

AIR CRASH VICTIMS FAMILIES FEDERATION INTERNATIONAL ACVFFI

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BACKGROUND – ACVFFI CREATION

- 1983: Hans Ephraimson, Chair of ACVFG
- 2010: ICAO High-Level Conference. Meeting between AVJK5022 and ACVFG
- 2013 -2015: ACVFFI was founded in Madrid by three associations
 - AVJK502: August 20, 2008 – 154 deceased.
 - HIOP AF447 June 1, 2009 – 228 deceased
 - ACAA ED202: July 27, 2010: 152 deceased
- 2016: ACVFFI is recognized by ICAO as International Organization.

MISION, VISION & GOALS

VISION: Victims helping victims. Shared experiences, knowledge, and pain for who have lived the same tragedy.

MISION: An unique and solidarity voice. Victims of the air accident in all over the world under a common umbrella in the international organizations

GOALS: Collaboration with governments, international organizations (civil society) in order to work together improving safety.

OBJECTIVES

- Enhancing common practices in air accidents
- Achieving progress in the prevention of air accident
- Investigation and prevention of accident
- Improving and standardizing the assistance of air accident victims and their families all over the world
- Preserving and enhancing passenger's rights
- Supporting the progress of air security with a human approach.
- Encouraging “preventive culture” of security

PROPOSALS

Last 39 GA, ACVFFI presented:

- **WP-270:** ICAO POLICY ON THE ASSISTANCE TO VICTIMS AND THEIR FAMILIES. Making Recommendation 8.46 become a **Normative including in Annex 9** and being part of USOAP
- **WP 271: ACCIDENT INVESTIGATION COMMISSIONS AND THE ASSURANCE OF THEIR INDEPENDENCE.** creating guidance materials to grant independence to the investigation process.
- **WP 272: REPOSITORY OF ALL RECOMMENDATIONS FOLLOWING ACCIDENT INVESTIGATIONS, INCLUDING THOSE DIRECTED TO ICAO.** An amendment to Annex 13 in order to State Members notify ICAO all global recommendation of the process of the accident investigation.

WE BELIEVE IT IS NECESSARY -1-

- Increasing and ensuring the INDEPENDENCE of the Air Accident Investigation Agencies.
- Developing the Database of global RECOMMENDATIONS in ICAO.
- Encouraging airlines, their alliances, and their insurers to unify, coordinate and simulate their crisis management processes, in addition to making this information public on the same website where they sell tickets to their passengers.
- Urging Regional Organizations, the European Union and ICAO to promote regulations that balance the interests of INSURERS, AIR COMPANIES AND VICTIMS, facilitating the participation of all parties.

WE BELIEVE IT IS NECESSARY -2-

- Continue working with governments and international institutions to improve safety in global air transport, passengers' rights and independence in official investigations.
- Encourage all States to ratify the 1999 Montreal Convention.
- Request from the ICAO Member States their collaboration so that the Victims Associations of their countries, join ACVFFI.
- Encourage the Airline Companies, their Alliances, and their Insurers to unify, coordinate and simulate their crisis management plans and processes, counting on the experience of ACVFFI and its member Associations.

SHORT TERM CHALLENGES REGARDING ICAO

- Making known Doc 9998 to States Members by ICAO
- Raising the recommendation 8.46 to normative in the Annex 9
- Including recommendation 8.46 into USOAP or similar audit program
- Establishing a Task Force in ICAO regarding to the well- balanced relationship between Air Companies, Insurances and Passengers.
- Waging a recommendation for Emergency Plans of Airports which is mentioned on Annex 19, could be included in USOAP or similar program.
- Continuing hand in hand working with Governments and International Institutions in order to increase the safety, the assistance and the passenger rights.

ACVFFI. ASSOCIATION MEMBERS



airblue

Fecha: 28/07/2010
Línea Aérea: AirBlue
Nacionalidad: Pakistán
Lugar del accidente: Islamabad (Pakistán)
Fallecidos o desaparecidos: 152
Supervivientes registrados: 0
Causa: El avión se estrelló después de que la tripulación perdiera el contacto con los controladores del tráfico aéreo cuando intentaban aterrizar bajo niebla densa y lluvia monzónica.
Situación: La aerolínea sigue operando.



