



ASSEMBLY — 39TH SESSION

TECHNICAL COMMISSION

Agenda Item 35: Aviation safety and air navigation standardization

CONTRIBUTION TO THE ENVIRONMENT DURING THE AIRCRAFT ACCIDENT
INVESTIGATION

(Presented by Argentina)

EXECUTIVE SUMMARY

This working paper presents the proposal to incorporate a protocol on environmental care into the accident investigation procedures at the site of the accident.

Action: The Assembly is invited to:

- a) take note of the information submitted about the proposal for the guidelines on environmental care during accident investigations;
- b) propose that the AIG/P analyze the information provided; and
- c) develop the guiding material, if pertinent, and to incorporate it to Annex 13 and related documents.

<i>Strategic Objectives:</i>	This working paper relates to the Safety, Air Navigation Capacity and Efficiency and the Economic Development of Air Transport Strategic Objectives.
<i>Financial implications:</i>	There is no financial impact
<i>References:</i>	Annex 13 — <i>Aircraft Accident and Incident Investigation</i> Doc 9756, <i>Manual of Aircraft Accident and Incident Investigation</i> Doc 9962, <i>Manual on Accident and Incident Investigation Policies and Procedures</i> Doc 9184, <i>Airport Planning Manual</i>

¹ English and Spanish versions provided by Argentina.

1. INTRODUCTION

1.1 One of the objectives of ICAO regarding environmental care is: Minimizing the environmental adverse effects of the civil aviation activities.

1.2 The 2016 ICAO environmental report shows the work of the CAEP (Committee on Aviation Environmental Protection), with over 600 internationally renowned experts involved in areas such as: quality of life, noise control, climate change, aircraft end-of-life, recycling and climate change adaptation. This report also focuses on the importance of the associations' role as for training programmes and project building in cooperation with UNO organization.

1.3 The report summarizes the results of the progress in the last 3 years in key areas such as environmental protection. It also includes a series of technical articles that stand out because they come from the ICAO Secretary, member States, and some other participants involved. This document is regarded a landmark for international aircraft and environment, taking into account every factor contributing to both areas.

1.4 "The ICAO environmental report allows that the aviation industry can create policies to reach the highest standards for environmental protection, allowing the adoption of political decisions based on solid scientific knowledge", as the former Executive Secretary of the United Nations Convention for climate change stated.

1.5 Currently, AIG organizations do not have procedures in this regard established in Annex 13 or related documents. However, they are mentioned in some documents in order to determine the scope of an investigation, for example:

Doc 9962 - Chapter 6 – Investigation Policies and Procedures, item 6.1.3, states:

The policy of the AIG Authority is to determine the scope of the investigation and the procedures to be followed to conduct it, according to the knowledge expected to be obtained from the investigation to enhance safety. The following factors, among others, should be included to determine the scope and complexity of the investigation and in the size and arrangement of the investigative team:

a) injuries, fatalities and damages to equipment, third parties, and environment;

...

1.6 Document 9184 "Airport Planning Manual" Part II, Chapter 2 Aviation Activities and their impact on environment. 2.8 Environmental problems caused by aircraft accidents and incidents with dangerous goods – emergency procedures states:

1.7 In order to ensure that the environmental emergency measures are put into practice, it is important to have an emergency plan in this regard. At the airports there are environmental emergencies such fuel spills, chemical products and incidents, among others, where dangerous goods or detrimental products that may damage the environment are involved. The objective of an emergency plan is to be able to have an immediate and fast reaction in the case of any environment related incident.

1.8 The situation considered in the above paragraph refers to an accident within or in the vicinity of an airport, but in most cases major accidents occur outside airports. In general, the first aviation authorities arriving to the accident site are the accident investigation organizations, so these organizations should be able to identify if there is a threat to the environment and be able to communicate it to the organizations in charge of the environmental emergency plan.

2. ANALYSIS

2.1 With the aim of contributing with ICAO commitment to environmental protection, AIG organizations of the Contracting States, in agreement with ICAO general environmental care guidelines, should have recommended practices to address this problem taking into account that when an aircraft accident occurs there are high probabilities that the environment is affected by hydrocarbon waste, resin, biological waste, dangerous goods, and also dispensable equipment used in the activities developed at the accident site by AIG personnel. Thus, it is necessary to have harmonized guiding material to be able to effectively develop our tasks without affecting the environment.

2.2 One of the first activities at the time of arrival to the accident site is that the AIG organization becomes responsible for the area for the period of time that the investigation lasts. Having analyzed Annex 13 and Documents 9756 and 9962, none of them mention any protocol or procedure establishing that the AIG organization must contribute to environmental care.

2.3 In view of the above statements, procedures and/or protocols need to be formulated to face this situation at the time of conducting the activities at the accident site (at the time of arrival, during the activities and when they have to leave the site).

3. PROPOSAL

3.1 Considering the above analysis, it is necessary that the accident investigation organizations are responsible of the area of the accident site during the period of time that the investigation lasts, adequately using and implementing procedures and/or protocols to avoid affecting the environment. For this, the following proposal is suggested so that guiding material is developed according to the following guidelines:

3.2 Once the control of the accident site is taken over, threats to the environment by contamination with hydrocarbon waste, dangerous goods, etc., have to be identified and the State organization in charge of the environmental emergency plan has to be notified..

3.3 All the measures necessary for minimizing the risk of contamination during the fluids extraction for their subsequent examination have to be taken.

3.4 During the search or identification of objects such as storage devices or evidences, the movement of wreckage has to be done in a way that avoids contamination of the site.

3.5 Procedures have to be developed and personnel have to be trained so that all the dispensable supplies used are placed in appropriate containers during the tasks at the site.

3.6 Compliance with the protocols or procedures implemented for the environmental protection has to be coordinated with the other participating authorities at the site (police, firefighters, forensic personnel, etc.) while the investigation organization is responsible for the site.

3.7 The AIG organization shall be responsible for the containers used for waste and their subsequent treatment.