



ICAO Regional Accident Investigation Workshop

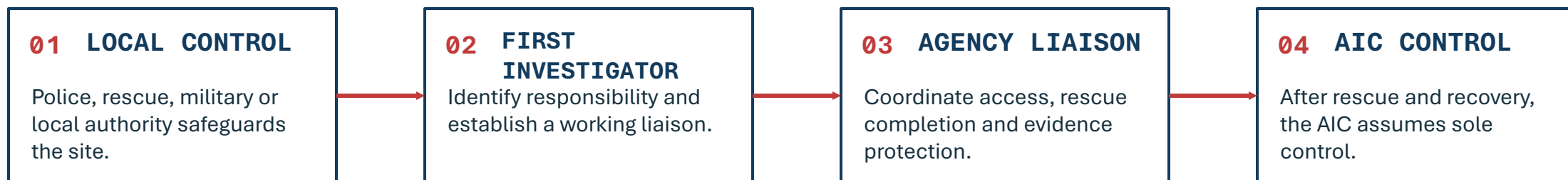
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SITE ACCESS AND SAFETY

Linda Vaso | Senior Investigator

Establish jurisdiction before the scene becomes complex

Control usually begins locally, then becomes formal as the investigation authority arrives.



FIELD RULE

Never let an unclear chain of command become an unclear chain of custody.

For international occurrences, coordinate through the responsible State authorities and ICAO Annex 13 procedures.

INITIAL ACTIONS AT THE ACCIDENT SITE

Establish contact • coordinate operations • protect and secure evidence

1 ESTABLISH CONTACT

Identify yourself and the investigation team
Contact the site authority / responsible person

2 COORDINATE OPERATIONS

Meet the agency in charge
Agree on safe working arrangements

3 PROTECT EVIDENCE

Preserve evidence without impeding
fire, rescue or remains recovery

4 SECURE CRITICAL EVIDENCE

Locate flight recorders
Quarantine and arrange secure transport

5 DEFINE & SECURE SITE

Establish broad site limits
Restrict access to authorised personnel

6 AIC CONTROL

After emergency/recovery operations
AIC assumes control of the site

KEY PRINCIPLE: DOCUMENT EARLY • PROTECT EVIDENCE • COORDINATE BEFORE CONTROLLING

Maintain a written record of activities, movements, decisions and significant findings throughout the initial response.

Initial Site Assessment



Objective:
Understand the site before committing personnel



**Look first –
do not rush into the site.**



Observe the overall situation,
terrain and environmental
conditions.



**Identify possible access and exit
routes,** including restrictions
that could affect movement or
emergency withdrawal.



Look for visible hazards and note
any controls already in place.



Consider how the **wreckage, debris
field, structures and surrounding
area** may affect the investigation.



Record the initial observations
and report immediate safety concerns
to the responsible site-safety
personnel.



Decision point:

**Has the team gathered enough information
to plan site control without exposing
personnel unnecessarily?**

Five-step site access and safety sequence

1 LOOK

Observe from safe distance

2 CONTROL

Establish access point

3 ASSESS

Identify hazards

4 BRIEF

Entry plan / PPE / roles

5 ENTER

Controlled access

Key principle

Establish security and safety controls before routine investigative access. If conditions change, stop, reassess and re-brief.



Every entry begins with **STOP**, **ASSESS** and **ENTER**

1 **STOP**

- Do not enter simply because the wreckage is visible.
- Do not assume responders have identified every hazard.
- Do not disturb evidence except for life safety or hazard control.

2 **ASSESS**

- Who controls the site?
- Which hazards are known or suspected?
- How do weather, terrain and the environment affect access?
- What PPE or specialist support is required?

3 **ENTER**

- Brief the team
- Establish one controlled entry point
- Record personnel and movements
- Maintain continuous hazard awareness

Visible credentials make access accountable

01 CHECK

Verify identification at every controlled entry point.

02 ISSUE

Provide authorised personnel with a photo badge or security pass.

03 DISPLAY

Show identity, role, investigation and card numbers, expiry and access level.

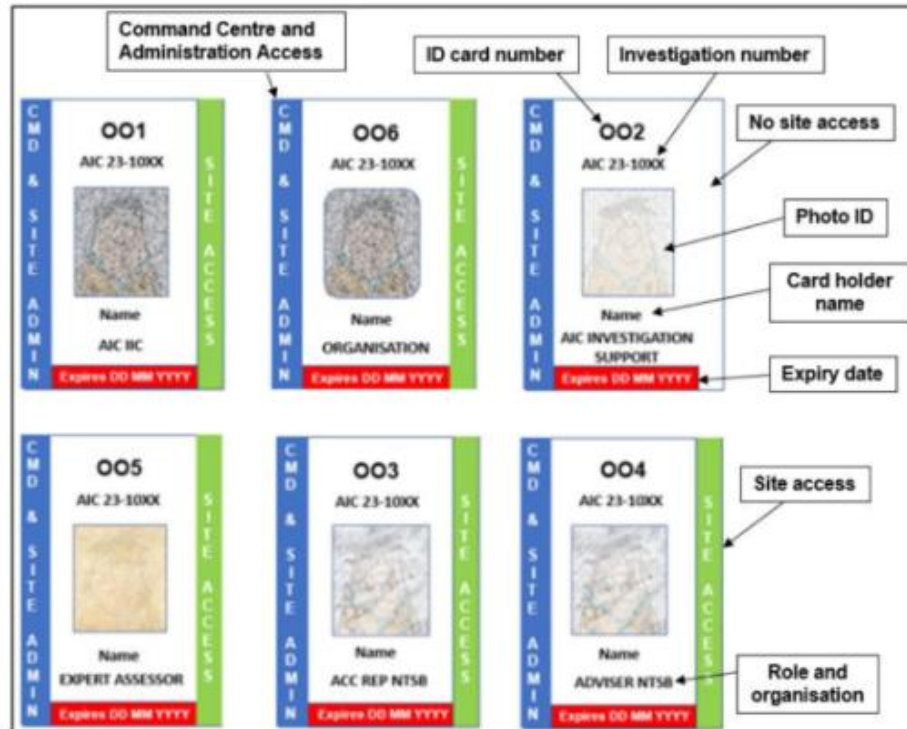
04 BRIEF

Explain access rules; visible affiliation can reinforce—but not replace—authorisation.

AUTHORISED PERSONS ONLY

Attendance and access remain visible, controlled and auditable.

Access is role-based, visible and recorded



CREDENTIAL ANATOMY

- 01 Unique ID card number
- 02 Investigation number
- 03 Photo + cardholder name
- 04 Role and organisation
- 05 Site-access indicator
- 06 Expiry date

Authorised persons only. Attendance and access remain auditable.

Scan three hazard groups before entry

Aircraft / stored energy

Propellers and rotors
Landing gear, oleos and pressure systems
Tyres, batteries and fuel systems
Unsecured loads and stored energy



Materials

Damaged composites and sharp structures
Hydraulic fluids and fuel
Fire-suppression residues
Unknown or hazardous substances



Environment

Fire, smoke and unstable terrain
Water, mud and steep slopes
Weather, heat and lightning
Wildlife, insects and biological hazards



AIC F047 turns identified hazards into entry controls



Civil Aviation Act 2000 (as amended), Part XIII
Accident Investigation Commission
Accident Site Hazard Assessment
Form: AIC_F047

Investigation No: _____ Aircraft details: _____

Location: _____ Assessment date/time: _____

CATEGORY	HAZARD	IDENTIFIED/CONDITION	LOCATION	CONTROL MEASURES	RISK ACCEPTABLE?
FIRE	- Fuel and fuel tanks - Flammable fluids - Leaking oxygen - Leaking or hot batteries - Sparking materials - Cutting tools and other heat generating sources - Pyrotechnics - Hot brakes and tires				
HIGH PRESSURE SYSTEMS	- Brakes and tires - Hydraulic systems - Pneumatic systems and accumulators - Clecs - Engine fire bottles				
EXPLOSIVE	- Hot brakes and tires - Munitions and weapons - Ejector seat components - Pressurized bottles and accumulators - Rocket-deployed parachute system - Cartridge-operated devices including: weapons; pylons; cable cutters; fire bottles; escape systems.				
ELECTRICAL	Batteries and systems				
RADIOACTIVE	- Weapons and ammunition - Structural materials - Anti-icing systems - Cock indicator systems				
AIRCRAFT RECOVERY	Unequal weight distribution				
BIOLOGICAL	- Blood-borne pathogen - Poisonous plants - Poisonous insects and animals - Local health hazards				

PNG ACCIDENT INVESTIGATION COMMISSION

Policy and Procedures Manual, Part D, Form AIC_F047
Fifth Edition 30 September 2022

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Civil Aviation Act 2000 (as amended), Part XIII
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Accident Site Hazard Assessment
Form: AIC_F047

CATEGORY	HAZARD	IDENTIFIED/CONDITION	LOCATION	CONTROL MEASURES	RISK ACCEPTABLE?
SUBSTANCES	- Combustion residue - Rocket and missile propellant Hydrazine - Hazardous cargo - Battery acid; gases; smoke; and propulsion material				
COMPOSITE MATERIAL	- Dust Excess - Sharp edges - Shards				
ENVIRONMENT	- Heat stress - Cold exposure - Water hazards - Adverse weather - Terrain				
MISCELLANEOUS	- Unstable structures - Unsafe ground infrastructure - Security concerns				

Emergency procedures to be activated.

Emergency Contacts.

Hazard mitigation actions.

Names of personnel briefed.

Name of Person who conducted the briefing. Date/Time

Name: _____ Signature _____ Date _____ Time _____

Prepared by

Name: _____ Signature _____ Date _____ Time _____

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Layer controls before relying on PPE

1 BASELINE

Helmet / hi-vis / boots / gloves

2 TASK

Eye / hearing / respiratory protection

3 SPECIALIST

Chemical / composite / bio controls

4 MONITOR

Buddy system + active supervision

PPE is the last layer—not the hazard-control plan

Remove or isolate hazards where practicable. Establish safe routes. Use specialist advice when a hazard exceeds team capability.

Brief the team before access is granted

OBJECTIVE Confirm hazards, controls and team readiness before authorising entry



01 BRIEF HAZARDS

Brief the IIC and Group Leaders on onsite hazards and precautions: what is known, suspected and prohibited.

02 CHECK CONTROLS

Confirm PPE, routes, reporting points and communications.

03 AUTHORISE ENTRY

Proceed only when the team can explain the controls.

NO BRIEFING AND NO SHARED UNDERSTANDING → NO ACCESS

Any team member can call stop-work

STOP, WITHDRAW AND REASSESS

- Unidentified hazardous material or possible ordnance
- Unstable wreckage, terrain or structure
- Fire, smoke, fuel leak or pressure hazard
- Lightning, severe weather or deteriorating visibility
- Loss of communications or team accountability
- Any new hazard outside the team's capability



THANK YOU

QUESTIONS & DISCUSSION
