness of the read-out; and c) the location of the read-out				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Chile		ARCM CT analysis and evaluation	
	facility.				
Chapter 5 Reference Standard	<p style="text-align: center;">Autopsy examinations</p> <p>5.9 The AIG Authority conducting the investigation into a fatal accident shall arrange for complete autopsy examination of fatally injured flight crew and, subject to the particular circumstances, of fatally injured passengers and cabin attendants, by a pathologist, preferably experienced in accident investigation. These examinations shall be expeditious and complete.</p>				
Chapter 5 Reference Standard	<p style="text-align: center;">Medical examinations</p> <p>5.9.1 When appropriate, the AIG Authority conducting the investigation shall arrange for medical examination of the crew, passengers and involved aviation personnel, by a physician, preferably experienced in accident investigation. These examinations shall be expeditious.</p>				
Chapter 5 Reference Standard	<p style="text-align: center;">Coordination — Judicial authorities</p> <p>5.10 The AIG Authority shall recognize the need for coordination</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Chile		ARCM CT analysis and evaluation	
	between the investigator-in-charge and the judicial authorities. Particular attention shall be given to evidence which requires prompt recording and analysis for the investigation to be successful, such as the examination and identification of victims and read-outs of flight recorder recordings.				
Chapter 5 Reference Standard	<p style="text-align: center;">Informing aviation security authorities</p> <p>5.11 If, in the course of an investigation it becomes known, or it is suspected, that an act of unlawful interference was involved, the investigator-in-charge shall immediately initiate action to ensure that the aviation security authorities of the State(s) concerned are so informed.</p>				
Chapter 5 Reference Standard	<p style="text-align: center;">Non-disclosure of records</p> <p>5.12 The AIG Authority shall not make the following records available for purposes other than accident or incident investigation, unless the appropriate authority for the administration of justice in that State determines that their disclosure outweighs the adverse domestic and international impact</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Chile		ARCM CT analysis and evaluation	
	<p>such action may have on that or any future investigations:</p> <p>a) all statements taken from persons by the investigation authorities in the course of their investigation;</p> <p>b) all communications between persons having been involved in the operation of the aircraft;</p> <p>c) medical or private information regarding persons involved in the accident or incident;</p> <p>d) cockpit voice recordings and transcripts from such recordings;</p> <p>e) recordings and transcriptions of recordings from air traffic control units;</p> <p>f) cockpit airborne image recordings and any part or transcripts from such recordings; and</p> <p>g) opinions expressed in the analysis of information, including flight recorder information.</p>				
Chapter 5	5.12.1 These records shall be				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Chile		ARCM CT analysis and evaluation	
Reference Standard	included in the final report or its appendices only when pertinent to the analysis of the accident or incident. Parts of the records not relevant to the analysis shall not be disclosed.				
Chapter 5 Reference Standard	5.12.2 The names of the persons involved in the accident or incident shall not be disclosed to the public by the AIG Authority.	No implemented. In application, but in the process of being incorporated into the current regulations (DPA PRO 01)		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	
Chapter 5 Reference Standard	Reopening of investigation 5.13 If, after the investigation has been closed, new and significant evidence becomes available, the AIG Authority shall reopen it. However, when the State which conducted the investigation did not institute it, that State shall first obtain the consent of the State which instituted the investigation.				
Chapter 5 Reference Standard	Responsibility of the State Information — Accidents and incidents 5.14 The AIG Authority shall, on request from the State conducting the investigation of an accident or an incident, provide that				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Chile		ARCM CT analysis and evaluation	
	State with all the relevant information available to it.				
Chapter 5 Reference Standard	5.15 Any State, the facilities or services of which have been, or would normally have been, used by an aircraft prior to an accident or an incident, and which has information pertinent to the investigation, shall provide such information to the AIG Authority.				
Chapter 5 Reference Standard	<p>Responsibility of the State of registry and the State of the operator</p> <p>Flight recorders — Accidents and serious incidents</p> <p>5.16 When an aircraft involved in an accident or a serious incident lands in a State other than the State of occurrence, the State of registry or the State of the operator shall, on request from the AIG Authority, furnish the latter State with the flight recorder records and, if necessary, the associated flight recorders.</p>				
Chapter 5	Organizational information				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Chile		ARCM CT analysis and evaluation	
Reference Standard	5.17 The State of registry and the State of the operator, on request from the AIG Authority, shall provide pertinent information on any organization whose activities may have directly or indirectly influenced the operation of the aircraft.				
Chapter 5 Reference Standard	Participation in the investigation Participation of the State of registry, the State of the operator, the State of design and the State of manufacture Rights 5.18 The AIG Authority shall entitle the State of registry, the State of the operator, the State of design and the State of manufacture to appoint an accredited representative to participate in the investigation.				
Chapter 5 Reference Standard	5.19 The State of registry or the State of the operator shall appoint one or more advisers, proposed by the operator, to assist its accredited representative.				
Chapter 5	5.19.1 When neither the State				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Chile		ARCM CT analysis and evaluation	
Reference Standard	of registry, nor the State of the operator appoint an accredited representative, the AIG Authority shall invite the operator to participate, subject to the procedures of the State conducting the investigation.				
Chapter 5 Reference Standard	5.20 The State of design and the State of manufacture shall be entitled to appoint one or more advisers, proposed by the organizations responsible for the type design and the final assembly of the aircraft, to assist their accredited representatives.				
Chapter 5 Reference Standard	5.21 When neither the State of design nor the State of manufacture appoint an accredited representative, the AIG Authority shall invite the organizations responsible for the type design and the final assembly of the aircraft to participate, subject to the procedures of the AIG Authority.				
Chapter 5 Reference Standard	<p style="text-align: center;">Obligations</p> 5.22 When the AIG Authority conducting an investigation of an accident to an aircraft of a maximum mass of over 2 250 kg specifically requests participation by the State of registry, the State of the				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Chile		ARCM CT analysis and evaluation	
	operator, the State of design or the State of manufacture, the State(s) concerned shall each appoint an accredited representative.				
Chapter 5 Reference Standard	Participation of other States Rights 5.23 Any State which on request provides information, facilities or experts to the AIG Authority shall be entitled to appoint an accredited representative to participate in the investigation.	Not implemented. PRO DPA 01 extended, as regards the accredited representative.		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	
Chapter 5 Reference Standard	Entitlement of accredited representatives Advisers 5.24 A State entitled to appoint an accredited representative shall also be entitled to appoint on or more advisers to assist the accredited representative in the investigation.				
Chapter 5 Reference	5.24.1 Advisers assisting accredited representatives shall be permitted, under the accredited representatives' supervision, to				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Chile		ARCM CT analysis and evaluation	
Standard	participate in the investigation to the extent necessary to enable the accredited representatives to make their participation effective.				
Chapter 5 Reference Standard	<p style="text-align: center;">Participation</p> <p>5.25 Participation in the investigation shall confer entitlement to participate in all aspects of the investigation, under the control of the investigator-in-charge, in particular to:</p> <ul style="list-style-type: none"> a) visit the scene of the accident; b) examine the wreckage; c) obtain witness information and suggest areas of questioning; d) have full access to all relevant evidence as soon as possible; e) receive copies of all pertinent documents; f) participate in read-outs of recorded media; g) participate in off-scene investigative activities such as component examinations, technical briefings, tests and simulations; h) participate in investigation 	<p>Not implemented.</p> <p>However, participation of States other than the State of registry, the State of the operator, the State of design and the State of manufacture may be limited to those matters which entitled such States to participation under 5.23.</p> <p>It is incorporated in the PRO DPA 01, which already provides the DAR-13.</p>		<p>It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.</p>	

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Chile		ARCM CT analysis and evaluation	
	<p>progress meetings including deliberations related to analysis, findings, causes, contributing factors and safety recommendations; and</p> <p>i) make submissions in respect of the various elements of the investigation.</p>				
Chapter 5 Reference 5.25 Standard	However, participation of States other than the State of registry, the State of the operator, the State of design and the State of manufacture may be limited to those matters which entitled such States to participation under 5.23.				
Chapter 5 Reference Standard	<p style="text-align: center;">Obligations</p> <p>5.26 Accredited representatives and their advisers:</p> <p>a) shall provide the AIG Authority conducting the investigation with all relevant information available to them; and</p> <p>b) shall not divulge information on the progress and the findings of the investigation without the express consent of the AIG Authority conducting the investigation.</p>				
Chapter 5	Participation of States having				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Chile		ARCM CT analysis and evaluation	
Reference Standard	<p>suffered fatalities or serious injuries to its citizens</p> <p>Rights and entitlement</p> <p>5.27 A State which has a special interest in an accident by virtue of fatalities or serious injuries to its citizens shall be entitled to appoint an expert who shall be entitled to:</p> <p>a) visit the scene of the accident;</p> <p>b) have access to the relevant factual information which is approved for public release by the AIG Authority, and information on the progress of the investigation; and</p> <p>c) receive a copy of the Final Report.</p> <p>This will not preclude the State from also assisting in the identification of victims and in meetings with survivors from that State.</p>				
Chapter 5 Reference Standard	<p>5.28 The AIG Authority shall release, at least during the first year of the investigation, established factual information and indicate the progress of the investigation in a timely manner.</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Chile		ARCM CT analysis and evaluation	
Chapter 6 Reference Standard	<p style="text-align: center;">Chapter 6 - Final Report</p> <p>6.1 The format of the final report in the Manual on aircraft accidents and incidents investigation reporting shall be used by the AIG Authority. However, it may be adapted to the circumstances of the accident or incident.</p>				
Chapter 6 Reference Standard	<p style="text-align: center;">Responsibility of any State</p> <p style="text-align: center;">Release of information – Consent</p> <p>6.2 The AIG Authority shall not circulate, publish or give access to a draft report or any part thereof, or any documents obtained during an investigation of an accident or incident, without the express consent of the authority which conducted the investigation, unless such reports or documents have already been published or released by that latter State.</p>				
Chapter 6	<p style="text-align: center;">Responsibility of the State conducting the investigation</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Chile		ARCM CT analysis and evaluation	
Reference Standard	<p style="text-align: center;">Consultation</p> <p>6.3 The AIG Authority conducting the investigation shall send a copy of the draft final report to the following States inviting their significant and substantiated comments on the report as soon as possible:</p> <p>a) the State that instituted the investigation;</p> <p>b) the State of registry;</p> <p>c) the State of the operator;</p> <p>d) the State of design;</p> <p>e) the State of manufacture;</p> <p>f) any State that participated in the investigation as per Chapter 5; and</p> <p>g) the ARCM when appropriate.</p>				
Chapter 6	If the AIG Authority receives comments within sixty days of the				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Chile		ARCM CT analysis and evaluation	
Reference 6.3 Standard	date of the transmittal letter, it shall either amend the draft final report to include the substance of the comments received or, if desired by the State that provided comments, append the comments to the final report. If the AIG Authority receives no comments within sixty days of the date of the first transmittal letter, it shall issue the final report in accordance with 6.4, unless an extension of that period has been agreed by the States concerned.				
Chapter 6 Reference Standard	6.3.1 The AIG Authority shall send, through the State of the operator, a copy of the draft final report to the operator to enable the operator to submit comments on the draft final report.				
Chapter 6 Reference Standard	6.3.2 The AIG Authority shall send, through the State of design and the State of manufacture, a copy of the draft final report to the organizations responsible for the type design and the final assembly of the aircraft to enable them to submit comments on the draft final report.				
Chapter 6 Reference	<p style="text-align: center;">Recipient States</p> <p>6.4 The final report of the</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Chile		ARCM CT analysis and evaluation	
Standard	<p>investigation of an accident shall be sent with a minimum of delay by the AIG Authority to:</p> <ul style="list-style-type: none"> a) the State that instituted the investigation; b) the State of registry; c) the State of the operator; d) the State of design; e) the State of manufacture; f) any State that participated in the investigation; g) any State having suffered fatalities or serious injuries to its citizens; and h) any State that provided relevant information, significant facilities and services or experts. 				
<p>Chapter 6</p> <p>Reference</p> <p>Standard</p>	<p>Difusión del informe final</p> <p>Release of the final report</p> <p>6.5 In the interest of accident prevention, the AIG Authority shall make the final report publicly available as soon as possible and, if possible, within twelve months.</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Chile		ARCM CT analysis and evaluation	
Chapter 6 Reference Standard	6.6 If the report cannot be made publicly available within twelve months, the AIG Authority shall make an interim statement publicly available on each anniversary of the occurrence, detailing the progress of the investigation and any safety issues raised.				
Chapter 6 Reference Standard	6.7 When the AIG Authority that has conducted an investigation into an accident or an incident involving an aircraft of a maximum mass of over 5 700 kg has released a final report, that authority shall send to the International Civil Aviation Organization a copy of the final report.				
Chapter 6 Reference Standard	<p style="text-align: center;">Safety recomendations</p> 6.8 At any stage of the investigation of an accident or incident, the accident or incident investigation authority of the State conducting the investigation shall recommend in a dated transmittal correspondence to the appropriate authorities, including those in other States, any preventive action that it considers necessary to be taken promptly to enhance aviation safety.				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Chile		ARCM CT analysis and evaluation	
Chapter 6 Reference Standard	6.9 The AIG Authority shall address, when appropriate, any safety recommendations arising out of its investigations in a dated transmittal correspondence to the accident investigation authorities of other State(s) concerned and, when ICAO documents are involved, to ICAO.				
Chapter 6 Reference Standard	<p style="text-align: center;">Responsibility of a State receiving or issuing safety recommendations</p> <p style="text-align: center;">Action on safety recommendations</p> <p>6.10 The AIG Authority that receives safety recommendations shall inform the proposing State, within ninety days of the date of the transmittal correspondence, of the preventive action taken or under consideration, or the reasons why no action will be taken.</p>				
Chapter 6 Reference Standard	6.11 The AIG Authority issuing a safety recommendation shall implement procedures to record the responses to the safety recommendation issued.				
Chapter 6 Reference	6.12 When the AIG Authority receives a safety recommendation shall implement procedures to				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Chile		ARCM CT analysis and evaluation	
Standard	monitor the progress of the action taken in response to that safety recommendation.				
Chapter 7 Reference Standard	<p>Chapter 7 - ADREP Reporting Preliminary report Responsibilities of the AIG Authority Accidents to aircraft over 2 250 kg</p> <p>7.1 When the aircraft involved in an accident is of a maximum mass of over 2 250 kg, the AIG Authority shall send the preliminary report to:</p> <p>a) the State of registry or the State of occurrence, as appropriate;</p> <p>b) the State of the operator;</p> <p>c) the State of design;</p> <p>d) the State of manufacture;</p> <p>e) any State that provided relevant information, significant facilities and services or experts;</p> <p>f) the International Civil Aviation Organization; and</p> <p>g) the ARCM, when appropriate.</p>	<p>Implemented. the expansion will be assessed to contain elements that are not currently covered. "The ARCM, when appropriate."</p>		<p>It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.</p>	
Chapter 7	Accidents to aircraft of 2 250 kg	<p>Implemented. the expansion will be assessed to contain elements that</p>		<p>It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in</p>	

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Chile		ARCM CT analysis and evaluation	
Reference Standard	<p style="text-align: center;">or less</p> <p>7.2 When an aircraft, not covered by 7.1, is involved in an accident and when airworthiness or matters considered to be of interest to other States are involved, the AIG Authority shall forward the preliminary report to:</p> <p>a) the State of registry or the State of occurrence, as appropriate;</p> <p>b) the State of the operator;</p> <p>c) the State of design;</p> <p>d) the State of manufacture;</p> <p>e) any State that provided relevant information, significant facilities and services or experts; and</p> <p>f) the ARCM, when appropriate.</p>	<p>are not currently covered. "The ARCM, when appropriate."</p>		<p>full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.</p>	
Chapter 7 Reference Standard	<p style="text-align: center;">Language</p> <p>7.3 The preliminary report shall be submitted to appropriate States and to the International Civil Aviation Organization in one of the working languages of ICAO.</p>				
Chapter 7 Reference	<p style="text-align: center;">Dispatch</p> <p>7.4 The preliminary report</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Chile		ARCM CT analysis and evaluation	
Standard	shall be sent by facsimile, e-mail, or airmail within thirty days of the date of the accident unless the accident/incident data report has been sent by that time. When matters directly affecting safety are involved, it shall be sent as soon as the information is available and by the most suitable and quickest means available.				
Chapter 7 Reference Standard	<p>Accident/Incident data report</p> <p>Responsibilities of the AIG Authority</p> <p>Accidents to aircraft over 2 250 kg</p> <p>7.5 When the aircraft involved in an accident is of a maximum mass of over 2 250 kg, the AIG Authority shall send, as soon as practicable after the investigation, the accident data report to the International Civil Aviation Organization and the ARCM, when appropriate.</p>	Implemented. The expansion will be assessed to contain elements that are not currently covered. "The ARCM, when appropriate."		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	
Chapter 7 Reference Standard	<p>Additional information</p> <p>7.6 Reserved</p>				
Chapter 7 Reference	<p>Incidents to aircraft over 5 700 kg</p> <p>7.7 If the AIG Authority</p>	Implemented. The expansion will be assessed to contain elements that are not currently covered.		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of	

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Chile	ARCM CT analysis and evaluation
Standard	conducts an investigation into an incident to an aircraft of a maximum mass of over 5 700 kg, that authority shall send, as soon as is practicable after the investigation, the incident data report to the International Civil Aviation Organization and the ARCM, when appropriate.	"The ARCM, when appropriate."	Annex 13 and therefore breaches and differences by the state will be avoided.
Chapter 7 Reference Standard	Data reporting to the ARCM Accidents to aircraft of 2 250 kg or less 7.8 If the AIG Authority conducts an investigation into an accident to an aircraft of a maximum mass of over 2 250 kg or less, that authority shall send, as soon as is practicable after the investigation, the accident data report to the ARCM.	Implemented. The expansion will be assessed to contain elements that are not currently covered. "The ARCM, when appropriate."	It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.
Chapter 7 Reference Standard	Incidents to aircraft of 5 700 kg or less 7.9 If the AIG Authority conducts an investigation into an incident to an aircraft of a maximum mass of over 5 700 kg, that authority shall send, as soon as is practicable after the investigation, the incident data report to the ARCM.	Implemented. The expansion will be assessed to contain elements that are not currently covered. "The ARCM, when appropriate."	It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.
Chapter 8	Chapter 8 - Accident Prevention		

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements Measures	Comments and differences of Chile		ARCM CT analysis and evaluation	
Reference Standard	Database and preventive actions 8.1 The AIG Authority shall establish and maintain an accident and incident database to facilitate the effective analysis of information on actual or potential safety deficiencies and to determine any preventive actions required.				
Chapter 8 Reference Standard	8.2 Reserved				
Chapter 8 Reference Standard	8.3 In addition to safety recommendations arising from accident and incident investigations, safety recommendations may result from diverse sources, including safety studies. If safety recommendations are addressed to an organization in another State, they shall also be transmitted to that organization by the AIG Authority through that State's investigation authority.				
Chapter 9 Reference	Chapter 9 - Training 9.1 The AIG Authority shall				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Chile		ARCM CT analysis and evaluation	
Standard	establish and keep valid a training programme where the type of training that must be provided for investigators is detailed. The training programme shall include basic training, practical on-the-job training (OJT), regular training, and specialized training, with indication of the duration, when appropriate. The training programme shall include basic and regular training in on-the-scene safety for investigators.				
Chapter 9 Reference Standard	9.2 The AIG Authority shall establish a regular training plan where the type of training to be provided for the established period is detailed in order of priority. The type and frequency of the training shall be enough for the investigators to acquire and have a level of knowledge, skills, competence and qualifications in accordance with the rights and obligations assigned.				
Chapter 9 Reference Standard	9.3 The AIG Authority shall establish and introduce a system to keep the training records of the investigators, including OJT.				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Paraguay	ARCM CT analysis and evaluation
<p>Chapter 1</p> <p>Reference</p> <p>Definition</p>	<p>Chapter 1 - Definitions</p> <p>The terms and expressions shown below are used in the standards and recommended practices for aviation accidents and incidents investigation, they have the following meanings:</p> <p><u>Accident</u>- Any occurrence associated with the operation of an aircraft which, in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time as it comes to rest at the end of the flight and the primary propulsion system is shut down, in which:</p> <p>a) a person is fatally or seriously injured as a result of:</p> <ul style="list-style-type: none"> ➤ being in the aircraft, or ➤ direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or ➤ direct exposure to jet blast, 	<p>Any occurrence associated with the operation of an aircraft, which occurs in the interval between the time a person boards the aircraft with the intention to make a flight, and when all such persons have disembarked period during which -Any person is fatally or seriously injured as a result of:</p> <p>A) being in the aircraft, or</p> <p>B) direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or</p> <p>C) direct the jet blast exposure, except when the injuries are from natural causes, there is caused a person itself or have been caused by other people or try suffered by stowaways hiding injuries outside areas normally available to the passengers and crew; or the aircraft sustains damage or structural failure which:</p> <p>A) adversely affects the structural strength, performance or flight characteristics; Y</p> <p>B) that normally require major repair or replacement of the affected component, except for engine failure or damage, when the damage is limited to a single engine (including its cowlings or accessories); propellers, wing tips, antennas, tires, brakes, fairings, small dents or puncture holes in the aircraft or aircraft disappears or is completely inaccessible.</p>	<p>In the definition of the State it does not appear the case of a manned aircraft and unmanned as set out in Annex 13.</p> <p>State comments have technical support and CT does not qualify as appropriate to produce an amendment to the regulations.</p> <p>It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.</p>

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Paraguay	ARCM CT analysis and evaluation
	<ul style="list-style-type: none"> ➤ except when the injuries are from natural causes, self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew; or b) the aircraft sustains damage or structural failure which: <ul style="list-style-type: none"> ➤ adversely affects the structural strength, performance or flight characteristics of the aircraft, and ➤ would normally require major repair or replacement of the affected component, ➤ except for engine failure or damage, when the damage is limited to a single engine (including its cowlings or accessories), to propellers, wing tips, antennas, probes, vanes, tires, brakes, wheels, fairings, panels, landing gear doors, windcreens, the aircraft skin (such as small dents or puncture holes), or for minor damages to main rotor blades, tail rotor blades, landing gear, and those resulting from hail or bird strike (including holes in the radome); or 		

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Paraguay		ARCM CT analysis and evaluation	
	c) the aircraft is missing or is completely inaccessible.				
Chapter 1 Reference Definition	<u>Accredited representative.</u> - A person designated by a State, on the basis of his or her qualifications, for the purpose of participating in an investigation conducted by another State. Where the State has established an accident investigation authority, the designated accredited representative would normally be from that authority.	A person designated by a State and enabled by the CIPAA, on the basis of his or her qualifications, for the purpose of participating in an investigation conducted by another State.		State comments are incomplete and do not appear that where the State has established an accident investigation authority, the designated accredited representative would normally be from that authority. State comments have technical support and CT does not qualify as appropriate to produce an amendment to the regulations. It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	
Chapter 1 Reference Definition	<u>Adviser.</u> - A person appointed by a State, on the basis of his or her qualifications, for the purpose of assisting its accredited representative in an investigation.				
Chapter 1 Reference Definition	<u>AIG Authority.</u> - The organization in charge of the accidents and incidents investigation in the State.	NOT IMPLEMENTED		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	
Chapter 1 Reference Definition	<u>AIG Specialist / Expert.</u> - The specialist or expert person in a specific area related to aviation accidents and incidents investigation, who is available for the allocation of specific action (e.g. development of AIG requirements and procedures), upon request of a	NOT IMPLANTED		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Paraguay		ARCM CT analysis and evaluation	
	member State.				
Chapter 1 Reference Definition	<u>Aircraft.</u> - Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.				
Chapter 1 Reference Definition	<u>ARCM Focal Points.</u> - AIG specialists, appointed by AIG Authorities from ARCM member States, to maintain an agile communication link with the AIG Technical Committee and promote and coordinate ARCM activities within its Authority.	NOT IMPLANTED		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	
Chapter 1 Reference Definition	<u>ARCM General Board.</u> - The General Board established by the Article 9 of this Agreement, which shall be composed of the AIG Authorities of the ARCM member States.	NOT IMPLANTED		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	
Chapter 1 Reference Definition	<u>ARCM Investigator.</u> - The aviation accidents and incidents investigator available for the appointment of an accident or incident investigation, whenever a member State requires it.	NOT IMPLANTED		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	
Chapter 1 Reference Definition	<u>ARCM Investigator-in-charge.</u> - A person charged, on the basis of his or her qualifications, with the responsibility for the organization, conduct and control of an	NOT IMPLANTED		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Paraguay	ARCM CT analysis and evaluation
	investigation.		
Chapter 1 Reference Definition	<u>ARCM Regulations</u> . - AIG Regional Cooperation Mechanism (ARCM) Regulations, which describes the objectives, functions, organizational structure, and other provisions for the ARCM operation.	NOT IMPLANTED	It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.
Chapter 1 Reference Definition	<u>Causes</u> . - Actions, omissions, events, conditions, or a combination thereof, which led to the accident or incident. The identification of causes does not imply the assignment of fault or the determination of administrative, civil or criminal liability.	Actions, omissions, events, conditions, or a combination thereof, which led to the accident or incident.	In the definition of the State it does not appear that the identification of causes does not imply the assignment of fault or determination of administrative, civil or criminal liability as set out in Annex 13. States comments do not have technical support the CT does not qualify as appropriate to produce an amendment to the regulations. It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.
Chapter 1 Reference Definition	<u>Chicago Convention</u> . - The Convention on International Civil Aviation signed in Chicago on 7 December 1944.	NOT IMPLEMENTED	It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.
Chapter 1 Reference Definition	<u>Contributing factors</u> . - Actions, omissions, events, conditions, or a combination thereof, which, if eliminated, avoided or absent, would have reduced the probability of the accident or incident occurring, or mitigated the severity of the consequences of the accident	NOT IMPLANTED	It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Paraguay		ARCM CT analysis and evaluation	
	or incident. The identification of contributing factors does not imply the assignment of fault or the determination of administrative, civil or criminal liability.				
Chapter 1 Reference Definition	<u>Flight recorder</u> . - Any type of recorder installed in the aircraft for the purpose of complementing accident/incident investigation.				
Chapter 1 Reference Definition	<u>GASP</u> . - The global ICAO plan for aviation safety	NOT IMPLANTED		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	
Chapter 1 Reference Definition	<u>GASR</u> . - The route map for aviation safety on a worldwide scale, prepared by the safety strategy Group and approved by the ICAO Council on 15 June 2006.				
Chapter 1 Reference Definition	<u>Incident</u> . - An occurrence, other than an accident, associated with the operation of an aircraft which affects or could affect the safety of operation.				
Chapter 1 Reference Definition	<u>Investigation</u> . - A process conducted for the purpose of accident prevention which includes the gathering and analysis of information, the drawing of				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Paraguay		ARCM CT analysis and evaluation	
	conclusions, including the determination of causes and/or contributing factors and, when appropriate, the making of safety recommendations.				
Chapter 1 Reference Definition	<p><u>Investigator-in-charge.</u> - A person charged, on the basis of his or her qualifications, with the responsibility for the organization, conduct and control of an investigation.</p> <p>Nothing in the above definition is intended to preclude the functions of an investigator-in-charge being assigned to a commission or other body.</p>	A person, on the basis of his or her qualifications, with the responsibility for the organization, conduct and control of an investigation. You can also assign this responsibility to a commission or a committee of people, depending on the type of accident.		<p>In the definition of the State it does not appear that the person is "in charge of the investigation," as set out in Annex 13.</p> <p>States comments do not have technical support the CT does not qualify as appropriate to produce an amendment to the regulations.</p> <p>It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.</p>	
Chapter 1 Reference Definition	<u>Maximum mass.</u> - Maximum certificated take-off mass.				
Chapter 1 Reference Definition	<u>Maximum weight (mass).</u> - Maximum certificated take-off weight (mass).	NOT IMPLANTED		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	
Chapter 1 Reference Definition	<u>Member State.</u> - An ARCM member state which is part of this Agreement.	NOT TOTALLY IMPLANTED		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Paraguay		ARCM CT analysis and evaluation	
Chapter 1 Reference Definition	<u>Operator.</u> - A person, organization or enterprise engaged in or offering to engage in an aircraft operation.				
Chapter 1 Reference Definition	<u>Preliminary Report.</u> - The communication used for the prompt dissemination of data obtained during the early stages of the investigation.				
Chapter 1 Reference Definition	<u>President of the General Board.</u> - President of the General Board conformed by the ARCM AIG Authorities, who shall be elected among its members for a one year term and may be re-elected for equal and successive terms.	NOT IMPLANTED		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	
Chapter 1 Reference Definition	<u>Safety recommendation.</u> - A proposal of the accident investigation authority, based on information derived from the investigation, made with the intention of preventing accidents or incidents and which in no case has the purpose of creating a presumption of blame or liability for an accident or incident. In addition to the safety recommendations arising from accident and incident investigations, safety recommendations may result from diverse sources, including safety	A proposal of the accident/incident investigation authority, based on information derived from the investigation, made with the intention of preventing futures accidents or incidents.		<p>In the definition of the State it does not appear that, and which in no case has the purpose of creating a presumption of blame or liability for an accident or incident.</p> <p>In addition to the safety recommendations arising from accident and incident investigations, safety recommendations may result from diverse sources, including safety studies, as set out in Annex 13.</p> <p>States comments do not have technical support the CT does not qualify as appropriate to produce an amendment to the regulations.</p> <p>It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of</p>	

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Paraguay		ARCM CT analysis and evaluation	
	studies.			Annex 13 and therefore breaches and differences by the state will be avoided.	
Chapter 1 Reference Definition	<p><u>Serious incident</u>.- An incident involving circumstances indicating that there was a high probability of an accident and associated with the operation of an aircraft which, in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time as it comes to rest at the end of the flight and the primary propulsion system is shut down.</p> <p><i>The difference between an accident and a serious incident lies only in the result.</i></p> <p><i>Examples of serious incidents can be found in Attachment C.</i></p>	<p>Serious incident: An incident involving circumstances indicating that an accident nearly occurred. The difference between accident and serious incident lies only in the result. Some examples of serious incidents are displayed below examples of guidance on the definition of serious incident.</p>		<p>In the definition of the State it does not appear the case of a manned aircraft and unmanned as set out in Annex 13.</p> <p>State comments do not have technical support and CT does not qualify as appropriate to produce an amendment to the regulations.</p> <p>It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.</p>	
Chapter 1 Reference	<u>Serious injury</u> .- An injury which is sustained by a person in an accident and which:				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Paraguay		ARCM CT analysis and evaluation	
Definition	a) requires hospitalization for more than 48 hours, commencing within seven days from the date the injury was received; or b) results in a fracture of any bone (except simple fractures of fingers, toes or nose); or c) involves lacerations which cause severe haemorrhage, nerve, muscle or tendon damage; or d) involves injury to any internal organ; or e) involves second or third degree burns, or any burns affecting more than 5 per cent of the body surface; or f) involves verified exposure to infectious substances or injurious radiation.				
Chapter 1 Reference Definition	<u>State of Design.</u> - The State having jurisdiction over the organization responsible for the type design.				
Chapter 1 Reference Definition	<u>State of Manufacture.</u> - The State having jurisdiction over the organization responsible for the final assembly of the aircraft.				
Chapter 1 Reference Definition	<u>State of Occurrence.</u> - The State in the territory of which an accident or incident occurs.				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Paraguay		ARCM CT analysis and evaluation	
Chapter 1 Reference Definition	<u>State of the Operator</u> .- The State in which the operator's principal place of business is located or, if there is no such place of business, the operator's permanent residence.				
Chapter 1 Reference Definition	<u>State of Registry</u> . - The State on whose register the aircraft is entered.	The State on whose register the aircraft is entered, in the case of the registration of aircraft of an international operating agency on other than a national basis, the States constituting the agency are jointly and severally bound to assume the obligations which, under the Chicago Convention, attach to a State of Registry.		In the definition of the state it has the note in the definition provided in Annex 13. "In the case of the registration of aircraft of an international operating agency on other than a national basis, the States constituting the agency are jointly and severally bound to assume the obligations which, under the Chicago Convention, attach to a State of Registry. See, in this regard, the Council Resolution of 14 December 1967 on Nationality and Registration of Aircraft Operated by International Operating Agencies which can be found in Policy and Guidance Material on the Economic Regulation of International Air Transport (Doc 9587)." State comments are appropriate under the note incorporating the standard of Annex 13 within the requirement set by the ARCM, however it is proposed that the workgroup assigned to study the amendments to the AIG State regulations ARCM, perform a more detailed discussion of the proposed amendment and that the result of this analysis is presented for evaluation of the AIG-SAM / 3.	
Chapter 1 Reference Definition	<u>State safety programme (SSP)</u> . An integrated set of regulations and activities aimed at improving safety.	NOT IMPLANTED		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	
Chapter 2	Chapter 2 - Applicability 2.1 Unless otherwise	This regulation prescribes rules governing the investigation and prevention of aviation accidents and incidents within the Republic of Paraguay, also those		The application defined by the State does not cover all activities following accidents and incidents wherever they occurred as indicated in Annex 13	

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Paraguay	ARCM CT analysis and evaluation
Reference Standard	stated, the specifications in this Regulations apply to activities following accidents and incidents wherever they occurred.	that occurred in any other State of the Chicago Convention on International Civil Aviation in which they are involved aircraft registered in the country, meeting the provisions and recommendations contained in Annex 13 to the Chicago Convention on International Civil Aviation, except for the cases provided for in this Regulation.	Chapter 2. State comments do not have technical support and CT does not qualify as appropriate to produce an amendment to the regulations. It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.
Chapter 2 Reference Standard	2.2 In this Regulation the specifications concerning the State of the Operator apply only when an aircraft is leased, chartered or interchanged and when that State is not the State of Registry and if it discharges, in respect of this Regulation, in part or in whole, the functions and obligations of the State of Registry.	NOT IMPLANTED	It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.
Chapter 3 Reference Standard	Chapter 3 - General Objective of the investigation 3.1 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.	2.4 - The investigation aircraft accident and incidents within the Republic of Paraguay has as its only objective of preventing future accidents, incidents and dangerous situations to aerial activity in the country's potential. 2.4.1 - It is not the purpose of this activity to apportion blame or liability, investigation must be conducted according to the standards and methods recommended by ICAO.	The State adds to the objective of the investigation preventing future potentially dangerous situations to aviation activities in the country, which does not correspond to the fundamentals of safety management. When an accident or serious incident occurs, the accident investigation process begins to find any possible potentially hazardous situation within the aviation system, the reasons for this and to generate the necessary measures to prevent recurrence countermeasures.

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Paraguay		ARCM CT analysis and evaluation	
				<p>Potentially hazardous situations are implicit in the recommendations of the reports of aviation accidents and incidents, so it is suggested that the State meets the definition of AIG State regulation ARCM has been taken of Annex 13 in its entirety.</p> <p>State comments do not have technical support and CT does not qualify as appropriate to produce an amendment to the regulations.</p> <p>It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.</p>	
<p>Chapter 3</p> <p>Reference</p> <p>Standard</p>	<p>Protection of evidence, custody and removal of aircraft</p> <p>Responsibility of the State of occurrence</p> <p>General</p> <p>3.2 The AIG Authority as State of occurrence shall take all reasonable measures to protect the evidence and to maintain safe custody of the aircraft and its contents for such a period as may be necessary for the purposes of an investigation. Protection of evidence shall include the preservation, by photographic or other means, of any evidence which might be removed, effaced, lost or destroyed. Safe custody shall include protection against further damage, access by</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Paraguay		ARCM CT analysis and evaluation	
	unauthorized persons, pilfering and deterioration.				
Chapter 3 Reference Standard	<p>Request from State of registry, State of the operator, State of design or State of manufacture</p> <p>3.3 If a request is received from the State of registry, the State of the operator, the State of design or the State of manufacture that the aircraft, its contents, and any other evidence remain undisturbed pending inspection by an accredited representative of the requesting State, the AIG Authority shall take all necessary steps to comply with such request, so far as this is reasonably practicable and compatible with the proper conduct of the investigation; provided that the aircraft may be moved to the extent necessary to extricate persons, animals, mail and valuables, to prevent destruction by fire or other causes, or to eliminate any danger or obstruction to air navigation, to other transport or to the public, and provided that it does not result in undue delay in returning the aircraft to service where this is practicable.</p>	NOT IMPLANTED		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Paraguay	ARCM CT analysis and evaluation
<p>Chapter 3</p> <p>Reference</p> <p>Standard</p>	<p>Release from custody</p> <p>3.4 Subject to the provisions of 3.2 and 3.3, the AIG Authority shall release custody of the aircraft, its contents or any parts thereof as soon as they are no longer required in the investigation, to any person or persons from the AIG Authority duly designated by the State of registry or the State of the operator, as applicable. For this purpose the AIG Authority shall facilitate access to the aircraft, its contents or any parts thereof, provided that, if the aircraft, its contents, or any parts thereof lie in an area within which the AIG Authority finds it impracticable to grant such access, it shall itself effect removal to a point where access can be given.</p>	<p>3.9 – The CIPAA shall release custody of the aircraft, its contents or any parts thereof as soon as they are no longer required in the investigation, to the owner of the aircraft, pilot or his designated representative.</p>	<p>The State does not specify the requirements for the release from custody of Annex 13 which states that Subject to the provisions of 3.2 and 3.3, the AIG Authority shall release custody of the aircraft, its contents or any parts thereof as soon as they are no longer required in the investigation, to any person or persons from the AIG Authority duly designated by the State of registry or the State of the operator, as applicable.</p> <p>For this purpose the AIG Authority shall facilitate access to the aircraft, its contents or any parts thereof, provided that, if the aircraft, its contents, or any parts thereof lie in an area within which the AIG Authority finds it impracticable to grant such access, it shall itself effect removal to a point where access can be given.</p> <p>State comments do not have technical support and CT does not qualify as appropriate to produce an amendment to the regulations.</p> <p>It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.</p>
<p>Chapter 4</p> <p>Reference</p> <p>Standard</p>	<p>Chapter 4 - Notification</p> <p>Accidents or serious incidents in the national territory to aircraft of another contracting State</p> <p>Responsibility of the AIG Authority</p>	<p>4.16 – The CIPAA shall forward a notification of accident or serious incident, with a minimum of delay and by the most suitable and quickest means available, to:</p> <ul style="list-style-type: none"> a) the State of registry; b) the State of manufacture c) the State of the operator; d) the State of design; e) the International Civil Aviation Organization, 	<p>Although Annex 13 does not provide that States must report accidents or serious incidents regardless of weight (mass) of the aircraft, with the implementation of ARCM in the SAM region and the development of procedures for implementing the system of collection and processing of data on safety (SDCPS) of ARCM, which provides a vital and necessary tool for the ARCM, can fulfill one of its objectives is to make timely and effective recommendations to regional</p>

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Paraguay	ARCM CT analysis and evaluation
	<p style="text-align: center;">Forwarding</p> <p>4.1 The AIG Authority, as the State of occurrence shall forward a notification of accident or serious incident, with a minimum of delay and by the most suitable and quickest means available, to:</p> <ul style="list-style-type: none"> 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, and ARCM all events regardless of weight (mass) of the aircraft. <p>However, when the AIG Authority, as 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.</p>	<p>when the aircraft involved is of a maximum mass of over 2 250 kg;</p> <ul style="list-style-type: none"> f) A units of the corresponding DINAC; and g) Those who consider necessary. 	<p>level and thus contribute to the safety of the SAM Region, it is necessary that all states of the ARCM change the provisions of letter e) of 4.1 in: to 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, and ARCM all events regardless of weight (mass) of the aircraft. However, when the AIG Authority, as 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.</p> <p>State's comments did not contain all the requirements set out in Annex 13 and needs to be changed to meet the attributes of ARCM, the CT does not qualify as appropriate to produce an amendment to the regulations.</p>

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Paraguay	ARCM CT analysis and evaluation
<p>Chapter 4</p> <p>Reference</p> <p>Standard</p>	<p>Format and content</p> <p>4.2 The notification shall be in plain language and contain as much of the following information as is readily available, but its dispatch shall not be delayed due to lack of complete information:</p> <p>a) for accidents the identification abbreviation ACCID, for serious incidents INCID;</p> <p>b) manufacturer, model, nationality and registration marks, and serial number of the aircraft;</p> <p>c) name of owner, operator and hirer, if any, of the aircraft;</p> <p>d) qualification of the pilot in command, and nationality of crew and passengers;</p> <p>e) date and time (local time or UTC) of the accident or serious incident;</p> <p>f) last point of departure and point of intended landing of the aircraft;</p> <p>g) position of the aircraft with</p>	<p>NOT IMPLANTED</p>	<p>It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.</p>

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Paraguay	ARCM CT analysis and evaluation
	<p>reference to an easily defined geographical point and latitude and longitude;</p> <p>h) number of crew and passengers; on board, killed and seriously injured; others, killed and seriously injured;</p> <p>i) description of the accident or serious incident and the extent of damage to the aircraft so far as is known;</p> <p>j) an indication to what extent the investigation will be conducted or is proposed to be delegated by the State of Occurrence;</p> <p>k) physical characteristics of the accident or serious incident area, as well as an indication of access difficulties or special requirements to reach the site;</p> <p>l) identification of the originating authority and means to contact the investigator in charge and the accident AIG Authority of the State of occurrence at any time; and</p> <p>m) presence and description of dangerous goods on board the aircraft.</p>		

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Paraguay		ARCM CT analysis and evaluation	
Chapter 4 Reference Standard	<p style="text-align: center;">Language</p> <p>4.3 The notification shall be prepared in one of the working languages of ICAO, taking into account the language of the recipient(s), whenever it is possible to do so without causing undue delay.</p>	4.16.1 - The notifications referred to in the preceding paragraphs of this chapter shall be made in the format, content, language and the media in accordance with Annex 13 of ICAO, immediately.		<p>The State no requirement established under Annex 13 where you should take into account the language of the recipient, whenever possible without causing undue delay.</p> <p>State comments do not have technical support and CT does not qualify as appropriate to produce an amendment to the regulations.</p> <p>It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.</p>	
Chapter 4 Reference Standard	<p style="text-align: center;">Additional information</p> <p>4.4 As soon as it is possible to do so, the AIG Authority shall dispatch the details omitted from the notification as well as other known relevant information.</p>	NOT IMPLANTED		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	
Chapter 4 Reference Standard	<p style="text-align: center;">Responsibility of as State of registry, State of the operator, State of design and State of manufacture</p> <p style="text-align: center;">Information - Participation</p> <p>4.5 Reserved</p>				
Chapter 4	4.6 Upon receipt of the notification, The AIG Authority as	NOT IMPLANTED		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in	

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Paraguay	ARCM CT analysis and evaluation
Reference Standard	the State of registry, the State of the operator, the State of design and the State of manufacture shall, as soon as possible, provide the State of occurrence with any relevant information available to them regarding the aircraft and flight crew involved in the accident or serious incident. Each State shall also inform the State of occurrence whether it intends to appoint an accredited representative and if such an accredited representative is appointed the name and contact details; as well as the expected date of arrival if the accredited representative will travel to the State of occurrence.		full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.
Chapter 4 Reference Standard	4.7 Upon receipt of the notification, as State of the Operator, the AIG Authority shall, with a minimum of delay and by the most suitable and quickest means available, provide the State of occurrence with details of dangerous goods on board the aircraft	NOT IMPLANTED	It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.
Chapter 4 Reference Standard	Accidents or serious incidents in the territory of the State of registry, in a non-contracting State or outside the territory of any State Responsibility of as State of	The CIPAA take immediate action in case of accidents and / or incidents of any kind that occur with aircraft of national registration occurred outside the country, but it may delegate all or part of the conducting of such investigation when deemed appropriate and the competent aeronautical authority of the State of Occurrence by agreement or mutual consent; in these	The State does not set the requirement established under Annex 13 where 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;

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Paraguay		ARCM CT analysis and evaluation	
	<p style="text-align: center;">Registry Forwarding</p> <p>4.8 When the State of registry institutes the investigation of an accident or serious incident, the AIG Authority 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:</p> <ul style="list-style-type: none"> 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, and to the ARCM all the occurrences regardless of the aircraft weight (mass). 	<p>cases, accordingly the CIPAA shall appoint an accredited representative to participate in the investigation.</p>		<ul style="list-style-type: none"> 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, and to the ARCM all the occurrences regardless of the aircraft weight (mass). <p>It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.</p>	
Chapter 4 Reference Standard	<p>Responsibility of as State of the operator, State of design and State of manufacture</p> <p>Information — Participation</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Paraguay		ARCM CT analysis and evaluation	
	4.9 Reserved				
Chapter 4 Reference Standard	4.10 Upon receipt of the notification, as State of the operator, State of design, and State of manufacture, the AIG Authority shall, upon request, provide the State of registry with any relevant information available to them regarding the flight crew and the aircraft involved in the accident or serious incident. The AIG Authority shall also inform the State of registry and occurrence whether it intends to appoint an accredited representative, and if such an accredited representative is appointed, the name and contact details; as well as the expected date of arrival if the accredited representative will be present at the investigation.	NOT IMPLANTED		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	
Chapter 4 Reference Standard	4.11 Upon receipt of the notification, as State of the operator, State of design, and State of manufacture, the AIG Authority shall, with a minimum of delay and by the most suitable and quickest means available, provide the State of registry with details of dangerous	NOT IMPLANTED		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Paraguay	ARCM CT analysis and evaluation
	goods on board the aircraft.		
Chapter 5 Reference Standard	<p style="text-align: center;">Chapter 5</p> <p style="text-align: center;">Investigation</p> <p style="text-align: center;">Responsibility for instituting and conducting the investigation</p> <p style="text-align: center;">Accidents or incidents in the national territory</p> <p style="text-align: center;">State of occurrence</p> <p>5.1 The AIG Authority shall institute an investigation into the circumstances of the accident and be responsible for the conduct of the investigation, but it may delegate the whole or any part of the conducting of such investigation to another State, in ARCM, or a Regional accident Investigation Organization (RAIO) by mutual arrangement and consent. In any event, the AIG Authority shall use every means to facilitate the investigation.</p>	2.2.1 - The CIPAA take immediate action in case of accidents and incidents that occur in the country that is related to private, commercial, domestic and foreign aircraft, proceeding to investigate them except as provided in Sections 13.5 and 13.30 of this regulation.	<p>The State does not set the requirement established under Annex 13 where shall institute an investigation into the circumstances of the accident and be responsible for the conduct of the investigation, but it may delegate the whole or any part of the conducting of such investigation to another State, in ARCM, or a Regional accident Investigation Organization (RAIO) by mutual arrangement and consent. In any event, the AIG Authority shall use every means to facilitate the investigation.</p> <p>State comments do not have technical support and CT does not qualify as appropriate to produce an amendment to the regulations.</p> <p>It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.</p>
Chapter 5 Reference Standard	5.1.1 The AIG Authority shall institute an investigation into the circumstances of a serious incident and be responsible for the conduct of the investigation, but it may	NOT IMPLANTED	It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Paraguay		ARCM CT analysis and evaluation	
	delegate the whole or any part of the conducting of such investigation to another State, in an ARCM, or a RAIO by mutual arrangement and consent. In any event, State of Occurrence shall use every means to facilitate the investigation.				
Chapter 5 Reference Standard	5.1.2 The AIG Authority shall institute an investigation into the circumstances of a serious incident when the aircraft is of a maximum weight (mass) of over 2 250 kg. Such a State may delegate the whole or any part of the conducting of such investigation to another State, in the ARCM, or a RAIO by mutual arrangement and consent. In any event the AIG Authority shall use every means to facilitate the investigation.	NOT IMPLANTED		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	
Chapter 5 Reference Standard	<p>Accidents or Incidents in the territory of a non-contracting State</p> <p>State of registry</p> <p>5.2 Reserved</p>				
Chapter 5 Reference	<p>Accidents or incidents outside the territory of any State</p> <p>State of registry</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Paraguay		ARCM CT analysis and evaluation	
Standard	5.3 When the location of the accident or the serious incident cannot definitely be established as being in the territory of any State, the AIG Authority, as State of registry, shall institute and conduct any necessary investigation of the accident or serious incident. However, it may delegate the whole or any part of the investigation to another State by mutual arrangement and consent.				
Chapter 5 Reference Standard	5.3.1 States nearest the scene of an accident in international waters shall provide such assistance as they are able and shall, likewise, respond to requests by the State of Registry.	NOT IMPLANTED		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	
Chapter 5 Reference Standard	5.3.2 Reserved				
Chapter 5 Reference Standard	Organization and conduct of the investigation Responsibility of the AIG Authority General <i>Note.- Nothing in the following provisions is intended to preclude the State conducting the investigation from calling upon the best technical expertise from any source.</i> 5.4 The AIG authority in				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Paraguay		ARCM CT analysis and evaluation	
	<p>charge of the investigation shall have independence in the conduct of the investigation and have unrestricted authority over its conduct, consistent with the provisions of this Regulation. The investigation shall normally include:</p> <ul style="list-style-type: none"> a) the gathering, recording and analysis of all available relevant information on that accident or incident; b) if appropriate, the issuance of safety recommendations; c) if possible, the determination of the causes, contributing factors and/or latent conditions; and d) the completion of the final report. 				
Chapter 5 Reference 5.4 Standard	When possible, the scene of the accident shall be visited, the wreckage examined and statements taken from witnesses. The extent of the investigation and the procedure to be followed in carrying out such an investigation shall be determined by the AIG authority, depending on the lessons it expects to draw from the investigation for the improvement of safety.				
Chapter 5	5.4.1 Any investigation				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Paraguay		ARCM CT analysis and evaluation	
Reference Standard	conducted in accordance with the provisions of this regulation shall be separate from any judicial or administrative proceedings to apportion blame or liability.				
Chapter 5 Reference Standard	5.4.2 The AIG Authority shall develop documented policies and procedures detailing its accident duties. These shall include: organization and planning; investigation; and reporting.	NOT IMPLANTED		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	
Chapter 5 Reference Standard	5.4.3 The AIG Authority shall ensure that any investigations conducted under the provisions of this Regulation and Annex 13, have unrestricted access to all evidentiary material without delay and are not impeded by administrative or judicial investigation or proceedings.	NOT IMPLANTED		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	
Chapter 5 Reference Standard	<p style="text-align: center;">Investigator-in-charge — Designation</p> <p>5.5 The AIG Authority shall designate the investigator-in-charge of the investigation and shall initiate the investigation immediately.</p>	NOT IMPLANTED		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	
Chapter 5	Investigator-in-charge — Access	NOT IMPLANTED		It is recommended to include in the regulations of the	

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements and control	Comments and differences of Paraguay	ARCM CT analysis and evaluation
Reference Standard	5.6 The investigator-in-charge shall have unhampered access to the wreckage and all relevant material, including flight recorders and ATS records, and shall have unrestricted control over it to ensure that a detailed examination can be made without delay by authorized personnel participating in the investigation.		State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.
Chapter 5 Reference Standard	Flight recorders — Accidents and incidents 5.7 Effective use shall be made of flight recorders in the investigation of an accident or an incident. The AIG Authority shall arrange for the read-out of the flight recorders without delay.	The CIPAA take the necessary measures to ensure that the protection of evidence containing the flight recorders in the recovery and handling, is assigned only to trained personnel.	The State does not set the requirement established under Annex 13 that effective use shall be made of flight recorders in the investigation of an accident or an incident. The AIG Authority shall arrange for the read-out of the flight recorders without delay. State comments do not have technical support and CT does not qualify as appropriate to produce an amendment to the regulations. It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.
Chapter 5 Reference Standard	5.8 In the event that the AIG Authority does not have adequate facilities to read out the flight recorders, it shall use the facilities made available to it by other States, giving consideration to the following:	NOT IMPLANTED	It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Paraguay		ARCM CT analysis and evaluation	
	a) the capabilities of the read-out facility; b) the timeliness of the read-out; and c) the location of the read-out facility.				
Chapter 5 Reference Standard	Autopsy examinations 5.9 The AIG Authority conducting the investigation into a fatal accident shall arrange for complete autopsy examination of fatally injured flight crew and, subject to the particular circumstances, of fatally injured passengers and cabin attendants, by a pathologist, preferably experienced in accident investigation. These examinations shall be expeditious and complete.				
Chapter 5 Reference Standard	Medical examinations 5.9.1 When appropriate, the AIG Authority conducting the investigation shall arrange for medical examination of the crew, passengers and involved aviation personnel, by a physician, preferably experienced in accident				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Paraguay		ARCM CT analysis and evaluation	
	investigation. These examinations shall be expeditious.				
Chapter 5 Reference Standard	<p style="text-align: center;">Coordination — Judicial authorities</p> <p>5.10 The AIG Authority shall recognize the need for coordination between the investigator-in-charge and the judicial authorities. Particular attention shall be given to evidence which requires prompt recording and analysis for the investigation to be successful, such as the examination and identification of victims and read-outs of flight recorder recordings.</p>	NOT IMPLANTED		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	
Chapter 5 Reference Standard	<p style="text-align: center;">Informing aviation security authorities</p> <p>5.11 If, in the course of an investigation it becomes known, or it is suspected, that an act of unlawful interference was involved, the investigator-in-charge shall immediately initiate action to ensure that the aviation security authorities of the State(s) concerned are so informed.</p>				
Chapter 5 Reference	<p style="text-align: center;">Non-disclosure of records</p> <p>5.12 The AIG Authority shall</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Paraguay		ARCM CT analysis and evaluation	
Standard	<p>not make the following records available for purposes other than accident or incident investigation, unless the appropriate authority for the administration of justice in that State determines that their disclosure outweighs the adverse domestic and international impact such action may have on that or any future investigations:</p> <p>a) all statements taken from persons by the investigation authorities in the course of their investigation;</p> <p>b) all communications between persons having been involved in the operation of the aircraft;</p> <p>c) medical or private information regarding persons involved in the accident or incident;</p> <p>d) cockpit voice recordings and transcripts from such recordings;</p> <p>e) recordings and transcriptions of recordings from air traffic control units;</p> <p>f) cockpit airborne image recordings and any part or transcripts from such recordings; and</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Paraguay		ARCM CT analysis and evaluation	
	g) opinions expressed in the analysis of information, including flight recorder information.				
Chapter 5 Reference Standard	5.12.1 These records shall be included in the final report or its appendices only when pertinent to the analysis of the accident or incident. Parts of the records not relevant to the analysis shall not be disclosed.	NOT IMPLANTED		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	
Chapter 5 Reference Standard	5.12.2 The names of the persons involved in the accident or incident shall not be disclosed to the public by the AIG Authority.	NOT IMPLANTED		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	
Chapter 5 Reference Standard	<p style="text-align: center;">Reopening of investigation</p> <p>5.13 If, after the investigation has been closed, new and significant evidence becomes available, the AIG Authority shall reopen it. However, when the State which conducted the investigation did not institute it, that State shall first obtain the consent of the State which instituted the investigation.</p>				
Chapter 5	Responsibility of the State				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Paraguay		ARCM CT analysis and evaluation	
Reference Standard	<p style="text-align: center;">Information — Accidents and incidents</p> <p>5.14 The AIG Authority shall, on request from the State conducting the investigation of an accident or an incident, provide that State with all the relevant information available to it.</p>				
Chapter 5 Reference Standard	<p>5.15 Any State, the facilities or services of which have been, or would normally have been, used by an aircraft prior to an accident or an incident, and which has information pertinent to the investigation, shall provide such information to the AIG Authority.</p>	NOT IMPLANTED		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	
Chapter 5 Reference Standard	<p style="text-align: center;">Responsibility of the State of registry and the State of the operator</p> <p style="text-align: center;">Flight recorders — Accidents and serious incidents</p> <p>5.16 When an aircraft involved in an accident or a serious incident lands in a State other than the State of occurrence, the State of registry or the State of the operator shall, on request from the AIG</p>	NOT IMPLANTED		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Paraguay		ARCM CT analysis and evaluation	
	Authority, furnish the latter State with the flight recorder records and, if necessary, the associated flight recorders.				
Chapter 5 Reference Standard	<p style="text-align: center;">Organizational information</p> <p>5.17 The State of registry and the State of the operator, on request from the AIG Authority, shall provide pertinent information on any organization whose activities may have directly or indirectly influenced the operation of the aircraft.</p>	NOT IMPLANTED		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	
Chapter 5 Reference Standard	<p style="text-align: center;">Participation in the investigation</p> <p style="text-align: center;">Participation of the State of registry, the State of the operator, the State of design and the State of manufacture</p> <p style="text-align: center;">Rights</p> <p>5.18 The AIG Authority shall entitle the State of registry, the State of the operator, the State of design and the State of manufacture to appoint an accredited representative to participate in the investigation.</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Paraguay		ARCM CT analysis and evaluation	
Chapter 5 Reference Standard	5.19 The State of registry or the State of the operator shall appoint one or more advisers, proposed by the operator, to assist its accredited representative.				
Chapter 5 Reference Standard	5.19.1 When neither the State of registry, nor the State of the operator appoint an accredited representative, the AIG Authority shall invite the operator to participate, subject to the procedures of the State conducting the investigation.				
Chapter 5 Reference Standard	5.20 The State of design and the State of manufacture shall be entitled to appoint one or more advisers, proposed by the organizations responsible for the type design and the final assembly of the aircraft, to assist their accredited representatives.				
Chapter 5 Reference Standard	5.21 When neither the State of design nor the State of manufacture appoint an accredited representative, the AIG Authority shall invite the organizations responsible for the type design and the final assembly of the aircraft to participate, subject to the procedures of the AIG Authority.	NOT IMPLANTED		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Paraguay	ARCM CT analysis and evaluation
Chapter 5 Reference Standard	Obligations 5.22 When the AIG Authority conducting an investigation of an accident to an aircraft of a maximum mass of over 2 250 kg specifically requests participation by the State of registry, the State of the operator, the State of design or the State of manufacture, the State(s) concerned shall each appoint an accredited representative.	NOT IMPLANTED	It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.
Chapter 5 Reference Standard	Participation of other States Rights 5.23 Any State which on request provides information, facilities or experts to the AIG Authority shall be entitled to appoint an accredited representative to participate in the investigation.	NOT IMPLANTED	It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.
Chapter 5 Reference Standard	Entitlement of accredited representatives Advisers 5.24 A State entitled to appoint an accredited representative shall also be entitled to appoint on or more advisers to	NOT IMPLANTED	It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Paraguay	ARCM CT analysis and evaluation
	assist the accredited representative in the investigation.		
Chapter 5 Reference Standard	5.24.1 Advisers assisting accredited representatives shall be permitted, under the accredited representatives' supervision, to participate in the investigation to the extent necessary to enable the accredited representatives to make their participation effective.	NOT IMPLANTED	It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.
Chapter 5 Reference Standard	<p style="text-align: center;">Participation</p> <p>5.25 Participation in the investigation shall confer entitlement to participate in all aspects of the investigation, under the control of the investigator-in-charge, in particular to:</p> <ul style="list-style-type: none"> a) visit the scene of the accident; b) examine the wreckage; c) obtain witness information and suggest areas of questioning; d) have full access to all relevant evidence as soon as possible; e) receive copies of all pertinent documents; 	NOT IMPLANTED	It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Paraguay	ARCM CT analysis and evaluation
	<p>f) participate in read-outs of recorded media;</p> <p>g) participate in off-scene investigative activities such as component examinations, technical briefings, tests and simulations;</p> <p>h) participate in investigation progress meetings including deliberations related to analysis, findings, causes, contributing factors and safety recommendations; and</p> <p>i) make submissions in respect of the various elements of the investigation.</p>		
Chapter 5 Reference 5.25 Standard	However, participation of States other than the State of registry, the State of the operator, the State of design and the State of manufacture may be limited to those matters which entitled such States to participation under 5.23.	NOT IMPLANTED	It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.
Chapter 5 Reference Standard	<p style="text-align: center;">Obligations</p> <p>5.26 Accredited representatives and their advisers:</p> <p>a) shall provide the AIG Authority conducting the investigation with all relevant information available to them; and</p>	Accredited representatives and their advisers shall be entitled to participate in all aspects of the investigation, under the control of the investigator in charge (IIC), the invitation is guaranteed to participate in the investigation of the operator, when the State of Registry and the State of operator have not appointed an accredited representative and organizations responsible for type design and the final assembly of the aircraft, when the State of Design and the State of manufacture have not appointed an accredited. So likewise,	<p>The State does not set the requirement established under Annex 13 that Accredited representatives and their advisers:</p> <p>a) shall provide the AIG Authority conducting the investigation with all relevant information available to them; and</p> <p>b) shall not divulge information on the progress and the findings of the investigation without the express consent of the AIG Authority conducting the</p>

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Paraguay		ARCM CT analysis and evaluation	
	b) shall not divulge information on the progress and the findings of the investigation without the express consent of the AIG Authority conducting the investigation.	measures to ensure proper power to the various participants in the investigation are set, through the signing of a confidentiality agreement between the parties involved in the investigation. Also, the CIPAA provides credentials to be used.		<p>investigation.</p> <p>State comments do not have technical support and CT does not qualify as appropriate to produce an amendment to the regulations.</p> <p>It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.</p>	
Chapter 5 Reference Standard	<p>Participation of States having suffered fatalities or serious injuries to its citizens</p> <p>Rights and entitlement</p> <p>5.27 A State which has a special interest in an accident by virtue of fatalities or serious injuries to its citizens shall be entitled to appoint an expert who shall be entitled to:</p> <p>a) visit the scene of the accident;</p> <p>b) have access to the relevant factual information which is approved for public release by the AIG Authority, and information on the progress of the investigation; and</p> <p>c) receive a copy of the Final Report.</p>	NOT IMPLANTED			

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Paraguay		ARCM CT analysis and evaluation	
	This will not preclude the State from also assisting in the identification of victims and in meetings with survivors from that State.				
Chapter 5 Reference Standard	5.28 The AIG Authority shall release, at least during the first year of the investigation, established factual information and indicate the progress of the investigation in a timely manner.	NOT IMPLANTED		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	
Chapter 6 Reference Standard	<p style="text-align: center;">Chapter 6 - Final Report</p> <p>6.1 The format of the final report in the Manual on aircraft accidents and incidents investigation reporting shall be used by the AIG Authority. However, it may be adapted to the circumstances of the accident or incident.</p>				
Chapter 6 Reference Standard	<p style="text-align: center;">Responsibility of any State</p> <p style="text-align: center;">Release of information – Consent</p> <p>6.2 The AIG Authority shall not circulate, publish or give access to a draft report or any part thereof, or any documents obtained during an investigation of an accident or</p>	NOT IMPLANTED		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Paraguay	ARCM CT analysis and evaluation
	incident, without the express consent of the authority which conducted the investigation, unless such reports or documents have already been published or released by that latter State.		
Chapter 6 Reference Standard	<p style="text-align: center;">Responsibility of the State conducting the investigation</p> <p style="text-align: center;">Consultation</p> <p>6.3 The AIG Authority conducting the investigation shall send a copy of the draft final report to the following States inviting their significant and substantiated comments on the report as soon as possible:</p> <ul style="list-style-type: none"> a) the State that instituted the investigation; b) the State of registry; c) the State of the operator; d) the State of design; e) the State of manufacture; f) any State that participated in the investigation as per Chapter 	NOT IMPLANTED	It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Paraguay	ARCM CT analysis and evaluation
	5; and g) the ARCM when appropriate.		
Chapter 6 Reference 6.3 Standard	If the AIG Authority receives comments within sixty days of the date of the transmittal letter, it shall either amend the draft final report to include the substance of the comments received or, if desired by the State that provided comments, append the comments to the final report. If the AIG Authority receives no comments within sixty days of the date of the first transmittal letter, it shall issue the final report in accordance with 6.4, unless an extension of that period has been agreed by the States concerned.	NOT IMPLANTED	It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.
Chapter 6 Reference Standard	6.3.1 The AIG Authority shall send, through the State of the operator, a copy of the draft final report to the operator to enable the operator to submit comments on the draft final report.	NOT IMPLANTED	It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.
Chapter 6	6.3.2 The AIG Authority shall send, through the State of design	NOT IMPLANTED	It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Paraguay	ARCM CT analysis and evaluation
Reference Standard	and the State of manufacture, a copy of the draft final report to the organizations responsible for the type design and the final assembly of the aircraft to enable them to submit comments on the draft final report.		full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.
Chapter 6 Reference Standard	<p style="text-align: center;">Recipient States</p> <p>6.4 The final report of the investigation of an accident shall be sent with a minimum of delay by the AIG Authority to:</p> <ul style="list-style-type: none"> a) the State that instituted the investigation; b) the State of registry; c) the State of the operator; d) the State of design; e) the State of manufacture; f) any State that participated in the investigation; g) any State having suffered fatalities or serious injuries to its citizens; and h) any State that provided relevant information, significant 	NOT IMPLANTED	It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Paraguay		ARCM CT analysis and evaluation	
	facilities and services or experts.				
Chapter 6 Reference Standard	Difusión del informe final Release of the final report 6.5 In the interest of accident prevention, the AIG Authority shall make the final report publicly available as soon as possible and, if possible, within twelve months.				
Chapter 6 Reference Standard	6.6 If the report cannot be made publicly available within twelve months, the AIG Authority shall make an interim statement publicly available on each anniversary of the occurrence, detailing the progress of the investigation and any safety issues raised.				
Chapter 6 Reference Standard	6.7 When the AIG Authority that has conducted an investigation into an accident or an incident involving an aircraft of a maximum mass of over 5 700 kg has released a final report, that authority shall send to the International Civil Aviation Organization a copy of the final report.				
Chapter 6	Safety recomendations	The CIPAA send, if necessary, all the recommendations on safety, resulting from its investigations to the		The State does not set the requirement established under Annex 13 that at any stage of the investigation	

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Paraguay	ARCM CT analysis and evaluation
Reference Standard	6.8 At any stage of the investigation of an accident or incident, the accident or incident investigation authority of the State conducting the investigation shall recommend in a dated transmittal correspondence to the appropriate authorities, including those in other States, any preventive action that it considers necessary to be taken promptly to enhance aviation safety.	authorities responsible for accident investigations of one or more other Member States concerned and, when ICAO documents are involved, it is forwarded to this Organization.	<p>of an accident or incident, the accident or incident investigation authority of the State conducting the investigation shall recommend in a dated transmittal correspondence to the appropriate authorities, including those in other States, any preventive action that it considers necessary to be taken promptly to enhance aviation safety.</p> <p>State comments do not have technical support and CT does not qualify as appropriate to produce an amendment to the regulations.</p> <p>It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.</p>
Chapter 6 Reference Standard	6.9 The AIG Authority shall address, when appropriate, any safety recommendations arising out of its investigations in a dated transmittal correspondence to the accident investigation authorities of other State(s) concerned and, when ICAO documents are involved, to ICAO.	The CIPAA send all recommendations resulting safety of its investigations and inspections to institutions and bodies that are deemed necessary at national level and the Department of Aeronautics is responsible for enforcing them also conduct appropriate follow-up.	<p>The State does not set the requirement established under Annex 13 that the AIG Authority shall address, when appropriate, any safety recommendations arising out of its investigations in a dated transmittal correspondence to the accident investigation authorities of other State(s) concerned and, when ICAO documents are involved, to ICAO.</p> <p>State comments do not have technical support and CT does not qualify as appropriate to produce an amendment to the regulations.</p> <p>It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.</p>
Chapter 6 Reference	Responsibility of a State receiving or issuing safety recommendations	NOT IMPLANTED	It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Paraguay	ARCM CT analysis and evaluation
Standard	Action on safety recommendations 6.10 The AIG Authority that receives safety recommendations shall inform the proposing State, within ninety days of the date of the transmittal correspondence, of the preventive action taken or under consideration, or the reasons why no action will be taken.		the state will be avoided.
Chapter 6 Reference Standard	6.11 The AIG Authority issuing a safety recommendation shall implement procedures to record the responses to the safety recommendation issued.	NOT IMPLANTED	It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.
Chapter 6 Reference Standard	6.12 When the AIG Authority receives a safety recommendation shall implement procedures to monitor the progress of the action taken in response to that safety recommendation.	NOT IMPLANTED	It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.
Chapter 7 Reference Standard	Chapter 7 - ADREP Reporting Preliminary report Responsibilities of the AIG Authority Accidents to aircraft over 2 250 kg 7.1 When the aircraft involved in an accident is of a maximum mass of over 2 250 kg, the AIG Authority shall send the	When the aircraft involved in an accident is of a maximum mass of over 2 250 kg, the CIPAA shall send the preliminary report to: a) the State of registry or the b) State of occurrence, as appropriate; c) the State of the operator d) the State of design d) the State of manufacture e) any State that provided relevant information, significant facilities and services or experts; and f) the International Civil Aviation Organization;	Although Annex 13 does not provide that States must submit a preliminary report to the ARCM when it comes to an accident of an aircraft of a weight (mass) up to over 2 250 kg, with the implementation of ARCM in the SAM region necessary that all States ARCM add the letter g) to 7.1 AIG State Regulation. It is recommended that the State amend its regulations to incorporate aspects of AIG regional cooperation which it is the subject of ARCM.

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Paraguay	ARCM CT analysis and evaluation
	<p>preliminary report to:</p> <p>a) the State of registry or the State of occurrence, as appropriate;</p> <p>b) the State of the operator;</p> <p>c) the State of design;</p> <p>d) the State of manufacture;</p> <p>e) any State that provided relevant information, significant facilities and services or experts;</p> <p>f) the International Civil Aviation Organization; and</p> <p>g) the ARCM, when appropriate.</p>		
<p>Chapter 7</p> <p>Reference</p> <p>Standard</p>	<p>Accidents to aircraft of 2 250 kg or less</p> <p>7.2 When an aircraft, not covered by 7.1, is involved in an accident and when airworthiness or matters considered to be of interest to other States are involved, the AIG Authority shall forward the preliminary report to:</p> <p>a) the State of registry or the State of occurrence, as appropriate;</p> <p>b) the State of the operator;</p> <p>c) the State of design;</p>	<p>When an aircraft, not covered by 7.1, is involved in an accident and when airworthiness or matters considered to be of interest to other States are involved, the AIG Authority shall forward the preliminary report to:</p> <p>a) the State of registry or the State of occurrence, as appropriate;</p> <p>b) the State of the operator;</p> <p>c) the State of design;</p> <p>d) the State of manufacture;</p> <p>e) any State that provided relevant information, significant facilities and services or experts;</p>	<p>Although Annex 13 does not provide that States must submit a preliminary report to the ARCM when it comes to an accident of an aircraft of a weight (mass) 2 250 kg or less, with the implementation of ARCM in the SAM region necessary that all States ARCM add the letter g) to 7.2 AIG State Regulation.</p> <p>It is recommended that the State amend its regulations to incorporate aspects of AIG regional cooperation which it is the subject of ARCM.</p>

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Paraguay		ARCM CT analysis and evaluation	
	d) the State of manufacture; e) any State that provided relevant information, significant facilities and services or experts; and f) the ARCM, when appropriate.				
Chapter 7 Reference Standard	Language 7.3 The preliminary report shall be submitted to appropriate States and to the International Civil Aviation Organization in one of the working languages of ICAO.				
Chapter 7 Reference Standard	Dispatch 7.4 The preliminary report shall be sent by facsimile, e-mail, or airmail within thirty days of the date of the accident unless the accident/incident data report has been sent by that time. When matters directly affecting safety are involved, it shall be sent as soon as the information is available and by the most suitable and quickest means available.	NOT IMPLANTED		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	
Chapter 7 Reference Standard	Accident/Incident data report Responsibilities of the AIG Authority	NOT IMPLANTED		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Paraguay		ARCM CT analysis and evaluation	
	Accidents to aircraft over 2 250 kg 7.5 When the aircraft involved in an accident is of a maximum mass of over 2 250 kg, the AIG Authority shall send, as soon as practicable after the investigation, the accident data report to the International Civil Aviation Organization and the ARCM, when appropriate.				
Chapter 7 Reference Standard	Additional information 7.6 Reserved				
Chapter 7 Reference Standard	Incidents to aircraft over 5 700 kg 7.7 If the AIG Authority conducts an investigation into an incident to an aircraft of a maximum mass of over 5 700 kg, that authority shall send, as soon as is practicable after the investigation, the incident data report to the International Civil Aviation Organization and the ARCM, when appropriate.	In the case of into an incident to an aircraft of a maximum mass of over 5 700 kg, that authority shall send, as soon as is practicable after the investigation, the incident data report to the International Civil Aviation Organization.		Although Annex 13 does not provide that States must submit a preliminary report to the ARCM when it comes to an incident an aircraft of a maximum mass of over 5700 kg, with the implementation of ARCM in the SAM region necessary that all States ARCM add the letter g) to 7.2 AIG State Regulation. It is recommended that the State amend its regulations to incorporate aspects of AIG regional cooperation which it is the subject of ARCM.	
Chapter 7 Reference Standard	Data reporting to the ARCM Accidents to aircraft of 2 250 kg or less 7.8 If the AIG Authority conducts an investigation into an	NOT IMPLANTED		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Paraguay		ARCM CT analysis and evaluation	
	accident to an aircraft of a maximum mass of over 2 250 kg or less, that authority shall send, as soon as is practicable after the investigation, the accident data report to the ARCM.				
Chapter 7 Reference Standard	Incidents to aircraft of 5 700 kg or less 7.9 If the AIG Authority conducts an investigation into an incident to an aircraft of a maximum mass of over 5 700 kg, that authority shall send, as soon as is practicable after the investigation, the incident data report to the ARCM.	NOT IMPLANTED		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	
Chapter 8 Reference Standard	Chapter 8 - Accident Prevention Measures Database and preventive actions 8.1 The AIG Authority shall establish and maintain an accident and incident database to facilitate the effective analysis of information on actual or potential safety deficiencies and to determine any preventive actions required.	NOT IMPLANTED		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	
Chapter 8 Reference	8.2 Reserved				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Paraguay		ARCM CT analysis and evaluation	
Standard					
Chapter 8 Reference Standard	8.3 In addition to safety recommendations arising from accident and incident investigations, safety recommendations may result from diverse sources, including safety studies. If safety recommendations are addressed to an organization in another State, they shall also be transmitted to that organization by the AIG Authority through that State's investigation authority.	The CIPAA recommend, during the investigation of an accident or incident, whatever the place in which it occurred, to the competent authorities, including those of other States, the necessary preventive measures, which are necessary to take quickly to avoid similar events.		<p>The State does not set the requirement established under Annex 13 that In addition to safety recommendations arising from accident and incident investigations, safety recommendations may result from diverse sources, including safety studies. If safety recommendations are addressed to an organization in another State, they shall also be transmitted to that organization by the AIG Authority through that State's investigation authority.</p> <p>State comments do not have technical support and CT does not qualify as appropriate to produce an amendment to the regulations.</p> <p>It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.</p>	
Chapter 9 Reference Standard	<p style="text-align: center;">Chapter 9 - Training</p> <p>9.1 The AIG Authority shall establish and keep valid a training programme where the type of training that must be provided for investigators is detailed. The training programme shall include basic training, practical on-the-job training (OJT), regular training, and specialized training, with indication of the duration, when appropriate. The training programme shall include basic and regular training in on-the-scene safety for investigators.</p>	<p>A) The CIPAA will develop, develop and implement programs, training courses, and / or others deemed necessary for the increase in flight safety margins in the field of DINAC.</p> <p>B) DINAC outside organizations or private companies may participate in the aforementioned events where invited, or at the request of them.</p> <p>C) The CIPAA may advise to DINAC outside entities on safety issues and accident prevention, if they are necessary to increase flight safety margin.</p> <p>D) The CIPAA may provide diplomas, certificates and / or recognition medals to individuals or institutions who have contributed both support and contribution to the Flight Safety.</p>		<p>The State shall establish and keep valid a training programme where the type of training that must be provided for investigators is detailed. The training programme shall include basic training, practical on-the-job training (OJT), regular training, and specialized training, with indication of the duration, when appropriate.</p> <p>State comments do not have all the requirements in AIG State Regulations that do not qualify as appropriate to produce an amendment to the regulations.</p> <p>It is recommended to include in the regulations of the State, the text of the regulation requirement ARCM in full, under that this text incorporates the requirements of AIG audit protocol.</p>	

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Paraguay	ARCM CT analysis and evaluation
Chapter 9 Reference Standard	9.2 The AIG Authority shall establish a regular training plan where the type of training to be provided for the established period is detailed in order of priority. The type and frequency of the training shall be enough for the investigators to acquire and have a level of knowledge, skills, competence and qualifications in accordance with the rights and obligations assigned.	PARTIAL	It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.
Chapter 9 Reference Standard	9.3 The AIG Authority shall establish and introduce a system to keep the training records of the investigators, including OJT.	NOT IMPLANTED	It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Peru		ARCM CT analysis and evaluation	
Chapter 1 Reference Definition	Chapter 1 - Definitions The terms and expressions shown below are used in the standards and recommended practices for aviation accidents and incidents investigation, they have the following meanings: <u>Accident</u> - Any occurrence associated with the operation of an aircraft which, in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time as it comes to rest at the end of the flight and the primary propulsion system is shut down, in which: a) a person is fatally or seriously injured as a result of: <ul style="list-style-type: none"> ➤ being in the aircraft, or ➤ direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or ➤ direct exposure to jet blast, 				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Peru		ARCM CT analysis and evaluation	
	<ul style="list-style-type: none"> ➤ except when the injuries are from natural causes, self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew; or b) the aircraft sustains damage or structural failure which: <ul style="list-style-type: none"> ➤ adversely affects the structural strength, performance or flight characteristics of the aircraft, and ➤ would normally require major repair or replacement of the affected component, ➤ except for engine failure or damage, when the damage is limited to a single engine (including its cowlings or accessories), to propellers, wing tips, antennas, probes, vanes, tires, brakes, wheels, fairings, panels, landing gear doors, windcreens, the aircraft skin (such as small dents or puncture holes), or for minor damages to main rotor blades, tail rotor blades, landing gear, and those resulting from hail or bird strike (including holes in the radome); or 				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Peru		ARCM CT analysis and evaluation	
	c) the aircraft is missing or is completely inaccessible.				
Chapter 1 Reference Definition	<u>Accredited representative</u> .- A person designated by a State, on the basis of his or her qualifications, for the purpose of participating in an investigation conducted by another State. Where the State has established an accident investigation authority, the designated accredited representative would normally be from that authority.				
Chapter 1 Reference Definition	<u>Adviser</u> .- A person appointed by a State, on the basis of his or her qualifications, for the purpose of assisting its accredited representative in an investigation.				
Chapter 1 Reference Definition	<u>AIG Authority</u> .- The organization in charge of the accidents and incidents investigation in the State.	Chapter 1. Definition In the Technical Annex of the state it is considered under Chapter 4, Appendix 3 Doc. 9859 AIG Authority that investigates accidents and serious incidents.		<p>In the definition of AIG State Regulation, AIG authority designates the organism in charge of the accidents and incidents investigation in the State.</p> <p>The definition of AIG State Regulation ARCM was considered for the following reasons:</p> <p>Paragraph 5.1 of Annex 13 indicates that The State of Occurrence shall institute an investigation into the circumstances of the accident and be responsible for the conduct of the investigation.</p> <p>Paragraph 5.1.2 of Annex 13 indicates that the State of Occurrence shall institute an investigation into the circumstances of a serious incident when the aircraft</p>	

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Peru	ARCM CT analysis and evaluation
			<p>is of a maximum mass of over 2 250 kg.</p> <p>Paragraph 6.7 requires that When the State that has conducted an investigation into an accident or an incident involving an aircraft of a maximum mass of over 5 700 kg has released a Final Report, that State shall send to the International Civil Aviation Organization a copy of the Final Report.</p> <p>For exposed in paragraphs 5.1, 5.1.2 and 6.7, the State of occurrence and the State that has conducted an investigation have the responsibility to institute an investigation of accidents, serious incidents and incidents, except in the case of incidents delegated the investigation to other organizations such as the case of air operators.</p> <p>It is suggested that the State performs the analysis of their regulation based on Annex 13 and Doc 9756 instead of Doc. 9859 considering that this document establishes the guidance material on the management of safety and is not specific to the investigation of aviation accidents and incidents.</p> <p>For purposes of harmonization between the States of ARCM, it is suggested that the State considers the text of AIG State Regulation ARCM.</p>
Chapter 1 Reference Definition	<u>AIG Specialist / Expert.</u> - The specialist or expert person in a specific area related to aviation accidents and incidents investigation, who is available for the allocation of specific action (e.g. development of AIG requirements and procedures), upon request of a member State.	Chapter 1- Definition The State in the Technical Annex and manual of policies and procedures of the CIAA considers, according to Doc. 9859, that AIG Authority investigates accidents and serious incidents.	<p>In the definition of AIG State Regulation, AIG specialist/expert designates a person in a specific area related to aviation accidents and incidents investigation, who is available for the allocation of specific action (e.g. development of AIG requirements and procedures), upon request of a member State.</p> <p>This type of specialist is not directly related to investigation but to support it.</p> <p>State comments have no technical support and the CT does not qualify as appropriate to produce an amendment to the regulations.</p>

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Peru		ARCM CT analysis and evaluation	
				It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement entirely, considering that this text incorporates the provisions of Annex 13 and therefore non-compliance and differences by the state will be avoided.	
Chapter 1 Reference Definition	<u>Aircraft</u> .- Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.				
Chapter 1 Reference Definition	<u>ARCM Focal Points</u> .- AIG specialists, appointed by AIG Authorities from ARCM member States, to maintain an agile communication link with the AIG Technical Committee and promote and coordinate ARCM activities within its Authority.				
Chapter 1 Reference Definition	<u>ARCM General Board</u> .- The General Board established by the Article 9 of this Agreement, which shall be composed of the AIG Authorities of the ARCM member States.				
Chapter 1 Reference Definition	<u>ARCM Investigator</u> .- The aviation accidents and incidents investigator available for the appointment of an accident or incident investigation, whenever a member State requires it.				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Peru		ARCM CT analysis and evaluation	
Chapter 1 Reference Definition	<u>ARCM Investigator-in-charge</u> .- A person charged, on the basis of his or her qualifications, with the responsibility for the organization, conduct and control of an investigation.				
Chapter 1 Reference Definition	<u>ARCM Regulations</u> .- AIG Regional Cooperation Mechanism (ARCM) Regulations, which describes the objectives, functions, organizational structure, and other provisions for the ARCM operation.				
Chapter 1 Reference Definition	<u>Causes</u> .- Actions, omissions, events, conditions, or a combination thereof, which led to the accident or incident. The identification of causes does not imply the assignment of fault or the determination of administrative, civil or criminal liability.				
Chapter 1 Reference Definition	<u>Chicago Convention</u> .- The Convention on International Civil Aviation signed in Chicago on 7 December 1944.				
Chapter 1 Reference Definition	<u>Contributing factors</u> .- Actions, omissions, events, conditions, or a combination thereof, which, if eliminated, avoided or absent, would have reduced the probability of the accident or incident occurring, or mitigated the severity of the consequences of the accident				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Peru		ARCM CT analysis and evaluation	
	or incident. The identification of contributing factors does not imply the assignment of fault or the determination of administrative, civil or criminal liability.				
Chapter 1 Reference Definition	<u>Flight recorder</u> .- Any type of recorder installed in the aircraft for the purpose of complementing accident/incident investigation.				
Chapter 1 Reference Definition	<u>GASP</u> .- The global ICAO plan for aviation safety				
Chapter 1 Reference Definition	<u>GASR</u> .- The route map for aviation safety on a worldwide scale, prepared by the safety strategy Group and approved by the ICAO Council on 15 June 2006.				
Chapter 1 Reference Definition	<u>Incident</u> .- An occurrence, other than an accident, associated with the operation of an aircraft which affects or could affect the safety of operation.				
Chapter 1 Reference Definition	<u>Investigation</u> .- A process conducted for the purpose of accident prevention which includes the gathering and analysis of information, the drawing of	Chapter 1 – Investigation The State in the technical regulation of the CIAA indicated that the sole objective of the investigation of an accident or incident shall be the prevention of future accidents and incidents. According to the		Annex 13 consists in that investigation is a process conducted for the purpose of accident prevention which includes the gathering and analysis of information, the drawing of conclusions, including the determination of causes and/or contributing factors	

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Peru		ARCM CT analysis and evaluation	
	conclusions, including the determination of causes and/or contributing factors and, when appropriate, the making of safety recommendations.	documentation indicated the investigation is not only accidents but also incidents.		and, when appropriate, the making of safety recommendations. Further analysis is suggested by the CT and the task group in the sense to consider the proposal of the State in order to expand prevention of aviation incidents.	
Chapter 1 Reference Definition	<u>Investigator-in-charge</u> .- A person charged, on the basis of his or her qualifications, with the responsibility for the organization, conduct and control of an investigation. Nothing in the above definition is intended to preclude the functions of an investigator-in-charge being assigned to a commission or other body.				
Chapter 1 Reference Definition	<u>Maximum mass</u> .- Maximum certificated take-off mass.				
Chapter 1 Reference Definition	<u>Maximum weight (mass)</u> .- Maximum certificated take-off weight (mass).				
Chapter 1 Reference Definition	<u>Member State</u> .- An ARCM member state which is part of this Agreement.				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Peru		ARCM CT analysis and evaluation	
Chapter 1 Reference Definition	<u>Operator.</u> - A person, organization or enterprise engaged in or offering to engage in an aircraft operation.				
Chapter 1 Reference Definition	<u>Preliminary Report.</u> - The communication used for the prompt dissemination of data obtained during the early stages of the investigation.				
Chapter 1 Reference Definition	<u>President of the General Board.</u> - President of the General Board conformed by the ARCM AIG Authorities, who shall be elected among its members for a one year term and may be re-elected for equal and successive terms.				
Chapter 1 Reference Definition	<u>Safety recommendation.</u> - A proposal of the accident investigation authority, based on information derived from the investigation, made with the intention of preventing accidents or incidents and which in no case has the purpose of creating a presumption of blame or liability for an accident or incident. In addition to the safety recommendations arising from accident and incident investigations, safety recommendations may result from diverse sources, including safety				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Peru		ARCM CT analysis and evaluation	
	studies.				
Chapter 1 Reference Definition	<p><i>Serious incident.-</i> An incident involving circumstances indicating that there was a high probability of an accident and associated with the operation of an aircraft which, in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time as it comes to rest at the end of the flight and the primary propulsion system is shut down.</p> <p><i>The difference between an accident and a serious incident lies only in the result.</i></p> <p><i>Examples of serious incidents can be found in Attachment C.</i></p>				
Chapter 1 Reference	<i>Serious injury.-</i> An injury which is sustained by a person in an accident and which:				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Peru		ARCM CT analysis and evaluation	
Definition	a) requires hospitalization for more than 48 hours, commencing within seven days from the date the injury was received; or b) results in a fracture of any bone (except simple fractures of fingers, toes or nose); or c) involves lacerations which cause severe haemorrhage, nerve, muscle or tendon damage; or d) involves injury to any internal organ; or e) involves second or third degree burns, or any burns affecting more than 5 per cent of the body surface; or f) involves verified exposure to infectious substances or injurious radiation.				
Chapter 1 Reference Definition	<u>State of Design.</u> - The State having jurisdiction over the organization responsible for the type design.				
Chapter 1 Reference Definition	<u>State of Manufacture.</u> - The State having jurisdiction over the organization responsible for the final assembly of the aircraft.				
Chapter 1 Reference Definition	<u>State of Occurrence.</u> - The State in the territory of which an accident or incident occurs.				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Peru		ARCM CT analysis and evaluation	
Chapter 1 Reference Definition	<u>State of the Operator</u> .- The State in which the operator's principal place of business is located or, if there is no such place of business, the operator's permanent residence.				
Chapter 1 Reference Definition	<u>State of Registry</u> .- The State on whose register the aircraft is entered.				
Chapter 1 Reference Definition	<u>State safety programme (SSP)</u> . An integrated set of regulations and activities aimed at improving safety.				
Chapter 2 Reference Standard	Chapter 2 - Applicability 2.1 Unless otherwise stated, the specifications in this Regulations apply to activities following accidents and incidents wherever they occurred.				
Chapter 2 Reference Standard	2.2 In this Regulation the specifications concerning the State of the Operator apply only when an aircraft is leased, chartered or interchanged and when that State is not the State of Registry and if it discharges, in respect of this				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Peru		ARCM CT analysis and evaluation	
	Regulation, in part or in whole, the functions and obligations of the State of Registry.				
Chapter 3 Reference Standard	<p style="text-align: center;">Chapter 3 - General Objective of the investigation</p> <p>3.1 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.</p>				
Chapter 3 Reference Standard	<p style="text-align: center;">Protection of evidence, custody and removal of aircraft</p> <p style="text-align: center;">Responsibility of the State of occurrence</p> <p style="text-align: center;">General</p> <p>3.2 The AIG Authority as State of occurrence shall take all reasonable measures to protect the evidence and to maintain safe custody of the aircraft and its contents for such a period as may be necessary for the purposes of an investigation. Protection of evidence shall include the preservation, by photographic or other means, of any evidence which might be removed, effaced, lost or destroyed. Safe custody shall include protection</p>	<p>Chapter 3 – 3.2 (Protection of evidence, custody and removal of aircraft)</p> <p>As detailed in the rules of law in Article 288 of the Technical Annex CIAA. All activities and special studies necessary for the investigation of accidents are covered by the additional payment clause AVN76 insurance with operator, insurance coverage taking operators in accordance to Article No. 288 of the Act regulations, coverage based on additional payment clause AVN 76 search activities, assistance and rescue and accident investigation.</p>		<p>The Regulations of the State must contain the provisions of Annex 13 that the AIG Authority as State of occurrence shall take all reasonable measures to protect the evidence and to maintain safe custody of the aircraft and its contents for such a period as may be necessary for the purposes of an investigation.</p> <p>Protection of evidence shall include the preservation, by photographic or other means, of any evidence which might be removed, effaced, lost or destroyed.</p> <p>Safe custody shall include protection against further damage, access by unauthorized persons, pilfering and deterioration.</p> <p>State comments have no technical support and the CT does not qualify as appropriate to produce an amendment to the regulations.</p> <p>It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement entirely, considering that this text incorporates the</p>	

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Peru	ARCM CT analysis and evaluation
	against further damage, access by unauthorized persons, pilfering and deterioration.		provisions of Annex 13 and therefore non-compliance and differences by the state will be avoided.
Chapter 3 Reference Standard	<p>Request from State of registry, State of the operator, State of design or State of manufacture</p> <p>3.3 If a request is received from the State of registry, the State of the operator, the State of design or the State of manufacture that the aircraft, its contents, and any other evidence remain undisturbed pending inspection by an accredited representative of the requesting State, the AIG Authority shall take all necessary steps to comply with such request, so far as this is reasonably practicable and compatible with the proper conduct of the investigation; provided that the aircraft may be moved to the extent necessary to extricate persons, animals, mail and valuables, to prevent destruction by fire or other causes, or to eliminate any danger or obstruction to air navigation, to other transport or to the public, and provided that it does not result in undue delay in returning the aircraft to service where this is practicable.</p>	<p>Chapter 3 – 3.3 (Request from State of registry, State of the operator, State of design or State of manufacture)</p> <p>As detailed in the rules of law in Article 288 of the Technical Annex CIAA. All activities and special studies necessary for the investigation of accidents are covered by the additional payment clause AVN76 insurance with operator, insurance coverage taking operators in accordance to Article No. 288 of the Act regulations, coverage based on additional payment clause AVN 76 search activities, assistance and rescue and accident investigation.</p>	<p>The Regulations of the State must contain the provisions of Annex 13 that If a request is received from the State of registry, the State of the operator, the State of design or the State of manufacture that the aircraft, its contents, and any other evidence remain undisturbed pending inspection by an accredited representative of the requesting State, the AIG Authority shall take all necessary steps to comply with such request, so far as this is reasonably practicable and compatible with the proper conduct of the investigation; provided that the aircraft may be moved to the extent necessary to extricate persons, animals, mail and valuables, to prevent destruction by fire or other causes, or to eliminate any danger or obstruction to air navigation, to other transport or to the public, and provided that it does not result in undue delay in returning the aircraft to service where this is practicable.</p> <p>State comments have no technical support and the CT does not qualify as appropriate to produce an amendment to the regulations.</p> <p>It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement entirely, considering that this text incorporates the provisions of Annex 13 and therefore non-compliance and differences by the state will be avoided.</p>

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Peru		ARCM CT analysis and evaluation	
Chapter 3 Reference Standard	<p style="text-align: center;">Release from custody</p> <p>3.4 Subject to the provisions of 3.2 and 3.3, the AIG Authority shall release custody of the aircraft, its contents or any parts thereof as soon as they are no longer required in the investigation, to any person or persons from the AIG Authority duly designated by the State of registry or the State of the operator, as applicable. For this purpose the AIG Authority shall facilitate access to the aircraft, its contents or any parts thereof, provided that, if the aircraft, its contents, or any parts thereof lie in an area within which the AIG Authority finds it impracticable to grant such access, it shall itself effect removal to a point where access can be given.</p>				
Chapter 4 Reference Standard	<p style="text-align: center;">Chapter 4 - Notification</p> <p>Accidents or serious incidents in the national territory to aircraft of another contracting State</p> <p>Responsibility of the AIG</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements Authority	Comments and differences of Peru		ARCM CT analysis and evaluation	
	<p style="text-align: center;">Forwarding</p> <p>4.1 The AIG Authority, as the State of occurrence shall forward a notification of accident or serious incident, with a minimum of delay and by the most suitable and quickest means available, to:</p> <ul style="list-style-type: none"> 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, and ARCM all events regardless of weight (mass) of the aircraft. <p>However, when the AIG Authority, as 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.</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Peru		ARCM CT analysis and evaluation	
<p>Chapter 4</p> <p>Reference</p> <p>Standard</p>	<p>Format and content</p> <p>4.2 The notification shall be in plain language and contain as much of the following information as is readily available, but its dispatch shall not be delayed due to lack of complete information:</p> <p>a) for accidents the identification abbreviation ACCID, for serious incidents INCID;</p> <p>b) manufacturer, model, nationality and registration marks, and serial number of the aircraft;</p> <p>c) name of owner, operator and hirer, if any, of the aircraft;</p> <p>d) qualification of the pilot in command, and nationality of crew and passengers;</p> <p>e) date and time (local time or UTC) of the accident or serious incident;</p> <p>f) last point of departure and point of intended landing of the aircraft;</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Peru		ARCM CT analysis and evaluation	
	<p>g) position of the aircraft with reference to an easily defined geographical point and latitude and longitude;</p> <p>h) number of crew and passengers; on board, killed and seriously injured; others, killed and seriously injured;</p> <p>i) description of the accident or serious incident and the extent of damage to the aircraft so far as is known;</p> <p>j) an indication to what extent the investigation will be conducted or is proposed to be delegated by the State of Occurrence;</p> <p>k) physical characteristics of the accident or serious incident area, as well as an indication of access difficulties or special requirements to reach the site;</p> <p>l) identification of the originating authority and means to contact the investigator in charge and the accident AIG Authority of the State of occurrence at any time; and</p> <p>m) presence and description of dangerous goods on board the aircraft.</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Peru		ARCM CT analysis and evaluation	
Chapter 4 Reference Standard	<p style="text-align: center;">Language</p> <p>4.3 The notification shall be prepared in one of the working languages of ICAO, taking into account the language of the recipient(s), whenever it is possible to do so without causing undue delay.</p>				
Chapter 4 Reference Standard	<p style="text-align: center;">Additional information</p> <p>4.4 As soon as it is possible to do so, the AIG Authority shall dispatch the details omitted from the notification as well as other known relevant information.</p>				
Chapter 4 Reference Standard	<p style="text-align: center;">Responsibility of as State of registry, State of the operator, State of design and State of manufacture</p> <p style="text-align: center;">Information - Participation</p> <p>4.5 Reserved</p>				
Chapter 4 Reference	4.6 Upon receipt of the notification, The AIG Authority as the State of registry, the State of the				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Peru		ARCM CT analysis and evaluation	
Standard	operator, the State of design and the State of manufacture shall, as soon as possible, provide the State of occurrence with any relevant information available to them regarding the aircraft and flight crew involved in the accident or serious incident. Each State shall also inform the State of occurrence whether it intends to appoint an accredited representative and if such an accredited representative is appointed the name and contact details; as well as the expected date of arrival if the accredited representative will travel to the State of occurrence.				
Chapter 4 Reference Standard	4.7 Upon receipt of the notification, as State of the Operator, the AIG Authority shall, with a minimum of delay and by the most suitable and quickest means available, provide the State of occurrence with details of dangerous goods on board the aircraft				
Chapter 4 Reference Standard	Accidents or serious incidents in the territory of the State of registry, in a non-contracting State or outside the territory of any State Responsibility of as State of Registry				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Peru		ARCM CT analysis and evaluation	
	<p style="text-align: center;">Forwarding</p> <p>4.8 When the State of registry institutes the investigation of an accident or serious incident, the AIG Authority 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:</p> <ul style="list-style-type: none"> 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, and to the ARCM all the occurrences regardless of the aircraft weight (mass). 				
Chapter 4 Reference Standard	<p>Responsibility of as State of the operator, State of design and State of manufacture</p> <p>Information — Participation</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Peru		ARCM CT analysis and evaluation	
	4.9 Reserved				
Chapter 4 Reference Standard	4.10 Upon receipt of the notification, as State of the operator, State of design, and State of manufacture, the AIG Authority shall, upon request, provide the State of registry with any relevant information available to them regarding the flight crew and the aircraft involved in the accident or serious incident. The AIG Authority shall also inform the State of registry and occurrence whether it intends to appoint an accredited representative, and if such an accredited representative is appointed, the name and contact details; as well as the expected date of arrival if the accredited representative will be present at the investigation.				
Chapter 4 Reference Standard	4.11 Upon receipt of the notification, as State of the operator, State of design, and State of manufacture, the AIG Authority shall, with a minimum of delay and by the most suitable and quickest means available, provide the State of registry with details of dangerous goods on board the aircraft.				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Peru		ARCM CT analysis and evaluation	
Chapter 5 Reference Standard	<p style="text-align: center;">Chapter 5</p> <p style="text-align: center;">Investigation</p> <p style="text-align: center;">Responsibility for instituting and conducting the investigation</p> <p style="text-align: center;">Accidents or incidents in the national territory</p> <p style="text-align: center;">State of occurrence</p> <p>5.1 The AIG Authority shall institute an investigation into the circumstances of the accident and be responsible for the conduct of the investigation, but it may delegate the whole or any part of the conducting of such investigation to another State, in ARCM, or a Regional accident Investigation Organization (RAIO) by mutual arrangement and consent. In any event, the AIG Authority shall use every means to facilitate the investigation.</p>				
Chapter 5 Reference Standard	5.1.1 The AIG Authority shall institute an investigation into the circumstances of a serious incident and be responsible for the conduct of the investigation, but it may delegate the whole or any part of				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Peru		ARCM CT analysis and evaluation	
	the conducting of such investigation to another State, in an ARCM, or a RAIO by mutual arrangement and consent. In any event, State of Occurrence shall use every means to facilitate the investigation.				
Chapter 5 Reference Standard	5.1.2 The AIG Authority shall institute an investigation into the circumstances of a serious incident when the aircraft is of a maximum weight (mass) of over 2 250 kg. Such a State may delegate the whole or any part of the conducting of such investigation to another State, in the ARCM, or a RAIO by mutual arrangement and consent. In any event the AIG Authority shall use every means to facilitate the investigation.	Chapter 5 – 5.1.2 In the Technical Annex is considered under Doc. 9859 that AIG authority investigates accidents and serious incidents. As indicated in Doc. 9859, the manual of policies and procedures and NTC DGAC CIAA 2015, AIG authority investigates accidents and serious incidents.		<p>It is suggested that the State performs the analysis of their regulation based on Annex 13 and Doc 9756 instead of Doc. 9859 considering that this document establishes the guidance material on the management of safety and is not specific to the investigation of aviation accidents and incidents.</p> <p>Annex 13 requires The State of Occurrence should institute an investigation into the circumstances of a serious incident. Such a State may delegate the whole or any part of the conducting of such investigation to another State or a regional accident investigation organization by mutual arrangement and consent. In any event the State of Occurrence should use every means to facilitate the investigation.</p> <p>Paragraph 5.1.2 of Annex does not say that the State of occurrence can only investigate serious incidents, but requires the investigation of those with MTOM of aircraft over 2 250 kg.</p> <p>Many States investigate all serious incidents, regardless of the maximum take-off mass of aircraft.</p> <p>Some states also investigate incidents not considered serious (sometimes operators carry out such investigations).</p> <p>In this regard, note paragraph 6.7 is reproduced below, which is not limited to serious incidents:</p> <p>6.7 - When the State that has conducted an</p>	

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Peru		ARCM CT analysis and evaluation	
				<p>investigation into an accident or an incident involving an aircraft of a maximum mass of over 5 700 kg has released a Final Report, that State shall send to the International Civil Aviation Organization a copy of the Final Report.</p> <p>Additional analysis is suggested to the CT and the task group in the sense to define with the States of the SAM Region responsibility for the AIG authority by the institution and conduct of the investigation of accidents and incidents that occur in the country.</p>	
Chapter 5 Reference Standard	<p>Accidents or Incidents in the territory of a non-contracting State</p> <p>State of registry</p> <p>5.2 Reserved</p>				
Chapter 5 Reference Standard	<p>Accidents or incidents outside the territory of any State</p> <p>State of registry</p> <p>5.3 When the location of the accident or the serious incident cannot definitely be established as being in the territory of any State, the AIG Authority, as State of registry, shall institute and conduct any necessary investigation of the accident or serious incident. However, it may delegate the whole or any part of the investigation to another State by mutual arrangement and consent.</p>	<p>Chapter 5 – 5.3 Regulation of Aeronautics Civil Aviation Act No. 27261 Article 288, insurance coverage assistance for search and rescue and accident investigation. ... the investigation of the accident or serious incident, (in coordination with the operator applying the 76 AVN insurance) unless the realization of... Insurance coverage that operators should take cover search activities, assistance and rescue and accident investigation.</p>		<p>Annex 13 establishes when the location of the accident or the serious incident cannot definitely be established as being in the territory of any State, the AIG Authority, as State of registry, shall institute and conduct any necessary investigation of the accident or serious incident. However, it may delegate the whole or any part of the investigation to another State by mutual arrangement and consent.</p> <p>The State must include in its regulations which is set out in paragraph 5.3 of Annex 13.</p> <p>State comments have no technical support and the CT does not qualify as appropriate to produce an amendment to the regulations.</p> <p>It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement entirely, considering that this text incorporates the</p>	

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Peru		ARCM CT analysis and evaluation	
				provisions of Annex 13 and therefore non-compliance and differences by the state will be avoided.	
Chapter 5 Reference Standard	5.3.1 States nearest the scene of an accident in international waters shall provide such assistance as they are able and shall, likewise, respond to requests by the State of Registry.				
Chapter 5 Reference Standard	5.3.2 Reserved				
Chapter 5 Reference Standard	<p>Organization and conduct of the investigation Responsibility of the AIG Authority General</p> <p><i>Note.- Nothing in the following provisions is intended to preclude the State conducting the investigation from calling upon the best technical expertise from any source.</i></p> <p>5.4 The AIG authority in charge of the investigation shall have independence in the conduct of the investigation and have unrestricted authority over its conduct, consistent with the provisions of this Regulation. The investigation shall normally include:</p> <p>a) the gathering, recording and</p>	<p>Chapter 5 – 5.4</p> <p>In the Technical Annex is considered under Doc. 9859 that AIG authority investigates accidents and serious incidents. As indicated in Doc. 9859, the manual of policies and procedures and NTC DGAC CIAA 2015, AIG authority investigates accidents and serious incidents.</p>		<p>It is suggested that the State performs the analysis of their regulation based on Annex 13 and Doc 9756 instead of Doc. 9859 considering that this document establishes the guidance material on the management of safety and is not specific to the investigation of aviation accidents and incidents.</p> <p>Annex 13, paragraph 5.4 provides that The AIG authority in charge of the investigation shall have independence in the conduct of the investigation and have unrestricted authority over its conduct, consistent with the provisions of this Regulation. The investigation shall normally include:</p> <p>a) the gathering, recording and analysis of all available relevant information on that accident or incident;</p> <p>b) if appropriate, the issuance of safety recommendations;</p> <p>c) if possible, the determination of the causes, contributing factors and/or latent conditions; and</p> <p>d) the completion of the final report.</p>	

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Peru		ARCM CT analysis and evaluation	
	<p>analysis of all available relevant information on that accident or incident;</p> <p>b) if appropriate, the issuance of safety recommendations;</p> <p>c) if possible, the determination of the causes, contributing factors and/or latent conditions; and</p> <p>d) the completion of the final report.</p>			<p>When possible, the scene of the accident shall be visited, the wreckage examined and statements taken from witnesses. The extent of the investigation and the procedure to be followed in carrying out such an investigation shall be determined by the AIG authority, depending on the lessons it expects to draw from the investigation for the improvement of safety.</p> <p>Additional analysis is suggested to the CT and the task group in the sense to clarify that AIG authority also been given the independence in the investigation of a serious incident.</p>	
Chapter 5 Reference 5.4 Standard	When possible, the scene of the accident shall be visited, the wreckage examined and statements taken from witnesses. The extent of the investigation and the procedure to be followed in carrying out such an investigation shall be determined by the AIG authority, depending on the lessons it expects to draw from the investigation for the improvement of safety.				
Chapter 5 Reference Standard	5.4.1 Any investigation conducted in accordance with the provisions of this regulation shall be separate from any judicial or administrative proceedings to apportion blame or liability.				
Chapter 5 Reference	5.4.2 The AIG Authority shall develop documented policies and procedures detailing its accident duties. These shall include:				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Peru		ARCM CT analysis and evaluation	
Standard	organization and planning; investigation; and reporting.				
Chapter 5 Reference Standard	5.4.3 The AIG Authority shall ensure that any investigations conducted under the provisions of this Regulation and Annex 13, have unrestricted access to all evidentiary material without delay and are not impeded by administrative or judicial investigation or proceedings.				
Chapter 5 Reference Standard	Investigator-in-charge — Designation 5.5 The AIG Authority shall designate the investigator-in-charge of the investigation and shall initiate the investigation immediately.				
Chapter 5 Reference Standard	Investigator-in-charge — Access and control 5.6 The investigator-in-charge shall have unhampered access to the wreckage and all relevant material, including flight recorders and ATS records, and shall have unrestricted control over it to ensure that a detailed				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Peru		ARCM CT analysis and evaluation	
	examination can be made without delay by authorized personnel participating in the investigation.				
Chapter 5 Reference Standard	Flight recorders — Accidents and incidents 5.7 Effective use shall be made of flight recorders in the investigation of an accident or an incident. The AIG Authority shall arrange for the read-out of the flight recorders without delay.				
Chapter 5 Reference Standard	5.8 In the event that the AIG Authority does not have adequate facilities to read out the flight recorders, it shall use the facilities made available to it by other States, giving consideration to the following: a) the capabilities of the read-out facility; b) the timeliness of the read-out; and c) the location of the read-out facility.				
Chapter 5 Reference	Autopsy examinations 5.9 The AIG Authority conducting the investigation into a	Chapter 5 – 5.9 The technical annex and RAP No. 67 considers that is required to perform tests to check blood alcohol levels and toxicology of the rugged technical crew. In the process of checking optimum technical crew to control		Annex 13, paragraph 5.9 provides that The State conducting the investigation into a fatal accident shall arrange for complete autopsy examination of fatally injured flight crew and, subject to the particular circumstances, of fatally injured passengers and	

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Peru		ARCM CT analysis and evaluation	
Standard	fatal accident shall arrange for complete autopsy examination of fatally injured flight crew and, subject to the particular circumstances, of fatally injured passengers and cabin attendants, by a pathologist, preferably experienced in accident investigation. These examinations shall be expeditious and complete.	the airplane, it is required alcohol and toxicology rule.		cabin attendants, by a pathologist, preferably experienced in accident investigation. These examinations shall be expeditious and complete. State comments have no technical support and the CT does not qualify as appropriate to produce an amendment to the regulations. It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement entirely, considering that this text incorporates the provisions of Annex 13 and therefore non-compliance and differences by the state will be avoided.	
Chapter 5 Reference Standard	Medical examinations 5.9.1 When appropriate, the AIG Authority conducting the investigation shall arrange for medical examination of the crew, passengers and involved aviation personnel, by a physician, preferably experienced in accident investigation. These examinations shall be expeditious.	Chapter 5 – 5.9.1 The technical annex and RAP No. 67 considers that is required to perform tests to check blood alcohol levels and toxicology of the rugged technical crew. In the process of checking optimum technical crew to control the airplane, it is required alcohol and toxicology rule.		Annex 13, paragraph 5.9 provides that When appropriate, the AIG Authority conducting the investigation shall arrange for medical examination of the crew, passengers and involved aviation personnel, by a physician, preferably experienced in accident investigation. These examinations shall be expeditious. State comments have no technical support and the CT does not qualify as appropriate to produce an amendment to the regulations. It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement entirely, considering that this text incorporates the provisions of Annex 13 and therefore non-compliance and differences by the state will be avoided.	
Chapter 5 Reference Standard	Coordination — Judicial authorities 5.10 The AIG Authority shall recognize the need for coordination between the investigator-in-charge and the judicial authorities.				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Peru		ARCM CT analysis and evaluation	
	Particular attention shall be given to evidence which requires prompt recording and analysis for the investigation to be successful, such as the examination and identification of victims and read-outs of flight recorder recordings.				
Chapter 5 Reference Standard	<p style="text-align: center;">Informing aviation security authorities</p> <p>5.11 If, in the course of an investigation it becomes known, or it is suspected, that an act of unlawful interference was involved, the investigator-in-charge shall immediately initiate action to ensure that the aviation security authorities of the State(s) concerned are so informed.</p>				
Chapter 5 Reference Standard	<p style="text-align: center;">Non-disclosure of records</p> <p>5.12 The AIG Authority shall not make the following records available for purposes other than accident or incident investigation, unless the appropriate authority for the administration of justice in that State determines that their disclosure outweighs the adverse domestic and international impact such action may have on that or any future investigations:</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Peru		ARCM CT analysis and evaluation	
	<p>a) all statements taken from persons by the investigation authorities in the course of their investigation;</p> <p>b) all communications between persons having been involved in the operation of the aircraft;</p> <p>c) medical or private information regarding persons involved in the accident or incident;</p> <p>d) cockpit voice recordings and transcripts from such recordings;</p> <p>e) recordings and transcriptions of recordings from air traffic control units;</p> <p>f) cockpit airborne image recordings and any part or transcripts from such recordings; and</p> <p>g) opinions expressed in the analysis of information, including flight recorder information.</p>				
Chapter 5 Reference	5.12.1 These records shall be included in the final report or its appendices only when pertinent to				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Peru		ARCM CT analysis and evaluation	
Standard	the analysis of the accident or incident. Parts of the records not relevant to the analysis shall not be disclosed.				
Chapter 5 Reference Standard	5.12.2 The names of the persons involved in the accident or incident shall not be disclosed to the public by the AIG Authority.				
Chapter 5 Reference Standard	Reopening of investigation 5.13 If, after the investigation has been closed, new and significant evidence becomes available, the AIG Authority shall reopen it. However, when the State which conducted the investigation did not institute it, that State shall first obtain the consent of the State which instituted the investigation.				
Chapter 5 Reference Standard	Responsibility of the State Information — Accidents and incidents 5.14 The AIG Authority shall, on request from the State conducting the investigation of an accident or an incident, provide that State with all the relevant information available to it.				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Peru		ARCM CT analysis and evaluation	
Chapter 5 Reference Standard	5.15 Any State, the facilities or services of which have been, or would normally have been, used by an aircraft prior to an accident or an incident, and which has information pertinent to the investigation, shall provide such information to the AIG Authority.				
Chapter 5 Reference Standard	<p>Responsibility of the State of registry and the State of the operator</p> <p>Flight recorders — Accidents and serious incidents</p> <p>5.16 When an aircraft involved in an accident or a serious incident lands in a State other than the State of occurrence, the State of registry or the State of the operator shall, on request from the AIG Authority, furnish the latter State with the flight recorder records and, if necessary, the associated flight recorders.</p>				
Chapter 5 Reference	<p>Organizational information</p> <p>5.17 The State of registry</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Peru		ARCM CT analysis and evaluation	
Standard	and the State of the operator, on request from the AIG Authority, shall provide pertinent information on any organization whose activities may have directly or indirectly influenced the operation of the aircraft.				
Chapter 5 Reference Standard	<p>Participation in the investigation</p> <p>Participation of the State of registry, the State of the operator, the State of design and the State of manufacture</p> <p>Rights</p> <p>5.18 The AIG Authority shall entitle the State of registry, the State of the operator, the State of design and the State of manufacture to appoint an accredited representative to participate in the investigation.</p>				
Chapter 5 Reference Standard	5.19 The State of registry or the State of the operator shall appoint one or more advisers, proposed by the operator, to assist its accredited representative.				
Chapter 5 Reference	5.19.1 When neither the State of registry, nor the State of the operator appoint an accredited				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Peru		ARCM CT analysis and evaluation	
Standard	representative, the AIG Authority shall invite the operator to participate, subject to the procedures of the State conducting the investigation.				
Chapter 5 Reference Standard	5.20 The State of design and the State of manufacture shall be entitled to appoint one or more advisers, proposed by the organizations responsible for the type design and the final assembly of the aircraft, to assist their accredited representatives.				
Chapter 5 Reference Standard	5.21 When neither the State of design nor the State of manufacture appoint an accredited representative, the AIG Authority shall invite the organizations responsible for the type design and the final assembly of the aircraft to participate, subject to the procedures of the AIG Authority.				
Chapter 5 Reference Standard	Obligations 5.22 When the AIG Authority conducting an investigation of an accident to an aircraft of a maximum mass of over 2 250 kg specifically requests participation by the State of registry, the State of the operator, the State of design or the State of manufacture, the State(s)				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Peru		ARCM CT analysis and evaluation	
	concerned shall each appoint an accredited representative.				
Chapter 5 Reference Standard	<p style="text-align: center;">Participation of other States</p> <p style="text-align: center;">Rights</p> <p>5.23 Any State which on request provides information, facilities or experts to the AIG Authority shall be entitled to appoint an accredited representative to participate in the investigation.</p>				
Chapter 5 Reference Standard	<p style="text-align: center;">Entitlement of accredited representatives</p> <p style="text-align: center;">Advisers</p> <p>5.24 A State entitled to appoint an accredited representative shall also be entitled to appoint on or more advisers to assist the accredited representative in the investigation.</p>				
Chapter 5 Reference Standard	5.24.1 Advisers assisting accredited representatives shall be permitted, under the accredited representatives' supervision, to participate in the investigation to the extent necessary to enable the				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Peru		ARCM CT analysis and evaluation	
	accredited representatives to make their participation effective.				
Chapter 5 Reference Standard	<p style="text-align: center;">Participation</p> <p>5.25 Participation in the investigation shall confer entitlement to participate in all aspects of the investigation, under the control of the investigator-in-charge, in particular to:</p> <ul style="list-style-type: none"> a) visit the scene of the accident; b) examine the wreckage; c) obtain witness information and suggest areas of questioning; d) have full access to all relevant evidence as soon as possible; e) receive copies of all pertinent documents; f) participate in read-outs of recorded media; g) participate in off-scene investigative activities such as component examinations, technical briefings, tests and simulations; h) participate in investigation progress meetings including deliberations related to analysis, 				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Peru		ARCM CT analysis and evaluation	
	findings, causes, contributing factors and safety recommendations; and i) make submissions in respect of the various elements of the investigation.				
Chapter 5 Reference 5.25 Standard	However, participation of States other than the State of registry, the State of the operator, the State of design and the State of manufacture may be limited to those matters which entitled such States to participation under 5.23.				
Chapter 5 Reference Standard	Obligations 5.26 Accredited representatives and their advisers: a) shall provide the AIG Authority conducting the investigation with all relevant information available to them; and b) shall not divulge information on the progress and the findings of the investigation without the express consent of the AIG Authority conducting the investigation.				
Chapter 5 Reference	Participation of States having suffered fatalities or serious injuries to its citizens				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Peru		ARCM CT analysis and evaluation	
Standard	<p style="text-align: center;">Rights and entitlement</p> <p>5.27 A State which has a special interest in an accident by virtue of fatalities or serious injuries to its citizens shall be entitled to appoint an expert who shall be entitled to:</p> <p>a) visit the scene of the accident;</p> <p>b) have access to the relevant factual information which is approved for public release by the AIG Authority, and information on the progress of the investigation; and</p> <p>c) receive a copy of the Final Report.</p> <p>This will not preclude the State from also assisting in the identification of victims and in meetings with survivors from that State.</p>				
Chapter 5 Reference Standard	<p>5.28 The AIG Authority shall release, at least during the first year of the investigation, established factual information and indicate the progress of the investigation in a timely manner.</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Peru		ARCM CT analysis and evaluation	
<p>Chapter 6</p> <p>Reference</p> <p>Standard</p>	<p>Chapter 6 - Final Report</p> <p>6.1 The format of the final report in the Manual on aircraft accidents and incidents investigation reporting shall be used by the AIG Authority. However, it may be adapted to the circumstances of the accident or incident.</p>	<p>Chapter 6.1 – 6.1</p> <p>As indicated in Doc. ICAO 9859 SMM is considered that the adapted report format is used in investigations of accidents, serious incidents and incidents and hazards. AIG authority) investigates accidents and serious incidents and the CAA authority manages and records the investigation carried out by the operator (AIG specialists) to incidents and hazards reported in mandatory reporting systems.</p>		<p>It is suggested that the State performs the analysis of their regulation based on Annex 13 and Doc 9756 instead of Doc. 9859 considering that this document establishes the guidance material on the management of safety and is not specific to the investigation of aviation accidents and incidents.</p> <p>Annex 13, paragraph 6.1 provides that <i>the format of the Final Report in the Appendix should be used. However, it may be adapted to the circumstances of the accident or incident.</i></p> <p>PQ 6.403, provides that the format of the final report complies with the provisions contained in the Appendix to Annex 13 and as established to a paragraph 6.1. .</p> <p>State comments have no technical support and the CT does not qualify as appropriate to produce an amendment to the regulations.</p> <p>It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement entirely, considering that this text incorporates the provisions of Annex 13 and therefore non-compliance and differences by the state will be avoided.</p>	
<p>Chapter 6</p> <p>Reference</p> <p>Standard</p>	<p>Responsibility of any State</p> <p>Release of information – Consent</p> <p>6.2 The AIG Authority shall not circulate, publish or give access to a draft report or any part thereof, or any documents obtained during an investigation of an accident or incident, without the express</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Peru		ARCM CT analysis and evaluation	
	consent of the authority which conducted the investigation, unless such reports or documents have already been published or released by that latter State.				
Chapter 6 Reference Standard	<p style="text-align: center;">Responsibility of the State conducting the investigation</p> <p style="text-align: center;">Consultation</p> <p>6.3 The AIG Authority conducting the investigation shall send a copy of the draft final report to the following States inviting their significant and substantiated comments on the report as soon as possible:</p> <ul style="list-style-type: none"> a) the State that instituted the investigation; b) the State of registry; c) the State of the operator; d) the State of design; e) the State of manufacture; f) any State that participated in the investigation as per Chapter 5; and 				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Peru		ARCM CT analysis and evaluation	
	g) the ARCM when appropriate.				
Chapter 6 Reference 6.3 Standard	If the AIG Authority receives comments within sixty days of the date of the transmittal letter, it shall either amend the draft final report to include the substance of the comments received or, if desired by the State that provided comments, append the comments to the final report. If the AIG Authority receives no comments within sixty days of the date of the first transmittal letter, it shall issue the final report in accordance with 6.4, unless an extension of that period has been agreed by the States concerned.				
Chapter 6 Reference Standard	6.3.1 The AIG Authority shall send, through the State of the operator, a copy of the draft final report to the operator to enable the operator to submit comments on the draft final report.				
Chapter 6 Reference	6.3.2 The AIG Authority shall send, through the State of design and the State of manufacture, a				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Peru		ARCM CT analysis and evaluation	
Standard	copy of the draft final report to the organizations responsible for the type design and the final assembly of the aircraft to enable them to submit comments on the draft final report.				
Chapter 6 Reference Standard	<p style="text-align: center;">Recipient States</p> <p>6.4 The final report of the investigation of an accident shall be sent with a minimum of delay by the AIG Authority to:</p> <ul style="list-style-type: none"> a) the State that instituted the investigation; b) the State of registry; c) the State of the operator; d) the State of design; e) the State of manufacture; f) any State that participated in the investigation; g) any State having suffered fatalities or serious injuries to its citizens; and h) any State that provided relevant information, significant facilities and services or experts. 				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Peru		ARCM CT analysis and evaluation	
Chapter 6 Reference Standard	Difusión del informe final Release of the final report 6.5 In the interest of accident prevention, the AIG Authority shall make the final report publicly available as soon as possible and, if possible, within twelve months.				
Chapter 6 Reference Standard	6.6 If the report cannot be made publicly available within twelve months, the AIG Authority shall make an interim statement publicly available on each anniversary of the occurrence, detailing the progress of the investigation and any safety issues raised.				
Chapter 6 Reference Standard	6.7 When the AIG Authority that has conducted an investigation into an accident or an incident involving an aircraft of a maximum mass of over 5 700 kg has released a final report, that authority shall send to the International Civil Aviation Organization a copy of the final report.	Chapter 6 – 6.7 In the Technical Annex is considered under Doc. 9859 that AIG authority investigates accidents and serious incidents. As indicated in Doc. 9859, the manual of policies and procedures and NTC DGAC CIAA 2015, AIG authority investigates accidents and serious incidents.		It is suggested that the State performs the analysis of their regulation based on Annex 13 and Doc 9756 instead of Doc. 9859 considering that this document establishes the guidance material on the management of safety and is not specific to the investigation of aviation accidents and incidents. Annex 13, paragraph 6.7 provides that When the AIG Authority that has conducted an investigation into an accident or an incident involving an aircraft of a maximum mass of over 5 700 kg has released a final report, that authority shall send to the International Civil Aviation Organization a copy of the final report.	
Chapter 6 Reference	Safety recomendations 6.8 At any stage of the				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Peru		ARCM CT analysis and evaluation	
Standard	investigation of an accident or incident, the accident or incident investigation authority of the State conducting the investigation shall recommend in a dated transmittal correspondence to the appropriate authorities, including those in other States, any preventive action that it considers necessary to be taken promptly to enhance aviation safety.				
Chapter 6 Reference Standard	6.9 The AIG Authority shall address, when appropriate, any safety recommendations arising out of its investigations in a dated transmittal correspondence to the accident investigation authorities of other State(s) concerned and, when ICAO documents are involved, to ICAO.				
Chapter 6 Reference Standard	<p>Responsibility of a State receiving or issuing safety recommendations</p> <p>Action on safety recommendations</p> <p>6.10 The AIG Authority that receives safety recommendations shall inform the proposing State, within ninety days of the date of the transmittal correspondence, of the preventive action taken or under consideration, or the reasons why</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Peru		ARCM CT analysis and evaluation	
	no action will be taken.				
Chapter 6 Reference Standard	6.11 The AIG Authority issuing a safety recommendation shall implement procedures to record the responses to the safety recommendation issued.				
Chapter 6 Reference Standard	6.12 When the AIG Authority receives a safety recommendation shall implement procedures to monitor the progress of the action taken in response to that safety recommendation.				
Chapter 7 Reference Standard	<p>Chapter 7 - ADREP Reporting Preliminary report Responsibilities of the AIG Authority Accidents to aircraft over 2 250 kg</p> <p>7.1 When the aircraft involved in an accident is of a maximum mass of over 2 250 kg, the AIG Authority shall send the preliminary report to:</p> <p>a) the State of registry or the State of occurrence, as appropriate;</p> <p>b) the State of the operator;</p> <p>c) the State of design;</p> <p>d) the State of manufacture;</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Peru		ARCM CT analysis and evaluation	
	e) any State that provided relevant information, significant facilities and services or experts; f) the International Civil Aviation Organization; and g) the ARCM, when appropriate.				
Chapter 7 Reference Standard	<p>Accidents to aircraft of 2 250 kg or less</p> <p>7.2 When an aircraft, not covered by 7.1, is involved in an accident and when airworthiness or matters considered to be of interest to other States are involved, the AIG Authority shall forward the preliminary report to:</p> <p>a) the State of registry or the State of occurrence, as appropriate;</p> <p>b) the State of the operator;</p> <p>c) the State of design;</p> <p>d) the State of manufacture;</p> <p>e) any State that provided relevant information, significant facilities and services or experts; and</p> <p>f) the ARCM, when appropriate.</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Peru		ARCM CT analysis and evaluation	
Chapter 7 Reference Standard	Language 7.3 The preliminary report shall be submitted to appropriate States and to the International Civil Aviation Organization in one of the working languages of ICAO.				
Chapter 7 Reference Standard	Dispatch 7.4 The preliminary report shall be sent by facsimile, e-mail, or airmail within thirty days of the date of the accident unless the accident/incident data report has been sent by that time. When matters directly affecting safety are involved, it shall be sent as soon as the information is available and by the most suitable and quickest means available.				
Chapter 7 Reference Standard	Accident/Incident data report Responsibilities of the AIG Authority Accidents to aircraft over 2 250 kg 7.5 When the aircraft involved in an accident is of a maximum mass of over 2 250 kg, the AIG Authority shall send, as soon as practicable after the investigation, the accident data report to the International Civil Aviation Organization and the				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Peru		ARCM CT analysis and evaluation	
	ARCM, when appropriate.				
Chapter 7 Reference Standard	Additional information 7.6 Reserved				
Chapter 7 Reference Standard	Incidents to aircraft over 5 700 kg 7.7 If the AIG Authority conducts an investigation into an incident to an aircraft of a maximum mass of over 5 700 kg, that authority shall send, as soon as is practicable after the investigation, the incident data report to the International Civil Aviation Organization and the ARCM, when appropriate.				
Chapter 7 Reference Standard	Data reporting to the ARCM Accidents to aircraft of 2 250 kg or less 7.8 If the AIG Authority conducts an investigation into an accident to an aircraft of a maximum mass of over 2 250 kg or less, that authority shall send, as soon as is practicable after the investigation, the accident data report to the ARCM.				
Chapter 7 Reference	Incidents to aircraft of 5 700 kg or less				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Peru		ARCM CT analysis and evaluation	
Standard	7.9 If the AIG Authority conducts an investigation into an incident to an aircraft of a maximum mass of over 5 700 kg, that authority shall send, as soon as is practicable after the investigation, the incident data report to the ARCM.				
Chapter 8 Reference Standard	<p>Chapter 8 - Accident Prevention Measures</p> <p>Database and preventive actions</p> <p>8.1 The AIG Authority shall establish and maintain an accident and incident database to facilitate the effective analysis of information on actual or potential safety deficiencies and to determine any preventive actions required.</p>	<p>Chapter 8 – 8.1</p> <p>As required in Doc. 9859 and considered in documents CIAA Technical Information Office establishes and maintains a database of accidents and incidents for use dela AIG and CIAA. As Doc. 9859 SMM and Policy Manual and CIAA Procedures, so the AIG as the CIAA maintain and contribute entering appropriate information to the database to be later used in the envelopes analysis trends and others for the work of the CAA and to view the history of events and others to the CIAA.</p>		<p>It is suggested that the State performs the analysis of their regulation based on Annex 13 and Doc 9756 instead of Doc. 9859 considering that this document establishes the guidance material on the management of safety and is not specific to the investigation of aviation accidents and incidents.</p> <p>Annex 13, paragraph 8.1 provides that A State shall establish and maintain an accident and incident database to facilitate the effective analysis of information on actual or potential safety deficiencies and to determine any preventive actions required.</p> <p>To the extent that the CIAA can demonstrate that it has a database of accidents and incidents to facilitate effective analysis of information on safety deficiencies actual or potential and recommend the necessary preventive measures, shall comply with the provision of Annex 13 and the PQ 6,507.</p>	
Chapter 8 Reference Standard	8.2 Reserved				
Chapter 8 Reference Standard	8.3 In addition to safety recommendations arising from accident and incident investigations, safety recommendations may result from diverse sources, including				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Peru		ARCM CT analysis and evaluation	
	safety studies. If safety recommendations are addressed to an organization in another State, they shall also be transmitted to that organization by the AIG Authority through that State's investigation authority.				
Chapter 9 Reference Standard	Chapter 9 - Training 9.1 The AIG Authority shall establish and keep valid a training programme where the type of training that must be provided for investigators is detailed. The training programme shall include basic training, practical on-the-job training (OJT), regular training, and specialized training, with indication of the duration, when appropriate. The training programme shall include basic and regular training in on-the-scene safety for investigators.				
Chapter 9 Reference Standard	9.2 The AIG Authority shall establish a regular training plan where the type of training to be provided for the established period is detailed in order of priority. The type and frequency of the training shall be enough for the investigators to acquire and have a level of knowledge, skills,				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Peru		ARCM CT analysis and evaluation	
	competence and qualifications in accordance with the rights and obligations assigned.				
Chapter 9 Reference Standard	9.3 The AIG Authority shall establish and introduce a system to keep the training records of the investigators, including OJT.				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Venezuela		ARCM CT analysis and evaluation	
Chapter 1 Reference Definition	Chapter 1 - Definitions The terms and expressions shown below are used in the standards and recommended practices for aviation accidents and incidents investigation, they have the following meanings: <u>Accident</u> - Any occurrence associated with the operation of an aircraft which, in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time as it comes to rest at the end of the flight and the primary propulsion system is shut down, in which: a) a person is fatally or seriously injured as a result of: <ul style="list-style-type: none"> ➤ being in the aircraft, or ➤ direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or ➤ direct exposure to jet blast, 				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Venezuela		ARCM CT analysis and evaluation	
	<ul style="list-style-type: none"> ➤ except when the injuries are from natural causes, self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew; or b) the aircraft sustains damage or structural failure which: <ul style="list-style-type: none"> ➤ adversely affects the structural strength, performance or flight characteristics of the aircraft, and ➤ would normally require major repair or replacement of the affected component, ➤ except for engine failure or damage, when the damage is limited to a single engine (including its cowlings or accessories), to propellers, wing tips, antennas, probes, vanes, tires, brakes, wheels, fairings, panels, landing gear doors, windcreens, the aircraft skin (such as small dents or puncture holes), or for minor damages to main rotor blades, tail rotor blades, landing gear, and those resulting from hail or bird strike (including holes in the radome); or 				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Venezuela		ARCM CT analysis and evaluation	
	c) the aircraft is missing or is completely inaccessible.				
Chapter 1 Reference Definition	<u>Accredited representative</u> .- A person designated by a State, on the basis of his or her qualifications, for the purpose of participating in an investigation conducted by another State. Where the State has established an accident investigation authority, the designated accredited representative would normally be from that authority.				
Chapter 1 Reference Definition	<u>Adviser</u> .- A person appointed by a State, on the basis of his or her qualifications, for the purpose of assisting its accredited representative in an investigation.				
Chapter 1 Reference Definition	<u>AIG Authority</u> .- The organization in charge of the accidents and incidents investigation in the State.	It is not defined as a concept		It is recommended that the State amend its regulations in order to incorporate aspects of regional cooperation in the area AIG, ARCM object.	
Chapter 1 Reference Definition	<u>AIG Specialist / Expert</u> .- The specialist or expert person in a specific area related to aviation accidents and incidents investigation, who is available for the allocation of specific action (e.g. development of AIG requirements and procedures), upon request of a member State.	NOT INCLUDED		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Venezuela		ARCM CT analysis and evaluation	
Chapter 1 Reference Definition	<u>Aircraft</u> .- Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.				
Chapter 1 Reference Definition	<u>ARCM Focal Points</u> .- AIG specialists, appointed by AIG Authorities from ARCM member States, to maintain an agile communication link with the AIG Technical Committee and promote and coordinate ARCM activities within its Authority.				
Chapter 1 Reference Definition	<u>ARCM General Board</u> .- The General Board established by the Article 9 of this Agreement, which shall be composed of the AIG Authorities of the ARCM member States.				
Chapter 1 Reference Definition	<u>ARCM Investigator</u> .- The aviation accidents and incidents investigator available for the appointment of an accident or incident investigation, whenever a member State requires it.				
Chapter 1 Reference Definition	<u>ARCM Investigator-in-charge</u> .- A person charged, on the basis of his or her qualifications, with the responsibility for the organization, conduct and control of an investigation.				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Venezuela		ARCM CT analysis and evaluation	
Chapter 1 Reference Definition	<u>ARCM Regulations</u> .- AIG Regional Cooperation Mechanism (ARCM) Regulations, which describes the objectives, functions, organizational structure, and other provisions for the ARCM operation.				
Chapter 1 Reference Definition	<u>Causes</u> .- Actions, omissions, events, conditions, or a combination thereof, which led to the accident or incident. The identification of causes does not imply the assignment of fault or the determination of administrative, civil or criminal liability.				
Chapter 1 Reference Definition	<u>Chicago Convention</u> .- The Convention on International Civil Aviation signed in Chicago on 7 December 1944.	NOT INCLUDED		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	
Chapter 1 Reference Definition	<u>Contributing factors</u> .- Actions, omissions, events, conditions, or a combination thereof, which, if eliminated, avoided or absent, would have reduced the probability of the accident or incident occurring, or mitigated the severity of the consequences of the accident or incident. The identification of contributing factors does not imply the assignment of fault or the determination of administrative, civil or criminal liability.				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Venezuela		ARCM CT analysis and evaluation	
Chapter 1 Reference Definition	<u>Flight recorder</u> .- Any type of recorder installed in the aircraft for the purpose of complementing accident/incident investigation.				
Chapter 1 Reference Definition	<u>GASP</u> .- <i>The global ICAO plan for aviation safety</i>	NOT INCLUDED		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	
Chapter 1 Reference Definition	<u>GASR</u> .- <i>The route map for aviation safety on a worldwide scale, prepared by the safety strategy Group and approved by the ICAO Council on 15 June 2006.</i>				
Chapter 1 Reference Definition	<u>Incident</u> .- An occurrence, other than an accident, associated with the operation of an aircraft which affects or could affect the safety of operation.				
Chapter 1 Reference Definition	<u>Investigation</u> .- A process conducted for the purpose of accident prevention which includes the gathering and analysis of information, the drawing of conclusions, including the determination of causes and/or contributing factors and, when appropriate, the making of safety recommendations.				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Venezuela		ARCM CT analysis and evaluation	
Chapter 1 Reference Definition	<u>Investigator-in-charge</u> .- A person charged, on the basis of his or her qualifications, with the responsibility for the organization, conduct and control of an investigation. Nothing in the above definition is intended to preclude the functions of an investigator-in-charge being assigned to a commission or other body.	INVESTIGATORS ARE OFFICIALS CHARGED OF INSPECTOR AERONAUTICO		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	
Chapter 1 Reference Definition	<u>Maximum mass</u> .- Maximum certificated take-off mass.				
Chapter 1 Reference Definition	<u>Maximum weight (mass)</u> .- Maximum certificated take-off weight (mass).				
Chapter 1 Reference Definition	<u>Member State</u> .- An ARCM member state which is part of this Agreement.	NOT INCLUDED		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	
Chapter 1 Reference Definition	<u>Operator</u> .- A person, organization or enterprise engaged in or offering to engage in an aircraft operation.				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Venezuela		ARCM CT analysis and evaluation	
Chapter 1 Reference Definition	<u>Preliminary Report.</u> - The communication used for the prompt dissemination of data obtained during the early stages of the investigation.				
Chapter 1 Reference Definition	<u>President of the General Board.</u> - President of the General Board conformed by the ARCM AIG Authorities, who shall be elected among its members for a one year term and may be re-elected for equal and successive terms.				
Chapter 1 Reference Definition	<u>Safety recommendation.</u> - A proposal of the accident investigation authority, based on information derived from the investigation, made with the intention of preventing accidents or incidents and which in no case has the purpose of creating a presumption of blame or liability for an accident or incident. In addition to the safety recommendations arising from accident and incident investigations, safety recommendations may result from diverse sources, including safety studies.				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Venezuela		ARCM CT analysis and evaluation	
Chapter 1 Reference Definition	<p><u>Serious incident</u>.- An incident involving circumstances indicating that there was a high probability of an accident and associated with the operation of an aircraft which, in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time as it comes to rest at the end of the flight and the primary propulsion system is shut down.</p> <p><i>The difference between an accident and a serious incident lies only in the result.</i></p> <p><i>Examples of serious incidents can be found in Attachment C.</i></p>				
Chapter 1 Reference Definition	<p><u>Serious injury</u>.- An injury which is sustained by a person in an accident and which:</p> <p>a) requires hospitalization for more than 48 hours, commencing within seven days from the date the injury was received; or</p> <p>b) results in a fracture of any bone (except simple fractures of fingers,</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Venezuela		ARCM CT analysis and evaluation	
	toes or nose); or c) involves lacerations which cause severe haemorrhage, nerve, muscle or tendon damage; or d) involves injury to any internal organ; or e) involves second or third degree burns, or any burns affecting more than 5 per cent of the body surface; or f) involves verified exposure to infectious substances or injurious radiation.				
Chapter 1 Reference Definition	<u>State of Design.</u> - The State having jurisdiction over the organization responsible for the type design.				
Chapter 1 Reference Definition	<u>State of Manufacture.</u> - The State having jurisdiction over the organization responsible for the final assembly of the aircraft.				
Chapter 1 Reference Definition	<u>State of Occurrence.</u> - The State in the territory of which an accident or incident occurs.				
Chapter 1 Reference Definition	<u>State of the Operator.</u> - The State in which the operator's principal place of business is located or, if there is no such place of business, the operator's permanent residence.				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Venezuela		ARCM CT analysis and evaluation	
Chapter 1 Reference Definition	<u>State of Registry</u> .- The State on whose register the aircraft is entered.				
Chapter 1 Reference Definition	<u>State safety programme (SSP)</u> . An integrated set of regulations and activities aimed at improving safety.				
Chapter 2 Reference Standard	Chapter 2 - Applicability 2.1 Unless otherwise stated, the specifications in this Regulations apply to activities following accidents and incidents wherever they occurred.				
Chapter 2 Reference Standard	2.2 In this Regulation the specifications concerning the State of the Operator apply only when an aircraft is leased, chartered or interchanged and when that State is not the State of Registry and if it discharges, in respect of this Regulation, in part or in whole, the functions and obligations of the State of Registry.				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Venezuela		ARCM CT analysis and evaluation	
Chapter 3 Reference Standard	Chapter 3 - General Objective of the investigation 3.1 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.				
Chapter 3 Reference Standard	Protection of evidence, custody and removal of aircraft Responsibility of the State of occurrence General 3.2 The AIG Authority as State of occurrence shall take all reasonable measures to protect the evidence and to maintain safe custody of the aircraft and its contents for such a period as may be necessary for the purposes of an investigation. Protection of evidence shall include the preservation, by photographic or other means, of any evidence which might be removed, effaced, lost or destroyed. Safe custody shall include protection against further damage, access by unauthorized persons, pilfering and deterioration.				
Chapter 3	Request from State of registry,				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Venezuela		ARCM CT analysis and evaluation	
<p>Reference</p> <p>Standard</p>	<p>State of the operator, State of design or State of manufacture</p> <p>3.3 If a request is received from the State of registry, the State of the operator, the State of design or the State of manufacture that the aircraft, its contents, and any other evidence remain undisturbed pending inspection by an accredited representative of the requesting State, the AIG Authority shall take all necessary steps to comply with such request, so far as this is reasonably practicable and compatible with the proper conduct of the investigation; provided that the aircraft may be moved to the extent necessary to extricate persons, animals, mail and valuables, to prevent destruction by fire or other causes, or to eliminate any danger or obstruction to air navigation, to other transport or to the public, and provided that it does not result in undue delay in returning the aircraft to service where this is practicable.</p>				
Chapter 3	Release from custody				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Venezuela		ARCM CT analysis and evaluation	
Reference Standard	3.4 Subject to the provisions of 3.2 and 3.3, the AIG Authority shall release custody of the aircraft, its contents or any parts thereof as soon as they are no longer required in the investigation, to any person or persons from the AIG Authority duly designated by the State of registry or the State of the operator, as applicable. For this purpose the AIG Authority shall facilitate access to the aircraft, its contents or any parts thereof, provided that, if the aircraft, its contents, or any parts thereof lie in an area within which the AIG Authority finds it impracticable to grant such access, it shall itself effect removal to a point where access can be given.				
Chapter 4 Reference Standard	<p style="text-align: center;">Chapter 4 - Notification</p> <p style="text-align: center;">Accidents or serious incidents in the national territory to aircraft of another contracting State</p> <p style="text-align: center;">Responsibility of the AIG Authority</p> <p style="text-align: center;">Forwarding</p> <p>4.1 The AIG Authority, as the State of occurrence shall forward a</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Venezuela		ARCM CT analysis and evaluation	
	<p>notification of accident or serious incident, with a minimum of delay and by the most suitable and quickest means available, to:</p> <ul style="list-style-type: none"> 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, and ARCM all events regardless of weight (mass) of the aircraft. <p>However, when the AIG Authority, as 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.</p>				
Chapter 4	Format and content				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Venezuela		ARCM CT analysis and evaluation	
Reference Standard	<p>4.2 The notification shall be in plain language and contain as much of the following information as is readily available, but its dispatch shall not be delayed due to lack of complete information:</p> <p>a) for accidents the identification abbreviation ACCID, for serious incidents INCID;</p> <p>b) manufacturer, model, nationality and registration marks, and serial number of the aircraft;</p> <p>c) name of owner, operator and hirer, if any, of the aircraft;</p> <p>d) qualification of the pilot in command, and nationality of crew and passengers;</p> <p>e) date and time (local time or UTC) of the accident or serious incident;</p> <p>f) last point of departure and point of intended landing of the aircraft;</p> <p>g) position of the aircraft with reference to an easily defined geographical point and latitude and longitude;</p> <p>h) number of crew and</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Venezuela		ARCM CT analysis and evaluation	
	<p>passengers; on board, killed and seriously injured; others, killed and seriously injured;</p> <p>i) description of the accident or serious incident and the extent of damage to the aircraft so far as is known;</p> <p>j) an indication to what extent the investigation will be conducted or is proposed to be delegated by the State of Occurrence;</p> <p>k) physical characteristics of the accident or serious incident area, as well as an indication of access difficulties or special requirements to reach the site;</p> <p>l) identification of the originating authority and means to contact the investigator in charge and the accident AIG Authority of the State of occurrence at any time; and</p> <p>m) presence and description of dangerous goods on board the aircraft.</p>				
Chapter 4	Language	NOT CONTEMPLATED		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in	

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Venezuela		ARCM CT analysis and evaluation	
Reference Standard	4.3 The notification shall be prepared in one of the working languages of ICAO, taking into account the language of the recipient(s), whenever it is possible to do so without causing undue delay.			full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	
Chapter 4 Reference Standard	Additional information 4.4 As soon as it is possible to do so, the AIG Authority shall dispatch the details omitted from the notification as well as other known relevant information.				
Chapter 4 Reference Standard	Responsibility of as State of registry, State of the operator, State of design and State of manufacture Information - Participation 4.5 Reserved	NOT USED IN THE VENEZUELAN LEGISLATION		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	
Chapter 4 Reference Standard	4.6 Upon receipt of the notification, The AIG Authority as the State of registry, the State of the operator, the State of design and the State of manufacture shall, as soon as possible, provide the State of occurrence with any relevant information available to them regarding the aircraft and flight crew involved in the accident or serious				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Venezuela		ARCM CT analysis and evaluation	
	incident. Each State shall also inform the State of occurrence whether it intends to appoint an accredited representative and if such an accredited representative is appointed the name and contact details; as well as the expected date of arrival if the accredited representative will travel to the State of occurrence.				
Chapter 4 Reference Standard	4.7 Upon receipt of the notification, as State of the Operator, the AIG Authority shall, with a minimum of delay and by the most suitable and quickest means available, provide the State of occurrence with details of dangerous goods on board the aircraft				
Chapter 4 Reference Standard	<p>Accidents or serious incidents in the territory of the State of registry, in a non-contracting State or outside the territory of any State</p> <p>Responsibility of as State of Registry Forwarding</p> <p>4.8 When the State of registry institutes the investigation of an accident or serious incident, the AIG Authority shall forward a notification, in accordance with 4.2</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Venezuela		ARCM CT analysis and evaluation	
	<p>and 4.3 above, with a minimum of delay and by the most suitable and quickest means available, to:</p> <p>a) the State of the operator;</p> <p>b) the State of design;</p> <p>c) the State of manufacture; and</p> <p>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, and to the ARCM all the occurrences regardless of the aircraft weight (mass).</p>				
Chapter 4 Reference Standard	<p>Responsibility of as State of the operator, State of design and State of manufacture</p> <p>Information — Participation</p> <p>4.9 Reserved</p>	NOT USED IN THE VENEZUELAN LEGISLATION		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	
Chapter 4 Reference	4.10 Upon receipt of the notification, as State of the operator, State of design, and Sate of manufacture, the AIG Authority				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Venezuela		ARCM CT analysis and evaluation	
Standard	shall, upon request, provide the State of registry with any relevant information available to them regarding the flight crew and the aircraft involved in the accident or serious incident. The AIG Authority shall also inform the State of registry and occurrence whether it intends to appoint an accredited representative, and if such an accredited representative is appointed, the name and contact details; as well as the expected date of arrival if the accredited representative will be present at the investigation.				
Chapter 4 Reference Standard	4.11 Upon receipt of the notification, as State of the operator, State of design, and State of manufacture, the AIG Authority shall, with a minimum of delay and by the most suitable and quickest means available, provide the State of registry with details of dangerous goods on board the aircraft.				
Chapter 5 Reference Standard	Chapter 5 Investigation Responsibility for instituting and	AIG abbreviation is not used. It does not include mention the ARCM organizations and RAIO.		It is recommended that the State amend its regulations in order to incorporate aspects of regional cooperation in the area AIG, ARCM object.	

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Venezuela	ARCM CT analysis and evaluation
	<p>conducting the investigation</p> <p>Accidents or incidents in the national territory</p> <p>State of occurrence</p> <p>5.1 The AIG Authority shall institute an investigation into the circumstances of the accident and be responsible for the conduct of the investigation, but it may delegate the whole or any part of the conducting of such investigation to another State, in ARCM, or a Regional accident Investigation Organization (RAIO) by mutual arrangement and consent. In any event, the AIG Authority shall use every means to facilitate the investigation.</p>		
Chapter 5 Reference Standard	5.1.1 The AIG Authority shall institute an investigation into the circumstances of a serious incident and be responsible for the conduct of the investigation, but it may delegate the whole or any part of the conducting of such investigation to another State, in an ARCM, or a RAIO by mutual arrangement and consent. In any event, State of Occurrence shall use every means to facilitate the investigation.	AIG abbreviation is not used. It does not include mention the ARCM organizations and RAIO.	It is recommended that the State amend its regulations in order to incorporate aspects of regional cooperation in the area AIG, ARCM object.

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Venezuela	ARCM CT analysis and evaluation
Chapter 5 Reference Standard	5.1.2 The AIG Authority shall institute an investigation into the circumstances of a serious incident when the aircraft is of a maximum weight (mass) of over 2 250 kg. Such a State may delegate the whole or any part of the conducting of such investigation to another State, in the ARCM, or a RAIO by mutual arrangement and consent. In any event the AIG Authority shall use every means to facilitate the investigation.	AIG abbreviation is not used. It does not include mention the ARCM organizations and RAIO.	It is recommended that the State amend its regulations in order to incorporate aspects of regional cooperation in the area AIG, ARCM object.
Chapter 5 Reference Standard	Accidents or Incidents in the territory of a non-contracting State State of registry 5.2 Reserved	NOT USED IN THE VENEZUELAN LEGISLATION	It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.
Chapter 5 Reference Standard	Accidents or incidents outside the territory of any State State of registry 5.3 When the location of the accident or the serious incident cannot definitely be established as being in the territory of any State, the AIG Authority, as State of registry, shall institute and conduct any necessary investigation of the accident or serious incident.	AIG abbreviation is not used.	It is recommended that the State amend its regulations in order to incorporate aspects of regional cooperation in the area AIG, ARCM object.

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Venezuela		ARCM CT analysis and evaluation	
	However, it may delegate the whole or any part of the investigation to another State by mutual arrangement and consent.				
Chapter 5 Reference Standard	5.3.1 States nearest the scene of an accident in international waters shall provide such assistance as they are able and shall, likewise, respond to requests by the State of Registry.				
Chapter 5 Reference Standard	5.3.2 Reserved	NOT USED IN THE VENEZUELAN LEGISLATION		It is recommended to include in the regulations of the State, the text of the regulation ARCM requirement in full under this text incorporates the provisions of Annex 13 and therefore breaches and differences by the state will be avoided.	
Chapter 5 Reference Standard	<p>Organization and conduct of the investigation Responsibility of the AIG Authority General</p> <p><i>Note.- Nothing in the following provisions is intended to preclude the State conducting the investigation from calling upon the best technical expertise from any source.</i></p> <p>5.4 The AIG authority in charge of the investigation shall have independence in the conduct of the investigation and have unrestricted authority over its conduct, consistent with the provisions of this Regulation. The investigation shall normally include:</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Venezuela		ARCM CT analysis and evaluation	
	a) the gathering, recording and analysis of all available relevant information on that accident or incident; b) if appropriate, the issuance of safety recommendations; c) if possible, the determination of the causes, contributing factors and/or latent conditions; and d) the completion of the final report.				
Chapter 5 Reference 5.4 Standard	When possible, the scene of the accident shall be visited, the wreckage examined and statements taken from witnesses. The extent of the investigation and the procedure to be followed in carrying out such an investigation shall be determined by the AIG authority, depending on the lessons it expects to draw from the investigation for the improvement of safety.				
Chapter 5 Reference Standard	5.4.1 Any investigation conducted in accordance with the provisions of this regulation shall be separate from any judicial or administrative proceedings to apportion blame or liability.				
Chapter 5 Reference	5.4.2 The AIG Authority shall develop documented policies and procedures detailing its accident				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Venezuela		ARCM CT analysis and evaluation	
Standard	duties. These shall include: organization and planning; investigation; and reporting.				
Chapter 5 Reference Standard	5.4.3 The AIG Authority shall ensure that any investigations conducted under the provisions of this Regulation and Annex 13, have unrestricted access to all evidentiary material without delay and are not impeded by administrative or judicial investigation or proceedings.				
Chapter 5 Reference Standard	Investigator-in-charge — Designation 5.5 The AIG Authority shall designate the investigator-in-charge of the investigation and shall initiate the investigation immediately.				
Chapter 5 Reference Standard	Investigator-in-charge — Access and control 5.6 The investigator-in-charge shall have unhampered access to the wreckage and all relevant material, including flight recorders and ATS records, and shall have unrestricted control over				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Venezuela		ARCM CT analysis and evaluation	
	it to ensure that a detailed examination can be made without delay by authorized personnel participating in the investigation.				
Chapter 5 Reference Standard	Flight recorders — Accidents and incidents 5.7 Effective use shall be made of flight recorders in the investigation of an accident or an incident. The AIG Authority shall arrange for the read-out of the flight recorders without delay.				
Chapter 5 Reference Standard	5.8 In the event that the AIG Authority does not have adequate facilities to read out the flight recorders, it shall use the facilities made available to it by other States, giving consideration to the following: a) the capabilities of the read-out facility; b) the timeliness of the read-out; and c) the location of the read-out facility.				
Chapter 5 Reference	Autopsy examinations 5.9 The AIG Authority	Asks the competent authorities to carry out.			

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Venezuela		ARCM CT analysis and evaluation	
Standard	conducting the investigation into a fatal accident shall arrange for complete autopsy examination of fatally injured flight crew and, subject to the particular circumstances, of fatally injured passengers and cabin attendants, by a pathologist, preferably experienced in accident investigation. These examinations shall be expeditious and complete.				
Chapter 5 Reference Standard	<p style="text-align: center;">Medical examinations</p> <p>5.9.1 When appropriate, the AIG Authority conducting the investigation shall arrange for medical examination of the crew, passengers and involved aviation personnel, by a physician, preferably experienced in accident investigation. These examinations shall be expeditious.</p>				
Chapter 5 Reference Standard	<p style="text-align: center;">Coordination — Judicial authorities</p> <p>5.10 The AIG Authority shall recognize the need for coordination between the investigator-in-charge and the judicial authorities. Particular attention shall be given to evidence which requires prompt recording and analysis for the</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Venezuela		ARCM CT analysis and evaluation	
	investigation to be successful, such as the examination and identification of victims and read-outs of flight recorder recordings.				
Chapter 5 Reference Standard	Informing aviation security authorities 5.11 If, in the course of an investigation it becomes known, or it is suspected, that an act of unlawful interference was involved, the investigator-in-charge shall immediately initiate action to ensure that the aviation security authorities of the State(s) concerned are so informed.				
Chapter 5 Reference Standard	Non-disclosure of records 5.12 The AIG Authority shall not make the following records available for purposes other than accident or incident investigation, unless the appropriate authority for the administration of justice in that State determines that their disclosure outweighs the adverse domestic and international impact such action may have on that or any future investigations: a) all statements taken from persons by the investigation				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Venezuela		ARCM CT analysis and evaluation	
	<p>authorities in the course of their investigation;</p> <p>b) all communications between persons having been involved in the operation of the aircraft;</p> <p>c) medical or private information regarding persons involved in the accident or incident;</p> <p>d) cockpit voice recordings and transcripts from such recordings;</p> <p>e) recordings and transcriptions of recordings from air traffic control units;</p> <p>f) cockpit airborne image recordings and any part or transcripts from such recordings; and</p> <p>g) opinions expressed in the analysis of information, including flight recorder information.</p>				
Chapter 5 Reference Standard	5.12.1 These records shall be included in the final report or its appendices only when pertinent to the analysis of the accident or incident. Parts of the records not relevant to the analysis shall not be				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Venezuela		ARCM CT analysis and evaluation	
	disclosed.				
Chapter 5 Reference Standard	5.12.2 The names of the persons involved in the accident or incident shall not be disclosed to the public by the AIG Authority.				
Chapter 5 Reference Standard	Reopening of investigation 5.13 If, after the investigation has been closed, new and significant evidence becomes available, the AIG Authority shall reopen it. However, when the State which conducted the investigation did not institute it, that State shall first obtain the consent of the State which instituted the investigation.				
Chapter 5 Reference Standard	Responsibility of the State Information — Accidents and incidents 5.14 The AIG Authority shall, on request from the State conducting the investigation of an accident or an incident, provide that State with all the relevant information available to it.				
Chapter 5	5.15 Any State, the facilities				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Venezuela		ARCM CT analysis and evaluation	
Reference Standard	or services of which have been, or would normally have been, used by an aircraft prior to an accident or an incident, and which has information pertinent to the investigation, shall provide such information to the AIG Authority.				
Chapter 5 Reference Standard	<p>Responsibility of the State of registry and the State of the operator</p> <p>Flight recorders — Accidents and serious incidents</p> <p>5.16 When an aircraft involved in an accident or a serious incident lands in a State other than the State of occurrence, the State of registry or the State of the operator shall, on request from the AIG Authority, furnish the latter State with the flight recorder records and, if necessary, the associated flight recorders.</p>				
Chapter 5 Reference Standard	<p>Organizational information</p> <p>5.17 The State of registry and the State of the operator, on request from the AIG Authority, shall provide pertinent information on any</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Venezuela		ARCM CT analysis and evaluation	
	organization whose activities may have directly or indirectly influenced the operation of the aircraft.				
Chapter 5 Reference Standard	Participation in the investigation Participation of the State of registry, the State of the operator, the State of design and the State of manufacture Rights 5.18 The AIG Authority shall entitle the State of registry, the State of the operator, the State of design and the State of manufacture to appoint an accredited representative to participate in the investigation.				
Chapter 5 Reference Standard	5.19 The State of registry or the State of the operator shall appoint one or more advisers, proposed by the operator, to assist its accredited representative.				
Chapter 5 Reference Standard	5.19.1 When neither the State of registry, nor the State of the operator appoint an accredited representative, the AIG Authority shall invite the operator to participate, subject to the				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Venezuela		ARCM CT analysis and evaluation	
	procedures of the State conducting the investigation.				
Chapter 5 Reference Standard	5.20 The State of design and the State of manufacture shall be entitled to appoint one or more advisers, proposed by the organizations responsible for the type design and the final assembly of the aircraft, to assist their accredited representatives.				
Chapter 5 Reference Standard	5.21 When neither the State of design nor the State of manufacture appoint an accredited representative, the AIG Authority shall invite the organizations responsible for the type design and the final assembly of the aircraft to participate, subject to the procedures of the AIG Authority.				
Chapter 5 Reference Standard	Obligations 5.22 When the AIG Authority conducting an investigation of an accident to an aircraft of a maximum mass of over 2 250 kg specifically requests participation by the State of registry, the State of the operator, the State of design or the State of manufacture, the State(s) concerned shall each appoint an accredited representative.				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Venezuela		ARCM CT analysis and evaluation	
Chapter 5 Reference Standard	Participation of other States Rights 5.23 Any State which on request provides information, facilities or experts to the AIG Authority shall be entitled to appoint an accredited representative to participate in the investigation.				
Chapter 5 Reference Standard	Entitlement of accredited representatives Advisers 5.24 A State entitled to appoint an accredited representative shall also be entitled to appoint on or more advisers to assist the accredited representative in the investigation.				
Chapter 5 Reference Standard	5.24.1 Advisers assisting accredited representatives shall be permitted, under the accredited representatives' supervision, to participate in the investigation to the extent necessary to enable the accredited representatives to make their participation effective.				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Venezuela		ARCM CT analysis and evaluation	
Chapter 5 Reference Standard	<p>5.25 Participation in the investigation shall confer entitlement to participate in all aspects of the investigation, under the control of the investigator-in-charge, in particular to:</p> <p>a) visit the scene of the accident;</p> <p>b) examine the wreckage;</p> <p>c) obtain witness information and suggest areas of questioning;</p> <p>d) have full access to all relevant evidence as soon as possible;</p> <p>e) receive copies of all pertinent documents;</p> <p>f) participate in read-outs of recorded media;</p> <p>g) participate in off-scene investigative activities such as component examinations, technical briefings, tests and simulations;</p> <p>h) participate in investigation progress meetings including deliberations related to analysis, findings, causes, contributing factors and safety recommendations; and</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Venezuela		ARCM CT analysis and evaluation	
	i) make submissions in respect of the various elements of the investigation.				
Chapter 5 Reference 5.25 Standard	However, participation of States other than the State of registry, the State of the operator, the State of design and the State of manufacture may be limited to those matters which entitled such States to participation under 5.23.				
Chapter 5 Reference Standard	<p style="text-align: center;">Obligations</p> <p>5.26 Accredited representatives and their advisers:</p> <p>a) shall provide the AIG Authority conducting the investigation with all relevant information available to them; and</p> <p>b) shall not divulge information on the progress and the findings of the investigation without the express consent of the AIG Authority conducting the investigation.</p>				
Chapter 5 Reference Standard	<p>Participation of States having suffered fatalities or serious injuries to its citizens</p> <p>Rights and entitlement</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Venezuela		ARCM CT analysis and evaluation	
	<p>5.27 A State which has a special interest in an accident by virtue of fatalities or serious injuries to its citizens shall be entitled to appoint an expert who shall be entitled to:</p> <p>a) visit the scene of the accident;</p> <p>b) have access to the relevant factual information which is approved for public release by the AIG Authority, and information on the progress of the investigation; and</p> <p>c) receive a copy of the Final Report.</p> <p>This will not preclude the State from also assisting in the identification of victims and in meetings with survivors from that State.</p>				
Chapter 5 Reference Standard	<p>5.28 The AIG Authority shall release, at least during the first year of the investigation, established factual information and indicate the progress of the investigation in a timely manner.</p>				
Chapter 6 Reference	<p style="text-align: center;">Chapter 6 - Final Report</p> <p>6.1 The format of the final</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Venezuela		ARCM CT analysis and evaluation	
Standard	report in the Manual on aircraft accidents and incidents investigation reporting shall be used by the AIG Authority. However, it may be adapted to the circumstances of the accident or incident.				
Chapter 6 Reference Standard	<p style="text-align: center;">Responsibility of any State</p> <p style="text-align: center;">Release of information – Consent</p> <p>6.2 The AIG Authority shall not circulate, publish or give access to a draft report or any part thereof, or any documents obtained during an investigation of an accident or incident, without the express consent of the authority which conducted the investigation, unless such reports or documents have already been published or released by that latter State.</p>				
Chapter 6 Reference Standard	<p style="text-align: center;">Responsibility of the State conducting the investigation</p> <p style="text-align: center;">Consultation</p> <p>6.3 The AIG Authority</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Venezuela		ARCM CT analysis and evaluation	
	<p>conducting the investigation shall send a copy of the draft final report to the following States inviting their significant and substantiated comments on the report as soon as possible:</p> <ul style="list-style-type: none"> a) the State that instituted the investigation; b) the State of registry; c) the State of the operator; d) the State of design; e) the State of manufacture; f) any State that participated in the investigation as per Chapter 5; and g) the ARCM when appropriate. 				
Chapter 6 Reference 6.3 Standard	If the AIG Authority receives comments within sixty days of the date of the transmittal letter, it shall either amend the draft final report to include the substance of the comments received or, if desired by				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Venezuela		ARCM CT analysis and evaluation	
	the State that provided comments, append the comments to the final report. If the AIG Authority receives no comments within sixty days of the date of the first transmittal letter, it shall issue the final report in accordance with 6.4, unless an extension of that period has been agreed by the States concerned.				
Chapter 6 Reference Standard	6.3.1 The AIG Authority shall send, through the State of the operator, a copy of the draft final report to the operator to enable the operator to submit comments on the draft final report.				
Chapter 6 Reference Standard	6.3.2 The AIG Authority shall send, through the State of design and the State of manufacture, a copy of the draft final report to the organizations responsible for the type design and the final assembly of the aircraft to enable them to submit comments on the draft final report.				
Chapter 6 Reference Standard	<p style="text-align: center;">Recipient States</p> <p>6.4 The final report of the investigation of an accident shall be sent with a minimum of delay by the AIG Authority to:</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Venezuela		ARCM CT analysis and evaluation	
	a) the State that instituted the investigation; b) the State of registry; c) the State of the operator; d) the State of design; e) the State of manufacture; f) any State that participated in the investigation; g) any State having suffered fatalities or serious injuries to its citizens; and h) any State that provided relevant information, significant facilities and services or experts.				
Chapter 6 Reference Standard	Difusión del informe final Release of the final report 6.5 In the interest of accident prevention, the AIG Authority shall make the final report publicly available as soon as possible and, if possible, within twelve months.				
Chapter 6 Reference	6.6 If the report cannot be made publicly available within twelve months, the AIG Authority				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Venezuela		ARCM CT analysis and evaluation	
Standard	shall make an interim statement publicly available on each anniversary of the occurrence, detailing the progress of the investigation and any safety issues raised.				
Chapter 6 Reference Standard	6.7 When the AIG Authority that has conducted an investigation into an accident or an incident involving an aircraft of a maximum mass of over 5 700 kg has released a final report, that authority shall send to the International Civil Aviation Organization a copy of the final report.				
Chapter 6 Reference Standard	Safety recomendations 6.8 At any stage of the investigation of an accident or incident, the accident or incident investigation authority of the State conducting the investigation shall recommend in a dated transmittal correspondence to the appropriate authorities, including those in other States, any preventive action that it considers necessary to be taken promptly to enhance aviation safety.	"... In a document sent by the most expeditious route ..." to include electronic media available			
Chapter 6 Reference	6.9 The AIG Authority shall address, when appropriate, any safety recommendations arising out	"... In a document sent by the most expeditious route ..." to include electronic media available			

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Venezuela		ARCM CT analysis and evaluation	
Standard	of its investigations in a dated transmittal correspondence to the accident investigation authorities of other State(s) concerned and, when ICAO documents are involved, to ICAO.				
Chapter 6 Reference Standard	<p style="text-align: center;">Responsibility of a State receiving or issuing safety recommendations</p> <p style="text-align: center;">Action on safety recommendations</p> <p>6.10 The AIG Authority that receives safety recommendations shall inform the proposing State, within ninety days of the date of the transmittal correspondence, of the preventive action taken or under consideration, or the reasons why no action will be taken.</p>				
Chapter 6 Reference Standard	6.11 The AIG Authority issuing a safety recommendation shall implement procedures to record the responses to the safety recommendation issued.				
Chapter 6 Reference Standard	6.12 When the AIG Authority receives a safety recommendation shall implement procedures to monitor the progress of the action taken in response to that safety recommendation.				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Venezuela		ARCM CT analysis and evaluation	
Chapter 7 Reference Standard	<p>Chapter 7 - ADREP Reporting Preliminary report Responsibilities of the AIG Authority Accidents to aircraft over 2 250 kg</p> <p>7.1 When the aircraft involved in an accident is of a maximum mass of over 2 250 kg, the AIG Authority shall send the preliminary report to:</p> <p>a) the State of registry or the State of occurrence, as appropriate;</p> <p>b) the State of the operator;</p> <p>c) the State of design;</p> <p>d) the State of manufacture;</p> <p>e) any State that provided relevant information, significant facilities and services or experts;</p> <p>f) the International Civil Aviation Organization; and</p> <p>g) the ARCM, when appropriate.</p>				
Chapter 7 Reference Standard	<p>Accidents to aircraft of 2 250 kg or less</p> <p>7.2 When an aircraft, not covered by 7.1, is involved in an accident and when airworthiness or</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Venezuela		ARCM CT analysis and evaluation	
	<p>matters considered to be of interest to other States are involved, the AIG Authority shall forward the preliminary report to:</p> <p>a)the State of registry or the State of occurrence, as appropriate;</p> <p>b)the State of the operator;</p> <p>c)the State of design;</p> <p>d)the State of manufacture;</p> <p>e)any State that provided relevant information, significant facilities and services or experts; and</p> <p>f) the ARCM, when appropriate.</p>				
Chapter 7 Reference Standard	<p style="text-align: center;">Language</p> <p>7.3 The preliminary report shall be submitted to appropriate States and to the International Civil Aviation Organization in one of the working languages of ICAO.</p>				
Chapter 7 Reference Standard	<p style="text-align: center;">Dispatch</p> <p>7.4 The preliminary report shall be sent by facsimile, e-mail, or airmail within thirty days of the date of the accident unless the accident/incident data report has been sent by that time. When</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Venezuela		ARCM CT analysis and evaluation	
	matters directly affecting safety are involved, it shall be sent as soon as the information is available and by the most suitable and quickest means available.				
Chapter 7 Reference Standard	<p>Accident/Incident data report</p> <p>Responsibilities of the AIG Authority</p> <p>Accidents to aircraft over 2 250 kg</p> <p>7.5 When the aircraft involved in an accident is of a maximum mass of over 2 250 kg, the AIG Authority shall send, as soon as practicable after the investigation, the accident data report to the International Civil Aviation Organization and the ARCM, when appropriate.</p>				
Chapter 7 Reference Standard	<p>Additional information</p> <p>7.6 Reserved</p>				
Chapter 7 Reference Standard	<p>Incidents to aircraft over 5 700 kg</p> <p>7.7 If the AIG Authority conducts an investigation into an incident to an aircraft of a maximum mass of over 5 700 kg, that authority shall send, as soon as is practicable after the investigation,</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Venezuela		ARCM CT analysis and evaluation	
	the incident data report to the International Civil Aviation Organization and the ARCM, when appropriate.				
Chapter 7 Reference Standard	Data reporting to the ARCM Accidents to aircraft of 2 250 kg or less 7.8 If the AIG Authority conducts an investigation into an accident to an aircraft of a maximum mass of over 2 250 kg or less, that authority shall send, as soon as is practicable after the investigation, the accident data report to the ARCM.				
Chapter 7 Reference Standard	Incidents to aircraft of 5 700 kg or less 7.9 If the AIG Authority conducts an investigation into an incident to an aircraft of a maximum mass of over 5 700 kg, that authority shall send, as soon as is practicable after the investigation, the incident data report to the ARCM.				
Chapter 8 Reference Standard	Chapter 8 - Accident Prevention Measures Database and preventive actions 8.1 The AIG Authority shall				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Venezuela		ARCM CT analysis and evaluation	
	establish and maintain an accident and incident database to facilitate the effective analysis of information on actual or potential safety deficiencies and to determine any preventive actions required.				
Chapter 8 Reference Standard	8.2 Reserved				
Chapter 8 Reference Standard	8.3 In addition to safety recommendations arising from accident and incident investigations, safety recommendations may result from diverse sources, including safety studies. If safety recommendations are addressed to an organization in another State, they shall also be transmitted to that organization by the AIG Authority through that State's investigation authority.				
Chapter 9 Reference Standard	<p style="text-align: center;">Chapter 9 - Training</p> <p>9.1 The AIG Authority shall establish and keep valid a training programme where the type of training that must be provided for investigators is detailed. The training programme shall include</p>				

AIG State Regulation - ARCM Reference	AVIATION ACCIDENT AND INCIDENT INVESTIGATION Requirements	Comments and differences of Venezuela		ARCM CT analysis and evaluation	
	basic training, practical on-the-job training (OJT), regular training, and specialized training, with indication of the duration, when appropriate. The training programme shall include basic and regular training in on-the-scene safety for investigators.				
Chapter 9 Reference Standard	9.2 The AIG Authority shall establish a regular training plan where the type of training to be provided for the established period is detailed in order of priority. The type and frequency of the training shall be enough for the investigators to acquire and have a level of knowledge, skills, competence and qualifications in accordance with the rights and obligations assigned.				
Chapter 9 Reference Standard	9.3 The AIG Authority shall establish and introduce a system to keep the training records of the investigators, including OJT.				

South American AIG Regional Cooperation Mechanism (ARCM)

AIG State Regulation

Aviation accident and incident investigation

Original First edition
June 2015

AIG State Regulation

Aviation accident and incident investigation

[illegible]

AIG State Regulation

Aviation accident and incident investigation

Amendment of AIG State Regulation			
Amendment	Origin	Subjects	Approved by the ARCM Executive Committee
First edition	Second Meeting of AIG Authorities of South America (AIG-SAM/2), Buenos Aires, Argentina, 09 to 11 June 2015	Incorporates Annex 13; Tenth Edition, July 2010; Amendment 14, applicable from 14 November 2013	11 June 2015 AIG-SAM/02

AIG State Regulation
Aviation accident and incident investigation
List of effective pages

List of effective pages			
Detail	Pages	Amendment	Dates
Foreword	vii to viii	Original	June 2015
Chapter 1 Definitions		Original	June 2015
Chapter 2 Applicability		Original	June 2015
Chapter 3 General		Original	June 2015
Chapter 4 Notification		Original	June 2015
Chapter 5 Investigation		Original	June 2015
Chapter 6 Final report		Original	June 2015
Chapter 7 ADREP reporting		Original	June 2015
Chapter 8 Accident prevention measures		Original	June 2015
Chapter 9 Training		Original	June 2015
Appendix 1 Format of the Final Report		Original	June 2015

Attachment A Rights and obligations of the State of the operator in respect of accidents and incidents involving leased, chartered or interchanged aircraft		Original	June 2015
Attachment B Notification and reporting checklist		Original	June 2015
Attachment C List of examples of serious incidents		Original	June 2015
Attachment D Guidelines for flight recorder read-out and analysis		Original	June 2015
Attachment E Legal guidance for the protection of information from safety data collection and processing systems		Original	June 2015
Attachment F Guidance for the determination of aircraft damage		Original	June 2015

TABLE OF CONTENTS

	<i>Page</i>
FOREWORD	<i>ix</i>
CHAPTER 1. Definitions	1-12
CHAPTER 2. Applicability	2-15
CHAPTER 3. General	3-16
Objective of the investigation	3-16
Protection of evidence, custody and removal of aircraft	3-16
Responsibility of the State of occurrence	3-16
General	3-16
Request from State of registry, State of the operator, State of design or State of manufacture	3-16
Release from custody	3-16
CHAPTER 4. Notification	4-17
Accidents or serious incidents in the national territory to aircraft of another contracting State.....	4-17
Responsibility of the AIG Authority	4-17
Forwarding	4-17
Format and content	4-17
Language	4-18
Additional information.....	4-18
Responsibility of as State of registry, State of the operator, State of design and State of manufacture	4-18
Information — Participation	4-18
Accidents or serious incidents in the territory of the State of registry, in a non-contracting State or outside the territory of any State	4-19
Responsibility of as State of Registry	4-19
Forwarding	4-19
Responsibility of as State of the operator, State of design And State of manufacture	4-19
Information — Participation	4-19

CHAPTER 5. Investigation	5-20
Responsibility for instituting and conducting the investigation	5-20
Accidents or incidents in the national territory	5-20
State of occurrence	5-20
Accidents or incidents in the territory of a non-contracting State	5-20
State of registry	5-20
Accidents or incidents outside the territory of any State	5-20
State of registry	5-20
Organization and conduct of the investigation	5-21
Responsibility of the AIG Authority	5-21
General.....	5-21
Investigator-in-charge — Designation	5-21
Investigator-in-charge — Access and control	5-21
Flight recorders — Accidents and incidents	5-22
Autopsy examinations	5-22
Medical examinations	5-22
Coordination — Judicial authorities	5-22
Informing aviation security authorities	5-22
Non-disclosure of records	5-22
Reopening of investigation	5-23
Responsibility of the State	5-23
Information — Accidents and incidents	5-23
Responsibility of the State of registry and the State of the operator	5-23
Flight recorders — Accidents and serious incidents	5-23
Organizational information	5-23
Participation in the investigation	5-24
Participation of the State of registry, the State of the operator, the State of design and the State of manufacture	5-24
Rights	5-24
Obligations	5-24
Participation of other States	5-24
Rights	5-24
Entitlement of accredited representatives	5-24
Advisers	5-24
Participation	5-25
Obligations	5-25
Participation of States having suffered fatalities or serious injuries to its citizens	5-25
Rights and entitlement	5-25

CHAPTER 6. Final Report	6-27
Responsibility of any State	6-27
Release of information — Consent	6-27
Responsibility of the State conducting the investigation	6-27
Consultation	6-27
Recipient States	6-28
Release of the final report	6-28
Safety recommendations	6-28
Responsibility of a State receiving or issuing safety recommendations	6-28
Action on safety recommendations	6-28
CHAPTER 7. ADREP Reporting	7-30
Preliminary report	7-30
Responsibility of the AIG Authority	7-30
Accidents to aircraft over 2 250 kg	7-30
Accidents to aircraft of 2 250 kg or less	7-30
Language	7-30
Dispatch	7-31
Accident/Incident data report	7-31
Responsibility of the AIG Authority	7-31
Accidents to aircraft over 2 250 kg	7-31
Additional information	7-31
Incidents to aircraft over 5 700 kg	7-31
Data reporting to the ARCM	
Accidents to aircraft of 2 250 kg or less	7-31
Incidents to aircraft of 5 700 kg or less	7-31
CHAPTER 8. Accident Prevention Measures	8-32
Database and preventive actions	8-32
CHAPTER 9. Training	9-33
APPENDIX 1. Format of the Final Report	AP-1-34
ATTACHMENT A - Rights and obligations of the State of the Operator in respect of accidents and incidents involving leased, chartered or interchanged aircraft	ATT A-38
ATTACHMENT B - Notification and reporting checklist	ATT B-39
ATTACHMENT C - List of examples of serious incidents	ATT C-41

ATTACHMENT D - Guidelines for flight recorder read-out and analysis	ATT D-43
ATTACHMENT E - Legal guidance for the protection of information from safety data collection and processing systems	ATT E-45
ATTACHMENT F Guidance for the determination of aircraft damage	ATT F-49

AIG STATE REGULATION

FOREWORD

This Regulation has been designed to guarantee a high level of civil aviation safety and to spare no effort to reduce the number of accidents and incidents, thus enhancing public confidence in air transport.

The expeditious holding of investigations into civil aviation accidents and incidents improves safety and helps prevent accidents and incidents.

Information, analysis and release of the results of accidents and incidents relating to safety are important, principally to improve aviation safety.

It should be noted that the Convention on International Civil Aviation, signed in Chicago on December 7, 1944 (the Chicago Convention), that provides for the application of actions necessary to guarantee the safe operation of aircraft. Particular account should be taken of Annex 13 to the Chicago Convention and its subsequent amendments, which establish international standards and recommended practices for the Aviation accident and incident investigation, and also the definitions of the terms State of Registry, State of the Operator, State of Design or State of Manufacture and State of Occurrence used in said Convention.

In accordance with the international standards and recommended practices established in Annex 13 to the Chicago Convention, accidents and serious incidents investigations should be carried out under the responsibility of the State where the accident or serious incident happened or the State of Registry whenever it is impossible to establish definitively that the place where the accident or serious incident happened is located in the territory of a State. An ARCM member State can delegate to another State the task of carrying out the investigation or ask for its help. The accidents and incidents investigations in the **AIG regional cooperation mechanism (ARCM)** should be carried out analogously.

In order to increase the safety rates of civil aviation among ARCM member States of the SAM region, they must have a good knowledge of the existing investigation requirements and its applicability. Maintaining this capability will come down to acceptable risk, in a global context, provided that contributing factors are identified, which will allow the making of safety recommendations, necessary for preventing future accidents.

Although some member States face restrictions in their legal frameworks which impede the fulfilment of certain rules from Annex 13, it is important that the States try to seek, at the highest decision-making level, the importance of adopting the appropriate civil aviation safety actions, and if necessary, to modify the legal structures so as to provide investigators with the capacity and autonomy to carry out the investigations, according to what is highly advisable in any investigation process.

Consequently, it is important to consider that it is not the ARCM cooperation mechanism's intention to interfere neither with the States autonomy, nor with the management of their investigation processes. However, it is important that all processes described in these Regulations are observed during the investigation, so that there is a better performance in its application, and that the investigation cycle is completed in all its phases following the necessary and corresponding safety recommendations for the prevention of future accidents.

The main objective of these Regulations is to harmonize the AIG requirements within the ARCM member States and the observance of the standards and recommended practices deriving from Annex 13. This will improve ARCM States AIG effective implementation, and contribute to reducing the accidents and incidents rates in the SAM Region.

The scope of an investigation will depend on the lessons that can be derived from them to improve safety, especially considering the need of a wise use of the investigation resources available in the ARCM.

The investigation of accidents and incidents occurred in civil aviation is to be conducted by an independent authority in charge of the investigations, or under its control, to avoid any interest conflicts or any possible exterior interference in the determination of the causes of the events under investigation.

AIG Authorities play a key role in the aviation accident and incident investigation process. Their work is of utmost importance for the determination of an accident or incident causes. Therefore, it is essential that they carry out their investigations completely independently and that they have the financial, material and human resources necessary to conduct the investigation efficiently and effectively.

AIG national authorities' capabilities should be reinforced; cooperation among them is necessary to improve the efficiency of the investigation and prevention of civil aviation accidents and incidents in the SAM Region.

AIG Authorities' coordination role has to be recognized and reinforced in a South American context, so as to generate a real added value in safety, based on the existing cooperation between these authorities and the investigation resources available in the ARCM member States, which should be used in the most cost-effective way and in economies of scale.

Since assuring clear rights for aviation accidents and incidents investigations is essential, the member States, respecting its existing legislations on the competence of the authorities responsible for legal investigation and, where appropriate, in close cooperation with them, must ensure that the authorities in charge of the investigations are able to do their mission in the best of conditions, for the benefit of aviation safety. AIG Authorities must have, therefore, immediate and unrestricted access to the scene of the accident and be provided with all the necessary elements to fulfill the requirements of an investigation, without undermining the legal investigation's objectives.

An efficient investigation is possible only if important pieces of evidence are duly preserved.

One of the civil aviation safety management methods is based on the relations and lessons drawn from the accidents and incidents, which requires a strict application of the provisions on confidentiality to guarantee the future availability of valuable information sources. In this context, sensitive safety data should be adequately protected.

An accident raises a whole range of different public interests, such as the prevention of future accidents and the sound administration of justice. Those interests extend beyond the single interests of parties concerned and the specific occurrence. In order to guarantee the general public interest, a fair balance between the interests is necessary.

The civil aviation sector must also promote a non-punitive environment that facilitates the spontaneous notification of occurrences, thus taking forward the principle of *culture of equity*.

The information provided by a person within the framework of investigations should not be used against such person, in accordance with the constitutional principles and the national law.

ARCM member States will be able to limit the instances in which a decision of disclosure concerning the information obtained during an investigation without affecting the proper function of the judicial system.

It is important for accidents and incidents prevention that relevant information is

communicated as soon as possible, particularly including reports and recommendations concerning safety drawn from the investigations.

Recommendations concerning safety drawn from an accident or serious incident investigation, or of any other nature, such as studies concerning safety, should always be considered by the competent authority and, in the circumstances, be implemented to guarantee the correct civil aviation accidents and incidents prevention.

In order to improve the means that the investigators have to determine the accidents and incidents causes and to increase the recurrent incidents prevention capacity, investigation progress should be promoted, in relation to both the real-time positioning of aircraft and the possibility of access to the information from the flight recorder in its physical absence. Such progress would constitute an important advance regarding safety.

Experience has shown that on some occasions it is difficult to rapidly obtain the list of persons on board the aircraft, but it is also important to fix a deadline within which said lists could be requested to an operator. Furthermore, the data in those lists should be protected against unauthorized use and disclosure. Likewise, in order to minimize the risks to the investigators in charge of the investigations in the scene of the accident, it is necessary to have information related to dangerous goods on board the aircraft which has suffered an accident.

Assistance to the victims of aviation accidents and to their families should be adequately specified.

The way in which Member States and the airlines face an accident and its consequences is of crucial importance. In this regard, Member States should have emergency plans that, in particular, provide for emergency services at the airport, as well as assistance to the victims of civil aviation accidents and to their families. Airlines should also have a plan of assistance to the victims of civil aviation accidents and to their families. Particular attention is to be paid to the support to the victims, their families and associations, as well as the communication among them.

Since the objective of these Regulations is the establishment of common requisites in the field of investigation, at times, this objective could not be achieved efficiently by the ARCM member States without a true commitment in the area of aviation accidents and incidents investigation.

Chapter 1

Definitions

The terms and expressions shown below are used in the standards and recommended practices for aviation accidents and incidents investigation, they have the following meanings:

Accident.- Any occurrence associated with the operation of an aircraft which, in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time as it comes to rest at the end of the flight and the primary propulsion system is shut down, in which:

- a) a person is fatally or seriously injured as a result of:
 - being in the aircraft, or
 - direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or
 - direct exposure to jet blast,
 - except when the injuries are from natural causes, self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew; or
- b) the aircraft sustains damage or structural failure which:
 - adversely affects the structural strength, performance or flight characteristics of the aircraft, and
 - would normally require major repair or replacement of the affected component,
 - except for engine failure or damage, when the damage is limited to a single engine (including its cowlings or accessories), to propellers, wing tips, antennas, probes, vanes, tires, brakes, wheels, fairings, panels, landing gear doors, windscreens, the aircraft skin (such as small dents or puncture holes), or for minor damages to main rotor blades, tail rotor blades, landing gear, and those resulting from hail or bird strike (including holes in the radome); or
- c) the aircraft is missing or is completely inaccessible.

Accredited representative.- A person designated by a State, on the basis of his or her qualifications, for the purpose of participating in an investigation conducted by another State. Where the State has established an accident investigation authority, the designated accredited representative would normally be from that authority.

Adviser.- A person appointed by a State, on the basis of his or her qualifications, for the purpose of assisting its accredited representative in an investigation.

AIG Authority.- The organization in charge of the accidents and incidents investigation in the State.

AIG Specialist / Expert.- The specialist or expert person in a specific area related to aviation accidents and incidents investigation, who is available for the allocation of specific action (e.g. development of AIG requirements and procedures), upon request of a member State.

Aircraft.- Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.

ARCM Executive Committee.- designates the Executive Committee established by virtue of Article 9 of ARCM organization and functions manual, consisting of the AIG Authorities of ARCM member States.

ARCM Focal Points.- AIG specialists, appointed by AIG Authorities from ARCM member States, to maintain an agile communication link with the AIG Technical Committee and promote and coordinate ARCM activities within its Authority.

~~*ARCM General Board*.- The General Board established by the Article 9 of this Agreement, which shall be composed of the AIG Authorities of the ARCM member States.~~

ARCM Investigator.- The aviation accidents and incidents investigator available for the appointment of an accident or incident investigation, whenever a member State requires it.

ARCM Investigator-in-charge.- A person charged, on the basis of his or her qualifications, with the responsibility for the organization, conduct and control of an investigation.

ARCM Regulations.- AIG Regional Cooperation Mechanism (ARCM) Regulations, which describes the objectives, functions, organizational structure, and other provisions for the ARCM operation.

Causes.- Actions, omissions, events, conditions, or a combination thereof, which led to the accident or incident. The identification of causes does not imply the assignment of fault or the determination of administrative, civil or criminal liability.

Chicago Convention.- The Convention on International Civil Aviation signed in Chicago on 7 December 1944.

Contributing factors.- Actions, omissions, events, conditions, or a combination thereof, which, if eliminated, avoided or absent, would have reduced the probability of the accident or incident occurring, or mitigated the severity of the consequences of the accident or incident. The identification of contributing factors does not imply the assignment of fault or the determination of administrative, civil or criminal liability.

Flight recorder.- Any type of recorder installed in the aircraft for the purpose of complementing accident/incident investigation.

GASP.- The global ICAO plan for aviation safety

GASR.- The route map for aviation safety on a worldwide scale, prepared by the safety strategy Group and approved by the ICAO Council on 15 June 2006.

Incident.- An occurrence, other than an accident, associated with the operation of an aircraft which affects or could affect the safety of operation.

Investigation.- A process conducted for the purpose of accident prevention which includes the gathering and analysis of information, the drawing of conclusions, including the determination of causes and/or contributing factors and, when appropriate, the making of safety recommendations.

Investigator-in-charge.- A person charged, on the basis of his or her qualifications, with the responsibility for the organization, conduct and control of an investigation.

Nothing in the above definition is intended to preclude the functions of an investigator-in-charge being assigned to a commission or other body.

Maximum mass.- Maximum certificated take-off mass.

Maximum weight (mass).- Maximum certificated take-off weight (mass).

Member State.- An ARCM member state which is part of the Regional Cooperation Mechanism (ARCM) of South America.

Operator.- A person, organization or enterprise engaged in or offering to engage in an aircraft operation.

Preliminary Report.- The communication used for the prompt dissemination of data obtained during the early stages of the investigation.

President of the General Board.- President of the General Board conformed by the ARCM AIG Authorities, who shall be elected among its members for a one year term and may be re-elected for equal and successive terms.

Safety recommendation.- A proposal of the accident investigation authority, based on information derived from the investigation, made with the intention of preventing accidents or incidents and which in no case has the purpose of creating a presumption of blame or liability for an accident or incident. In addition to the safety recommendations arising from accident and incident investigations, safety recommendations may result from diverse sources, including safety studies.

Serious incident.- An incident involving circumstances indicating that there was a high probability of an accident and associated with the operation of an aircraft which, in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time as it comes to rest at the end of the flight and the primary propulsion system is shut down.

The difference between an accident and a serious incident lies only in the result.

Examples of serious incidents can be found in Attachment C.

Serious injury.- An injury which is sustained by a person in an accident and which:

- a) requires hospitalization for more than 48 hours, commencing within seven days from the date the injury was received; or
- b) results in a fracture of any bone (except simple fractures of fingers, toes or nose); or
- c) involves lacerations which cause severe haemorrhage, nerve, muscle or tendon damage; or
- d) involves injury to any internal organ; or
- e) involves second or third degree burns, or any burns affecting more than 5 per cent of the body surface; or
- f) involves verified exposure to infectious substances or injurious radiation.

State of Design.- The State having jurisdiction over the organization responsible for the type design.

State of Manufacture.- The State having jurisdiction over the organization responsible for the final assembly of the aircraft.

State of Occurrence.- The State in the territory of which an accident or incident occurs.

State of the Operator.- The State in which the operator's principal place of business is located or, if there is no such place of business, the operator's permanent residence.

State of Registry.- The State on whose register the aircraft is entered.

Note.- In the case of the registration of aircraft of an international operating agency on other than a national basis, the States constituting the agency are jointly and severally bound to assume the obligations which, under the Chicago Convention, attach to a State of Registry. See, in this regard, the Council Resolution of 14 December 1967 on Nationality and Registration of Aircraft Operated by International Operating Agencies which can be found in Policy and Guidance Material on the Economic Regulation of International Air Transport (Doc 9587).

State safety programme (SSP). An integrated set of regulations and activities aimed at improving safety.

Chapter 2

Applicability

2.1 Unless otherwise stated, the specifications in this Regulation apply to activities following accidents and incidents wherever they occurred.

2.2 In this Regulation the specifications concerning the State of the Operator apply only when an aircraft is leased, chartered or interchanged and when that State is not the State of Registry and if it discharges, in respect of this Regulation, in part or in whole, the functions and obligations of the State of Registry.

Chapter 3

General

Objective of the investigation

3.1 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.

Protection of evidence, custody and removal of aircraft

Responsibility of the State of occurrence

General

3.2 The AIG Authority as State of occurrence shall take all reasonable measures to protect the evidence and to maintain safe custody of the aircraft and its contents for such a period as may be necessary for the purposes of an investigation. Protection of evidence shall include the preservation, by photographic or other means, of any evidence which might be removed, effaced, lost or destroyed. Safe custody shall include protection against further damage, access by unauthorized persons, pilfering and deterioration.

Request from State of registry, State of the operator, State of design or State of manufacture

3.3 If a request is received from the State of registry, the State of the operator, the State of design or the State of manufacture that the aircraft, its contents, and any other evidence remain undisturbed pending inspection by an accredited representative of the requesting State, the AIG Authority shall take all necessary steps to comply with such request, so far as this is reasonably practicable and compatible with the proper conduct of the investigation; provided that the aircraft may be moved to the extent necessary to extricate persons, animals, mail and valuables, to prevent destruction by fire or other causes, or to eliminate any danger or obstruction to air navigation, to other transport or to the public, and provided that it does not result in undue delay in returning the aircraft to service where this is practicable.

Release from custody

3.4 Subject to the provisions of 3.2 and 3.3, the AIG Authority shall release custody of the aircraft, its contents or any parts thereof as soon as they are no longer required in the investigation, to any person or persons from the AIG Authority duly designated by the State of registry or the State of the operator, as applicable. For this purpose the AIG Authority shall facilitate access to the aircraft, its contents or any parts thereof, provided that, if the aircraft, its contents, or any parts thereof lie in an area within which the AIG Authority finds it impracticable to grant such access, it shall itself effect removal to a point where access can be given.

Chapter 4

Notification

Accidents or serious incidents in the national territory to aircraft of another contracting State

Responsibility of the AIG Authority

Forwarding

4.1 The AIG Authority, as the State of occurrence shall forward a notification of accident or serious incident, 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, and to the ARCM, all events regardless of weight (mass) of the aircraft.

However, when the AIG Authority, as 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.

Format and content

4.2 The notification shall be in plain language and contain as much of the following information as is readily available, but its dispatch shall not be delayed due to lack of complete information:

- a) for accidents the identification abbreviation ACCID, for serious incidents INCID;
- b) manufacturer, model, nationality and registration marks, and serial number of the aircraft;
- c) name of owner, operator and hirer, if any, of the aircraft;
- d) qualification of the pilot in command, and nationality of crew and passengers;
- e) date and time (local time or UTC) of the accident or serious incident;
- f) last point of departure and point of intended landing of the aircraft;
- g) position of the aircraft with reference to an easily defined geographical point and latitude and longitude;
- h) number of crew and passengers; on board, killed and seriously injured; others, killed and

seriously injured;

- i) description of the accident or serious incident and the extent of damage to the aircraft so far as is known;
- j) an indication to what extent the investigation will be conducted or is proposed to be delegated by the State of Occurrence;
- k) physical characteristics of the accident or serious incident area, as well as an indication of access difficulties or special requirements to reach the site;
- l) identification of the originating authority and means to contact the investigator in charge and the accident AIG Authority of the State of occurrence at any time; and
- m) presence and description of dangerous goods on board the aircraft.

Language

4.3 The notification shall be prepared in one of the working languages of ICAO, taking into account the language of the recipient(s), whenever it is possible to do so without causing undue delay.

Additional information

4.4 As soon as it is possible to do so, the AIG Authority shall dispatch the details omitted from the notification as well as other known relevant information.

Responsibility of as State of registry, State of the operator, State of design and State of manufacture

Information - Participation

4.5 Reserved

4.6 Upon receipt of the notification, The AIG Authority as the State of registry, the State of the operator, the State of design and the State of manufacture shall, as soon as possible, provide the State of occurrence with any relevant information available to them regarding the aircraft and flight crew involved in the accident or serious incident. Each State shall also inform the State of occurrence whether it intends to appoint an accredited representative and if such an accredited representative is appointed the name and contact details; as well as the expected date of arrival if the accredited representative will travel to the State of occurrence.

4.7 Upon receipt of the notification, as State of the Operator, the AIG Authority shall, with a minimum of delay and by the most suitable and quickest means available, provide the State of occurrence with details of dangerous goods on board the aircraft

Accidents or serious incidents in the territory of the State of registry, in a non-contracting State or outside the territory of any State

Responsibility of as State of Registry

Forwarding

4.8 When the State of registry institutes the investigation of an accident or serious incident, the AIG Authority 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, and to the ARCM all the occurrences regardless of the aircraft weight (mass).

Responsibility of as State of the operator, State of design and State of manufacture

Information — Participation

4.9 Reserved

4.10 Upon receipt of the notification, as State of the operator, State of design, and State of manufacture, the AIG Authority shall, upon request, provide the State of registry with any relevant information available to them regarding the flight crew and the aircraft involved in the accident or serious incident. The AIG Authority shall also inform the State of registry and occurrence whether it intends to appoint an accredited representative, and if such an accredited representative is appointed, the name and contact details; as well as the expected date of arrival if the accredited representative will be present at the investigation.

4.11 Upon receipt of the notification, as State of the operator, State of design, and State of manufacture, the AIG Authority shall, with a minimum of delay and by the most suitable and quickest means available, provide the State of registry with details of dangerous goods on board the aircraft.

Chapter 5

Investigation

Responsibility for instituting and conducting the investigation

Accidents or incidents in the national territory

State of occurrence

5.1 The AIG Authority shall institute an investigation into the circumstances of the accident and be responsible for the conduct of the investigation, but it may delegate the whole or any part of the conducting of such investigation to another State, in ARCM, or a Regional accident Investigation Organization (RAIO) by mutual arrangement and consent. In any event, the AIG Authority shall use every means to facilitate the investigation.

5.1.1 The AIG Authority shall institute an investigation into the circumstances of a serious incident and be responsible for the conduct of the investigation, but it may delegate the whole or any part of the conducting of such investigation to another State, in an ARCM, or a RAIO by mutual arrangement and consent. In any event, State of Occurrence shall use every means to facilitate the investigation.

5.1.2 The AIG Authority shall institute an investigation into the circumstances of a serious incident and be responsible for the conduct of the investigation when the aircraft is of a maximum weight (mass) of over 2 250 kg, of 2 250 kg and less when appropriate. Such a State may delegate the whole or any part of the conducting of such investigation to another State, in the ARCM, or a RAIO by mutual arrangement and consent. In any event the AIG Authority shall use every means to facilitate the investigation.

Accidents or Incidents in the territory of a non-contracting State

State of registry

5.2 Reserved

Accidents or incidents outside the territory of any State

State of registry

5.3 When the location of the accident or the serious incident cannot definitely be established as being in the territory of any State, the AIG Authority, as State of registry, shall institute and conduct any necessary investigation of the accident or serious incident. However, it may delegate the whole or any part of the investigation to another State by mutual arrangement and consent.

5.3.1 States nearest the scene of an accident in international waters shall provide such assistance as they are able and shall, likewise, respond to requests by the State of Registry.

5.3.2 Reserved

Organization and conduct of the investigation

Responsibility of the AIG Authority

Note.- Nothing in the following provisions is intended to preclude the State conducting the investigation from calling upon the best technical expertise from any source.

General

5.4 The AIG authority in charge of the investigation shall have independence in the conduct of the investigation and have unrestricted authority over its conduct, consistent with the provisions of this Regulation. The investigation shall normally include:

- a) the gathering, recording and analysis of all available relevant information on that accident or incident;
- b) if appropriate, the issuance of safety recommendations;
- c) if possible, the determination of the causes, contributing factors and/or latent conditions; and
- d) the completion of the final report.

When possible, the scene of the accident shall be visited, the wreckage examined and statements taken from witnesses. The extent of the investigation and the procedure to be followed in carrying out such an investigation shall be determined by the AIG authority, depending on the lessons it expects to draw from the investigation for the improvement of safety.

5.4.1 Any investigation conducted in accordance with the provisions of this regulation shall be separate from any judicial or administrative proceedings to apportion blame or liability.

5.4.2 The AIG Authority shall develop documented policies and procedures detailing its accident duties. These shall include: organization and planning; investigation; and reporting.

5.4.3 The AIG Authority shall ensure that any investigations conducted under the provisions of this Regulation and Annex 13, have unrestricted access to all evidentiary material without delay and are not impeded by administrative or judicial investigation or proceedings.

Investigator-in-charge — Designation

5.5 The AIG Authority shall designate the investigator-in-charge of the investigation and shall initiate the investigation immediately.

Investigator-in-charge — Access and control

5.6 The investigator-in-charge shall have unhampered access to the wreckage and all relevant material, including flight recorders and ATS records, and shall have unrestricted control over it to ensure that a detailed examination can be made without delay by authorized personnel participating in the investigation.

Flight recorders — Accidents and incidents

5.7 Effective use shall be made of flight recorders in the investigation of an accident or an incident. The AIG Authority shall arrange for the read-out of the flight recorders without delay.

5.8 In the event that the AIG Authority does not have adequate facilities to read out the flight recorders, it shall use the facilities made available to it by other States, giving consideration to the following:

- a) the capabilities of the read-out facility;
- b) the timeliness of the read-out; and
- c) the location of the read-out facility.

Autopsy examinations

5.9 The AIG Authority conducting the investigation into a fatal accident shall arrange for complete autopsy examination of fatally injured flight crew and, subject to the particular circumstances, of fatally injured passengers and cabin attendants, by a pathologist, preferably experienced in accident investigation. These examinations shall be expeditious and complete.

Medical examinations

5.9.1 When appropriate, the AIG Authority conducting the investigation shall arrange for medical examination of the crew, passengers and involved aviation personnel, by a physician, preferably experienced in accident investigation. These examinations shall be expeditious.

Coordination — Judicial authorities

5.10 The AIG Authority shall recognize the need for coordination between the investigator-in-charge and the judicial authorities. Particular attention shall be given to evidence which requires prompt recording and analysis for the investigation to be successful, such as the examination and identification of victims and read-outs of flight recorder recordings.

Informing aviation security authorities

5.11 If, in the course of an investigation it becomes known, or it is suspected, that an act of unlawful interference was involved, the investigator-in-charge shall immediately initiate action to ensure that the aviation security authorities of the State(s) concerned are so informed.

Non-disclosure of records

5.12 The AIG Authority shall not make the following records available for purposes other than accident or incident investigation, unless the appropriate authority for the administration of justice in that State determines that their disclosure outweighs the adverse domestic and international impact such action may have on that or any future investigations:

- a) all statements taken from persons by the investigation authorities in the course of their investigation;
- b) all communications between persons having been involved in the operation of the aircraft;
- c) medical or private information regarding persons involved in the accident or incident;
- d) cockpit voice recordings and transcripts from such recordings;
- e) recordings and transcriptions of recordings from air traffic control units;
- f) cockpit airborne image recordings and any part or transcripts from such recordings; and
- g) opinions expressed in the analysis of information, including flight recorder information.

5.12.1 These records shall be included in the final report or its appendices only when pertinent to the analysis of the accident or incident. Parts of the records not relevant to the analysis shall not be disclosed.

5.12.2 The names of the persons involved in the accident or incident shall not be disclosed to the public by the AIG Authority.

Reopening of investigation

5.13 If, after the investigation has been closed, new and significant evidence becomes available, the AIG Authority shall reopen it. However, when the State which conducted the investigation did not institute it, that State shall first obtain the consent of the State which instituted the investigation.

Responsibility of the State

Information — Accidents and incidents

5.14 The AIG Authority shall, on request from the State conducting the investigation of an accident or an incident, provide that State with all the relevant information available to it.

5.15 Any State, the facilities or services of which have been, or would normally have been, used by an aircraft prior to an accident or an incident, and which has information pertinent to the investigation, shall provide such information to the AIG Authority.

Responsibility of the State of registry and the State of the operator

Flight recorders — Accidents and serious incidents

5.16 When an aircraft involved in an accident or a serious incident lands in a State other than the State of occurrence, the State of registry or the State of the operator shall, on request from the AIG Authority, furnish the latter State with the flight recorder records and, if necessary, the associated flight recorders.

Organizational information

5.17 The State of registry and the State of the operator, on request from the AIG Authority, shall provide pertinent information on any organization whose activities may have directly or indirectly influenced the operation of the aircraft.

Participation in the investigation

Participation of the State of registry, the State of the operator, the State of design and the State of manufacture

Rights

5.18 The AIG Authority shall entitle the State of registry, the State of the operator, the State of design and the State of manufacture to appoint an accredited representative to participate in the investigation.

5.19 The State of registry or the State of the operator shall appoint one or more advisers, proposed by the operator, to assist its accredited representative.

5.19.1 When neither the State of registry, nor the State of the operator appoints an accredited representative, the AIG Authority shall invite the operator to participate, subject to the procedures of the State conducting the investigation.

5.20 The State of design and the State of manufacture shall be entitled to appoint one or more advisers, proposed by the organizations responsible for the type design and the final assembly of the aircraft, to assist their accredited representatives.

5.21 When neither the State of design nor the State of manufacture appoint an accredited representative, the AIG Authority shall invite the organizations responsible for the type design and the final assembly of the aircraft to participate, subject to the procedures of the AIG Authority.

Obligations

5.22 When the AIG Authority conducting an investigation of an accident to an aircraft of a maximum mass of over 2 250 kg specifically requests participation by the State of registry, the State of the operator, the State of design or the State of manufacture, the State(s) concerned shall each appoint an accredited representative.

Participation of other States

Rights

5.23 Any State which on request provides information, facilities or experts to the AIG Authority shall be entitled to appoint an accredited representative to participate in the investigation.

Entitlement of accredited representatives

Advisers

5.24 A State entitled to appoint an accredited representative shall also be entitled to appoint on or more advisers to assist the accredited representative in the investigation.

5.24.1 Advisers assisting accredited representatives shall be permitted, under the accredited representatives' supervision, to participate in the investigation to the extent necessary to enable the accredited representatives to make their participation effective.

Participation

5.25 Participation in the investigation shall confer entitlement to participate in all aspects of the investigation, under the control of the investigator-in-charge, in particular to:

- a) visit the scene of the accident;
- b) examine the wreckage;
- c) obtain witness information and suggest areas of questioning;
- d) have full access to all relevant evidence as soon as possible;
- e) receive copies of all pertinent documents;
- f) participate in read-outs of recorded media;
- g) participate in off-scene investigative activities such as component examinations, technical briefings, tests and simulations;
- h) participate in investigation progress meetings including deliberations related to analysis, findings, causes, contributing factors and safety recommendations; and
- i) make submissions in respect of the various elements of the investigation.

However, participation of States other than the State of registry, the State of the operator, the State of design and the State of manufacture may be limited to those matters which entitled such States to participation under 5.23.

Obligations

5.26 Accredited representatives and their advisers:

- a) shall provide the AIG Authority conducting the investigation with all relevant information available to them; and
- b) shall not divulge information on the progress and the findings of the investigation without the express consent of the AIG Authority conducting the investigation.

Participation of States having suffered fatalities or serious injuries to its citizens

Rights and entitlement

5.27 A State which has a special interest in an accident by virtue of fatalities or serious injuries to

its citizens shall be entitled to appoint an expert who shall be entitled to:

- a) visit the scene of the accident;
- b) have access to the relevant factual information which is approved for public release by the AIG Authority, and information on the progress of the investigation; and
- c) receive a copy of the Final Report.

This will not preclude the State from also assisting in the identification of victims and in meetings with survivors from that State.

5.28 The AIG Authority shall release, at least during the first year of the investigation, established factual information and indicate the progress of the investigation in a timely manner.

Chapter 6

Final Report

6.1 The format of the final report in the Manual on aircraft accidents and incidents investigation reporting shall be used by the AIG Authority. However, it may be adapted to the circumstances of the accident or incident.

Responsibility of any State

Release of information – Consent

6.2 The AIG Authority shall not circulate, publish or give access to a draft report or any part thereof, or any documents obtained during an investigation of an accident or incident, without the express consent of the authority which conducted the investigation, unless such reports or documents have already been published or released by that latter State.

Responsibility of the State conducting the investigation

Consultation

6.3 The AIG Authority conducting the investigation shall send a copy of the draft final report to the following States inviting their significant and substantiated comments on the report as soon as possible:

- a) the State that instituted the investigation;
- b) the State of registry;
- c) the State of the operator;
- d) the State of design;
- e) the State of manufacture;
- f) any State that participated in the investigation as per Chapter 5; and
- g) the ARCM ~~when appropriate~~.

If the AIG Authority receives comments within sixty days of the date of the transmittal letter, it shall either amend the draft final report to include the substance of the comments received or, if desired by the State that provided comments, append the comments to the final report. If the AIG Authority receives no comments within sixty days of the date of the first transmittal letter, it shall issue the final report in accordance with 6.4, unless an extension of that period has been agreed by the States concerned.

6.3.1 The AIG Authority shall send, through the State of the operator, a copy of the draft final report to the operator to enable the operator to submit comments on the draft final report

6.3.2 The AIG Authority shall send, through the State of design and the State of manufacture, a copy of the draft final report to the organizations responsible for the type design and the final assembly of the aircraft to enable them to submit comments on the draft final report.

Recipient States

6.4 The final report of the investigation of an accident shall be sent with a minimum of delay by the AIG Authority to:

- a) the State that instituted the investigation;
- b) the State of registry;
- c) the State of the operator;
- d) the State of design;
- e) the State of manufacture;
- f) any State that participated in the investigation;
- g) any State having suffered fatalities or serious injuries to its citizens; and
- h) any State that provided relevant information, significant facilities and services or experts.

Release of the final report

6.5 In the interest of accident prevention, the AIG Authority shall make the final report publicly available as soon as possible and, if possible, within twelve months.

6.6 If the report cannot be made publicly available within twelve months, the AIG Authority shall make an interim statement publicly available on each anniversary of the occurrence, detailing the progress of the investigation and any safety issues raised.

6.7 When the AIG Authority that has conducted an investigation into an accident or an incident involving an aircraft of a maximum mass of over 5 700 kg has released a final report, that authority shall send to the International Civil Aviation Organization a copy of the final report..

Safety recommendations

6.8 At any stage of the investigation of an accident or incident, the accident or incident investigation authority of the State conducting the investigation shall recommend in a dated transmittal correspondence to the appropriate authorities, including those in other States, any preventive action that it considers necessary to be taken promptly to enhance aviation safety

6.9 The AIG Authority shall address, when appropriate, any safety recommendations arising out of its investigations in a dated transmittal correspondence to the accident investigation authorities of other State(s) concerned and, when ICAO documents are involved, to ICAO.

Responsibility of a State receiving or issuing safety recommendations

Action on safety recommendations

6.10 The AIG Authority that receives safety recommendations shall inform the proposing State, within ninety days of the date of the transmittal correspondence, of the preventive action taken or under consideration, or the reasons why no action will be taken.

6.11 The AIG Authority issuing a safety recommendation shall implement procedures to record the responses to the safety recommendation issued.

6.12 When the AIG Authority receives a safety recommendation shall implement procedures to monitor the progress of the action taken in response to that safety recommendation.

Chapter 7

ADREP Reporting

Preliminary report

Responsibilities of the AIG Authority

Accidents to aircraft over 2 250 kg

7.1 When the aircraft involved in an accident is of a maximum mass of over 2 250 kg, the AIG Authority shall send the preliminary report to:

- a) the State of registry or the State of occurrence, as appropriate;
- b) the State of the operator;
- c) the State of design;
- d) the State of manufacture;
- e) any State that provided relevant information, significant facilities and services or experts;
- f) the International Civil Aviation Organization; and
- g) the ARCM, ~~when appropriate.~~

Accidents to aircraft of 2 250 kg or less

7.2 When an aircraft, not covered by 7.1, is involved in an accident and when airworthiness or matters considered to be of interest to other States are involved, the AIG Authority shall forward the preliminary report to:

- a) the State of registry or the State of occurrence, as appropriate;
- b) the State of the operator;
- c) the State of design;
- d) the State of manufacture;
- e) any State that provided relevant information, significant facilities and services or experts;
and
- f) the ARCM, ~~when appropriate.~~

Language

7.3 The preliminary report shall be submitted to appropriate States and to the International Civil Aviation Organization in one of the working languages of ICAO.

Dispatch

7.4 The preliminary report shall be sent by facsimile, e-mail, or airmail within thirty days of the date of the accident unless the accident/incident data report has been sent by that time. When matters directly affecting safety are involved, it shall be sent as soon as the information is available and by the most suitable and quickest means available.

Accident/Incident data report

Responsibilities of the AIG Authority

Accidents to aircraft over 2 250 kg

7.5 When the aircraft involved in an accident is of a maximum mass of over 2 250 kg, the AIG Authority shall send, as soon as practicable after the investigation, the accident data report to the International Civil Aviation Organization and the ARCM, ~~when appropriate.~~

Additional information

7.6 Reserved

Incidents to aircraft over 5 700 kg

7.7 If the AIG Authority conducts an investigation into an incident to an aircraft of a maximum mass of over 5 700 kg, that authority shall send, as soon as is practicable after the investigation, the incident data report to the International Civil Aviation Organization and the ARCM, ~~when appropriate~~

Data reporting to the ARCM

Accidents to aircraft of 2 250 kg or less

7.8 If the AIG Authority conducts an investigation into an accident to an aircraft of a maximum mass of over 2 250 kg or less, that authority shall send, as soon as is practicable after the investigation, the accident data report to the ARCM.

Incidents to aircraft of 5 700 kg or less

7.9 If the AIG Authority conducts an investigation into an incident to an aircraft of a maximum mass of over 5 700 kg, that authority shall send, as soon as is practicable after the investigation, the incident data report to the ARCM.

Chapter 8

Accident Prevention Measures

Database and preventive actions

8.1 The AIG Authority shall establish and maintain an accident and incident database to facilitate the effective analysis of information on actual or potential safety deficiencies and to determine any preventive actions required.

8.2 Reserved

8.3 In addition to safety recommendations arising from accident and incident investigations, safety recommendations may result from diverse sources, including safety studies. If safety recommendations are addressed to an organization in another State, they shall also be transmitted to that organization by the AIG Authority through that State's investigation authority.

Chapter 9

Training

9.1 The AIG Authority shall establish and keep valid a training programme where the type of training that must be provided for investigators is detailed. The training programme shall include basic training, practical on-the-job training (OJT), regular training, and specialized training, with indication of the duration, when appropriate. The training programme shall include basic and regular training in on-the-scene safety for investigators.

9.2 The AIG Authority shall establish a regular training plan where the type of training to be provided for the established period is detailed in order of priority. The type and frequency of the training shall be enough for the investigators to acquire and have a level of knowledge, skills, competence and qualifications in accordance with the rights and obligations assigned.

9.3 The AIG Authority shall establish and introduce a system to keep the training records of the investigators, including OJT.

APPENDIX 1

FORMAT OF THE FINAL REPORT

(See Chapter 6)

PURPOSE

The purpose of this format is to present the final report in a convenient and uniform manner.

Detailed guidance on completing each section of the final report is found in the *Manual of aircraft accident and incident investigation*.

FORMAT

Title. The final report begins with a title comprising:

name of the operator; manufacturer, model, nationality and registration marks of the aircraft; place and date of the accident or incident.

Synopsis. Following the title is a synopsis describing briefly all relevant information regarding:

notification of accident to national and foreign authorities; identification of the accident investigation authority and accredited representation; organization of the investigation; authority releasing the report and date of publication;

and concluding with a brief résumé of the circumstances leading to the accident.

Body. The body of the Final Report comprises the following main headings:

1. Factual information
2. Analysis
3. Conclusions
4. Safety recommendations

each heading consisting of a number of subheadings as outlined in the following:

Appendices. Include as appropriate.

Note.- In preparing a Final Report, using this format, ensure that:

- a) *all information relevant to an understanding of the factual information, analysis and conclusions is included under each appropriate heading;*
- b) *where information in respect of any of the items in 1.— Factual information is not available, or is irrelevant to the circumstances leading to the accident, a note to this effect is included under the appropriate subheadings.*

1. FACTUAL INFORMATION

1.1 **History of the flight.** A brief narrative giving the following information:

- ✓ Flight number, type of operation, last point of departure, time of departure (local time or UTC), point of intended landing.

- ✓ Flight preparation, description of the flight and events leading to the accident, including reconstruction of the significant portion of the flight path, if appropriate.
- ✓ Location (latitude, longitude, elevation), time of the accident (local time or UTC), whether day or night.

1.2 **Injuries to persons.** Completion of the following, (in numbers):

<i>Injuries</i>	<i>Crew</i>	<i>Pasengers</i>	<i>Others</i>
Fatal			
Serious			
Minor/None			

Note.- Fatal injuries include all deaths determined to be a direct result of injuries sustained in the accident. Serious injury is defined in Chapter 1 of the AIG Regulation of the State.

1.3 **Damage to aircraft.** Brief statement of the damage sustained by aircraft in the accident (destroyed, substantially damaged, slightly damaged, no damage).

1.4 **Other damage.** Brief description of damage sustained by objects other than the aircraft.

1.5 **Personnel information:**

- a) Pertinent information concerning each of the flight crew members including: age, validity of licences, ratings, mandatory checks, flying experience (total and on type) and relevant information on duty time.
- b) Brief statement of qualifications and experience of other crew members.
- c) Pertinent information regarding other personnel, such as air traffic services, maintenance, etc., when relevant.

1.6 **Aircraft information:**

- a) Brief statement on airworthiness and maintenance of the aircraft (indication of deficiencies known prior to and during the flight to be included, if having any bearing on the accident).
- b) Brief statement on performance, if relevant, and whether the mass and centre of gravity were within the prescribed limits during the phase of operation related to the accident. (If not and if of any bearing on the accident give details.)
- c) Type of fuel used.

1.7 **Meteorological information:**

- a) Brief statement on the meteorological conditions appropriate to the circumstances including both forecast and actual conditions, and the availability of meteorological information to the crew.
- b) Natural light conditions at the time of the accident (sunlight, moonlight, twilight, etc.).

1.8 **Aids to navigation.** Pertinent information on navigation aids available, including landing aids such as ILS, MLS, NDB, PAR, VOR, visual ground aids, etc., and their effectiveness at the time.

1.9 **Communications.** Pertinent information on aeronautical mobile and fixed service communications and their effectiveness.

1.10 **Aerodrome information.** Pertinent information associated with the aerodrome, its facilities and condition, or with the take-off or landing area if other than an aerodrome.

1.11 **Flight recorders.** Location of the flight recorder installations in the aircraft, their condition on recovery and pertinent data available therefrom.

1.12 **Wreckage and impact information.** General information on the site of the accident and the distribution pattern of the wreckage; detected material failures or component malfunctions. Details concerning the location and state of the different pieces of the wreckage are not normally required unless it is necessary to indicate a break-up of the aircraft prior to impact. Diagrams, charts and photographs may be included in this section or attached in the Appendices.

1.13 **Medical and pathological information.** Brief description of the results of the investigation undertaken and pertinent data available therefrom..

Note.— Medical information related to flight crew licences should be included in 1.5 — Personnel information.

1.14 **Fire.** If fire occurred, information on the nature of the occurrence, and of the fire fighting equipment used and its effectiveness.

1.15 **Survival aspects.** Brief description of search, evacuation and rescue, location of crew and passengers in relation to injuries sustained, failure of structures such as seats and seat-belt attachments.

1.16 **Tests and research.** Brief statements regarding the results of tests and research.

1.17 **Organizational and management information.** Pertinent information concerning the organizations and their management involved in influencing the operation of the aircraft. The organizations include, for example, the operator, the air traffic services, airway, aerodrome and weather service agencies, and the regulatory authority. The information could include, but not be limited to, organizational structure and functions, resources, economic status, management policies and practices, and regulatory framework.

1.18 **Additional information.** Relevant information not already included in 1.1 to 1.17.

1.19 **Useful or effective investigation techniques.** When useful or effective investigation techniques have been used during the investigation, briefly indicate the reason for using these techniques and refer here to the main features as well as describing the results under the appropriate subheadings 1.1 to 1.18.

2. ANALYSIS

Analyse, as appropriate, only the information documented in 1. — Factual information and which is relevant to the determination of conclusions and causes and/or contributing factors.

3. CONCLUSIONS

List the findings, causes and/or contributing factors established in the investigation. The list of causes and/or contributing factors should include both the immediate and the deeper systemic causes and/or contributing factors.

Note.- As stated in 6.1, the final report format presented in this Appendix 1 may be adapted to the circumstances of the accident or incident. Thus, the AIG Authority may use either “causes” or “contributing factors”, or both, in the Conclusions.

4. SAFETY RECOMMENDATIONS

As appropriate, briefly state any recommendations made for the purpose of accident prevention and identify safety actions already implemented.

APPENDICES

Include, as appropriate, any other pertinent information considered necessary for the understanding of the report.

ATTACHMENT A**RIGHTS AND OBLIGATIONS OF THE STATE
OF THE OPERATOR IN RESPECT OF ACCIDENTS AND INCIDENTS
INVOLVING LEASED, CHARTERED OR INTERCHANGED AIRCRAFT**

The standards and recommended practices of Annex 13 — *Aircraft accident and incident investigation* were developed when the State of registry and the State of the operator normally were the same. In recent years, however, international aircraft leasing and interchanging arrangements have developed so that in many instances the State of the operator is different from the State of registry.

Leasing or interchange arrangements sometimes include the provision of flight crews from the State of registry. However, more often, flight crews are provided by the State of the operator and the aircraft operated under national legislation of the State of the operator. Similarly, a variety of arrangements for airworthiness can emerge from these arrangements. Airworthiness responsibility may rest, wholly or partly, with the State of the operator or State of registry. Sometimes the operator, in conformity with an airworthiness control system specified by the State of registry, carries out maintenance and keeps records.

In the event of an accident or an incident, it is important that any State which has assumed responsibility for the safety of an aircraft has the right to participate in an investigation, at least in respect of that responsibility. It is also important that the State conducting the investigation should have speedy access to all documents and other information relevant to that investigation.

When the location of an accident or an incident cannot definitely be established as being in the territory of another State, the State of the operator, after consultation with the State of registry, should accept full or partial responsibility for the conduct of the investigation.

ATTACHMENT B NOTIFICATION AND REPORTING CHECKLIST

Note.— In this checklist, the following terms have the meaning indicated below:

- ✓ International occurrences: accidents and serious incidents occurring in the territory of a contracting State to aircraft registered in another contracting State.
- ✓ Domestic occurrences: accidents and serious incidents occurring in the territory of the State of registry.
- ✓ Other occurrences: accidents and serious incidents occurring in the territory of a non-contracting State, or outside the territory of any State.

1. NOTIFICATION OF ACCIDENTS AND SERIOUS INCIDENTS

			State AIG Regulation Annex 13 reference
From	For	Send to	
State of occurrence	International occurrences: All aircraft	State of registry State of the operator State of design State of manufacture ICAO (when aircraft over 2 250 kg or is a turbojet-powered aeroplane) 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, and to the ARCM, all events regardless of weight (mass) of the aircraft.	4.1
State of registry	Domestic and other occurrences: All aircraft	State of the operator State of design State of manufacture ICAO (when aircraft over 2 250 kg or is a turbojet-powered aeroplane) 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, and to the ARCM all the occurrences regardless of the aircraft weight (mass).	4.8

2. FINAL REPORT

Accidents and incidents wherever they occurred

				Annex 13 reference
From	Type of report	Concerning	Send to	
State conducting the investigation	FINAL REPORT	All aircraft	State instituting the investigation State of registry State of the operator State of design State of manufacture State having interest because of fatalities	6.4

	State providing information, significant facilities and services or experts	
Aircraft over 5 700 kg	ICAO	6.7

3. ADREP REPORT

Accidents and incidents wherever they occurred

<i>From</i>	<i>Type of report</i>	<i>Concerning</i>	<i>Send to</i>	<i>Annex 13 reference</i>
State conducting the investigation	PRELIMINARY REPORT	Accidents to aircraft over 2 250 kg	State of registry or State of occurrence State of the operator State of design State of manufacture State providing information, significant facilities and services or experts ICAO	7.1
		Accidents to aircraft of 2 250 kg or less if airworthiness or matters of interest are involved	Same as above, except ICAO	7.2
	ACCIDENT DATA REPORT	Accidents to aircraft over 2 250 kg	ICAO	7.5
	INCIDENT DATA REPORT	Incidents to aircraft over 5 700 kg	ICAO	7.7

4. ACCIDENT PREVENTION MEASURES

Safety matters of interest to other States

<i>From</i>	<i>Type of report</i>	<i>Concerning</i>	<i>Send to</i>	<i>Annex 13 reference</i>
States making safety recommendations	Safety recommendations	Recommendations made to another State	Accident investigation authority in that State	6.8 8.3
		ICAO documents	ICAO	6.9

ATTACHMENT C

LIST OF EXAMPLES OF SERIOUS INCIDENTS

1. The term “serious incident” is defined in Chapter 1 as follows:

Serious incident. An incident involving circumstances indicating that there was a high probability of an accident and associated with the operation of an aircraft which, in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time as it comes to rest at the end of the flight and the primary propulsion system is shut down.

2. The incidents listed are typical examples of incidents that are likely to be serious incidents. The list is not exhaustive and only serves as guidance to the definition of serious incident.

- a) Near collisions requiring an avoidance manoeuvre to avoid a collision or an unsafe situation or when an avoidance action would have been appropriate.
- b) Collisions not classified as accidents.
- c) Controlled flight into terrain only marginally avoided.
- d) Aborted take-offs on a closed or engaged runway, on a taxiway¹ or unassigned runway.
- e) Take-offs from a closed or engaged runway, from a taxiway¹ or unassigned runway.
- f) Landings or attempted landings on a closed or engaged runway, on a taxiway¹ or unassigned runway.
- g) Gross failures to achieve predicted performance during take-off or initial climb.
- h) Fires and/or smoke in the cockpit, in the passenger compartment, in cargo compartments or engine fires, even though such fires were extinguished by the use of extinguishing agents.
- i) Events requiring the emergency use of oxygen by the flight crew.
- j) Aircraft structural failures or engine disintegrations, including uncontained turbine engine failures, not classified as an accident.
- k) Multiple malfunctions of one or more aircraft systems seriously affecting the operation of the aircraft.
- l) Flight crew incapacitation in flight.
- m) Fuel quantity level or distribution situations requiring the declaration of an emergency by the pilot, such as insufficient fuel, fuel exhaustion, fuel starvation, or inability to use all usable fuel on board.
- n) Runway incursions classified with severity A. The Manual on the prevention of runway incursions (Doc 9870) contains information on the severity classifications.

- o) Take-off or landing incidents. Incidents such as under-shooting, overrunning or running off the side of runways.
 - p) System failures, weather phenomena, operations outside the approved flight envelope or other occurrences which caused or could have caused difficulties controlling the aircraft.
 - q) Failures of more than one system in a redundancy system mandatory for flight guidance and navigation.
 - r) The unintentional or, as an emergency measure, the intentional release of a slung load or any other load carried external to the aircraft.
-

ATTACHMENT D**GUIDELINES FOR FLIGHT RECORDER
READ-OUT AND ANALYSIS****Initial response**

1. The aftermath of a major accident is a demanding time for any State's investigation authority. One of the immediate items requiring a decision is where to have the flight recorders read out and analysed. It is essential that the flight recorders be read out as early as possible after an accident. Early identification of problem areas can affect the investigation at the accident site where evidence is sometimes transient. Early identification of problem areas may also result in urgent safety recommendations which may be necessary to prevent a similar occurrence.
2. Many States do not have their own facilities for the playback and analysis of flight recorder information (both voice and data) and consequently request assistance from other States. It is essential, therefore, that the accident investigation authority of the State conducting the investigation make timely arrangements to read out the flight recorders at a suitable read-out facility.

Choice of facility

3. The investigating State may request assistance from any State that, in its opinion, can best serve the investigation. The manufacturer's standard replay equipment and playback software, which are typically used by airlines and maintenance facilities, are not considered adequate for investigation purposes. Special recovery and analysis techniques are usually required if the recorders have been damaged.
4. Facilities for the read-out of flight recorders should have the following capabilities:
 - a) the ability to disassemble and read out recorders that have sustained substantial damage;
 - b) the ability to play back the original recording/memory module without the need for the use of a manufacturer's copy device or the recorder housing that was involved in the accident or incident;
 - c) the ability to manually analyse the raw binary waveform from digital tape flight data recorders;
 - d) the ability to enhance and filter voice recordings digitally by means of suitable software; and
 - e) the capability to graphically analyse data, to derive additional parameters not explicitly recorded, to validate the data by cross-checking and other analytical methods to determine data accuracy and limitations.

Participation by the State of manufacture (or design) and the State of the operator

5. The State of manufacture (or design) has airworthiness responsibilities and the expertise normally required to read out and analyse flight recorder information. Since flight recorder information can often reveal airworthiness problems, the State of manufacture (or Design) should have a representative present when the flight recorder read-out and analysis are being conducted in a State other than the State of manufacture (or design).

6. The State of the operator has regulatory responsibilities regarding the flight operation and can provide insights into operational issues which may be specific to the operator. Since flight recorder information can reveal operational problems, the State of the operator should also have a representative present when the flight recorder read-out and analysis are being conducted..

Recommended procedures

7. The flight data recorder and the cockpit voice recorder should be read out by the same facility, because they contain complementary data which can help validate each recording and aid in determining timing and synchronization.

8. Flight recorders should not be opened or powered up and original recordings should not be copied (particularly not by high-speed copy devices) prior to the read-out because of the risk of damage to the recordings.

9. The facility at which the flight recorders are read out for another State should be given an opportunity to comment on the final report in order to ensure that the characteristics of the flight recorder analysis have been taken into account.

10. The facility at which the flight recorders are read out may require the expertise of the aircraft manufacturer and the operator in order to verify the calibration data and validate the recorded information.

11. The State conducting the investigation may leave the original recordings, or a copy of them, with the read-out facility until the investigation is completed, in order to facilitate the timely resolution of additional requests or clarifications, providing that the facility has adequate security procedures to safeguard the recordings.

ATTACHMENT E

LEGAL GUIDANCE FOR THE PROTECTION OF INFORMATION FROM SAFETY DATA COLLECTION AND PROCESSING SYSTEMS

1. INTRODUCTION

1.1 The protection of safety information from inappropriate use is essential to ensure its continued availability, since the use of safety information for other than safety-related purposes may inhibit the future availability of such information, with an adverse effect on safety. This fact was recognized by the 35th Session of the ICAO Assembly, which noted that existing national laws and regulations in many States may not adequately address the manner in which safety information is protected from inappropriate use.

1.2 The guidance contained in this Attachment is therefore aimed at assisting States enact national laws and regulations to protect information gathered from safety data collection and processing systems (SDCPS), while allowing for the proper administration of justice. The objective is to prevent the inappropriate use of information collected solely for the purpose of improving aviation safety.

1.3 Because of the different legal systems in States, the legal guidance must allow States the flexibility to draft their laws and regulations in accordance with their national policies and practices.

1.4 The guidance contained in this Attachment, therefore, takes the form of a series of principles that have been distilled from examples of national laws and regulations provided by States. The concepts described in these principles could be adapted or modified to meet the particular needs of the State enacting laws and regulations to protect safety information.

1.5 Throughout this Attachment:

- a) *safety information* refers to information contained in SDCPS established for the sole purpose of improving aviation safety, and qualified for protection under specified conditions in accordance with 3.1 below;
- b) *operational personnel* refers to personnel involved in aviation operations who are in a position to report safety information to SDCPS. Such personnel include, but are not limited to, flight crews, air traffic controllers, aeronautical station operators, maintenance technicians, cabin crews, flight dispatchers and apron personnel;
- c) *inappropriate use* refers to the use of safety information for purposes different from the purposes for which it was collected, namely, use of the information for disciplinary, civil, administrative and criminal proceedings against operational personnel, and/or disclosure of the information to the public;
- d) SDCPS refers to processing and reporting systems, databases, schemes for exchange of information, and recorded information and include:
 - 1) records pertaining to accident and incident investigations, as described in Chapter 5 of this Annex;

- 2) mandatory incident reporting systems, as described in Annex 19, Chapter 5;
- 3) voluntary incident reporting systems, as described in Annex 19, Chapter 5; and
- 4) self-disclosure reporting systems, including automatic data capture systems, as described in Annex 6, Part I, Chapter 3, as well as manual data capture systems.

Note.— Information on safety data collection and processing systems can be found in the Safety Management Manual (SMM) (Doc 9859)..

2. GENERAL PRINCIPLES

2.1 The sole purpose of protecting safety information from inappropriate use is to ensure its continued availability so that proper and timely preventive actions can be taken and aviation safety improved.

2.2 It is not the purpose of protecting safety information to interfere with the proper administration of justice in States.

2.3 National laws and regulations protecting safety information should ensure that a balance is struck between the need for the protection of safety information in order to improve aviation safety, and the need for the proper administration of justice.

2.4 National laws and regulations protecting safety information should prevent its inappropriate use.

2.5 Providing protection to qualified safety information under specified conditions is part of a State's safety responsibilities.

3. PRINCIPLES OF PROTECTION

3.1 Safety information should qualify for protection from inappropriate use according to specified conditions that should include, but not necessarily be limited to: the collection of information was for explicit safety purposes and the disclosure of the information would inhibit its continued availability.

3.2 The protection should be specific for each SDCPS, based upon the nature of the safety information it contains.

3.3 A formal procedure should be established to provide protection to qualified safety information, in accordance with specified conditions.

3.4 Safety information should not be used in a way different from the purposes for which it was collected.

3.5 The use of safety information in disciplinary, civil, administrative and criminal proceedings should be carried out only under suitable safeguards provided by national law.

4. PRINCIPLES OF EXCEPTION

Exceptions to the protection of safety information should only be granted by national laws and regulations when:

- a) there is evidence that the occurrence was caused by an act considered, in accordance with the law, to be conduct with intent to cause damage, or conduct with knowledge that damage would probably result, equivalent to reckless conduct, gross negligence or willful misconduct;
- b) an appropriate authority considers that circumstances reasonably indicate that the occurrence may have been caused by conduct with intent to cause damage, or conduct with knowledge that damage would probably result, equivalent to reckless conduct, gross negligence or willful misconduct; or
- c) a review by an appropriate authority determines that the release of the safety information is necessary for the proper administration of justice, and that its release outweighs the adverse domestic and international impact such release may have on the future availability of safety information.

5. PUBLIC DISCLOSURE

5.1 Subject to the principles of protection and exception outlined above, any person seeking disclosure of safety information should justify its release.

5.2 Formal criteria for disclosure of safety information should be established and should include, but not necessarily be limited to, the following:

- a) disclosure of the safety information is necessary to correct conditions that compromise safety and/or to change policies and regulations;
- b) disclosure of the safety information does not inhibit its future availability in order to improve safety;
- c) disclosure of relevant personal information included in the safety information complies with applicable privacy laws; and
- d) disclosure of the safety information is made in a de-identified, summarized or aggregate form.

6. RESPONSIBILITY OF THE CUSTODIAN OF SAFETY INFORMATION

Each SDCPS should have a designated custodian. It is the responsibility of the custodian of safety information to apply all possible protection regarding the disclosure of the information, unless:

- a) the custodian of the safety information has the consent of the originator of the information for disclosure; or
- b) the custodian of the safety information is satisfied that the release of the safety information is in accordance with the principles of exception.

7. PROTECTION OF RECORDED INFORMATION

Considering that ambient workplace recordings required by legislation, such as cockpit voice recorders (CVRs), may be perceived as constituting an invasion of privacy for operational personnel that other professions are not exposed to:

- a) subject to the principles of protection and exception above, national laws and regulations should consider ambient workplace recordings required by legislation as privileged protected information, i.e. information deserving enhanced protection; and
 - b) national laws and regulations should provide specific measures of protection to such recordings as to their confidentiality and access by the public. Such specific measures of protection of workplace recordings required by legislation may include the issuance of orders of non-public disclosure.
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ATTACHMENT F**GUIDANCE FOR THE DETERMINATION OF AIRCRAFT DAMAGE**

1. If an engine separates from an aircraft, the event is categorized as an accident even if damage is confined to the engine.
2. A loss of engine cowls (fan or core) or reverser components which does not result in further damage to the aircraft is not considered an accident.
3. Occurrences where compressor or turbine blades or other engine internal components are ejected through the engine tail pipe are not considered an accident.
4. A collapsed or missing radome is not considered an accident unless there is related substantial damage in other structures or systems.
5. Missing flap, slat and other lift augmenting devices, winglets, etc., that are permitted for dispatch under the configuration deviation list (CDL) are not considered to be an accident.
6. Retraction of a landing gear leg, or wheels-up landing, resulting in skin abrasion only. If the aircraft can be safely dispatched after minor repairs, or patching, and subsequently undergoes more extensive work to effect a permanent repair, then the occurrence would not be classified as an accident.
7. If the structural damage is such that the aircraft depressurizes, or cannot be pressurized, the occurrence is categorized as an accident.
8. The removal of components for inspection following an occurrence, such as the precautionary removal of an undercarriage leg following a low-speed runway excursion, while involving considerable work, is not considered an accident unless significant damage is found.
9. Occurrences that involve an emergency evacuation are not counted as an accident unless someone receives serious injuries or the aircraft has otherwise sustained significant damage.

Note 1.- Regarding aircraft damage which adversely affects the structural strength, performance or flight characteristics, the aircraft may have landed safely, but cannot be safely dispatched on a further sector without repair.

Note 2.- If the aircraft can be safely dispatched after minor repairs and subsequently undergoes more extensive work to effect a permanent repair, then the occurrence would not be classified as an accident. Likewise, if the aircraft can be dispatched under the CDL with the affected component removed, missing or inoperative, the repair would not be considered as a major repair and consequently the occurrence would not be considered an accident.

Note 3.- The cost of repairs, or estimated loss, such as provided by insurance companies may provide an indication of the damage sustained but should not be used as the sole guide as to whether the damage is sufficient to count the occurrence as an accident. Likewise, an aircraft may be considered a "hull loss" because it is uneconomic to repair, without it having incurred sufficient damage to be classified as an accident.

Appendix C

Comparative result of discrepancies found regarding ARCM AIG regulations and AIG State regulation:

Table of contents	ARCM	PERU		BRAZIL		ARGENTINA		CHILE		PARAGUAY		VENEZUELA	
		QUANT	%	QUANT	%	QUANT	%	QUANT	%	QUANT	%	QUANT	%
DEFINITIONS	35	3	8.57	2	5.71	1.00	2.86	14.00	40.00	20.00	57.14	6.00	17.14
APPLICABILITY	2	0	0.00	0	0.00	0.00	0.00	1.00	50.00	2.00	100.00	0.00	0.00
GENERAL	4	2	50.00	0	0.00	0.00	0.00	0.00	0.00	3.00	75.00	0.00	0.00
NOTIFICATION	11	0	0.00	0	0.00	0.00	0.00	2.00	18.18	9.00	81.82	3.00	27.27
INVESTIGATION	28	5	17.86	4	14.29	0.00	0.00	7.00	25.00	25.00	89.29	6.00	21.43
FINAL REPORT	12	1	8.33	0	0.00	0.00	0.00	0.00	0.00	11.00	91.67	2.00	16.67
ADREP REPORTING	9	0	0.00	0	0.00	0.00	0.00	5.00	55.56	7.00	77.78	0.00	0.00
ACCIDENT PREVENTION MEASURES	3	1	33.33	0	0.00	0.00	0.00	0.00	0.00	2.00	66.67	0.00	0.00
TRAINING	3	0	0.00	0	0.00	0.00	0.00	0.00	0.00	3.00	100.00	0.00	0.00
	107	12	11.21	6	5.61	1.00	0.93	29.00	27.10	82.00	76.64	17.00	15.89

Discrepancy with respect to the points AIG state regulation of the ARCM

Of the points established by the ARCM and discrepancies expressed by member States that sent their assessment to the national regulations regarding the regulation of ARCM, concludes the following table:

ARCM members States	Discrepancies percentage presented
ARGENTINA	0.93
BRAZIL	5.61
CHILE	27.9
PARAGUAY	76.64
PERU	11.21
VENEZUELA	15.89

Discrepancies result of the evaluation of each ARCM Members State