



International Civil Aviation Organization

**Thirteenth Meeting of the APANPIRG
ATS/AIS/SAR Sub-Group (ATS/AIS/SAR/SG/13)**

Bangkok, Thailand, 23 – 27 June 2003

Agenda Item 9: Any other business

**PACIFIC ISLAND REGION AVIATION ACCIDENT PREPAREDNESS
WORKSHOP NADI, FIJI 21-24 OCTOBER 2002**

(Presented by Australia)

SUMMARY

This paper provides an overview of the Pacific Island Region Aviation Accident Preparedness Workshop held in Nadi, Fiji 21-24 October 2002.

1. Introduction

- 1.1. From 21 to 24 October 2002 a workshop was held in Nadi, Fiji to promote Pacific Island Aviation Accident Preparedness. The workshop was sponsored by the South Pacific Applied Geoscience Commission, the Association of South Pacific Airlines and Emergency Management Australia. The workshop was arranged with the assistance of Australian Search and Rescue (AusSAR), QANTAS and Air New Zealand.
- 1.2. The proceedings were opened by the Hon. Josefa Vosanibola, Fiji Minister for Transport and Civil Aviation. The workshop was attended by 34 participants from nine Pacific Island Countries (Australia, Cook Islands, Fiji, Nauru, New Zealand, Samoa, Tahiti, Tonga, and Vanuatu) representing airlines, airports, police, government departments, civil aviation authorities, search and rescue services, national disaster management offices, and regional organisations. Presentations were made by 12 resource people from Australia, Fiji and New Zealand.
- 1.3. The Workshop was particularly fortunate to have Mr Isikia R Savua, Fiji Commissioner of Police, make an impromptu presentation on the management and investigation of the Air Fiji Flight PC121 accident.
- 1.4. The Chief Executive Officer of Air Pacific, Mr John Campbell, addressed the Conference Dinner.

2. Aims and Objectives

- 2.1. The aim of the workshop was to enhance the capability of the Pacific Island Region to manage aviation accidents.

3. Workshop Objectives included:

- 3.1. Define the elements of the response to an aviation accident.

- 3.2. Identify the organisations involved in managing an aircraft accident and their responsibilities.
- 3.3. Agree on the critical issues to be addressed.
- 3.4. Encourage participants to review their national preparedness for managing aviation accidents.
- 3.5. Establish a framework for the development of a cooperative regional approach to aviation accidents.

4. Program

- 4.1. The following topics were covered by the program
 - 4.1.1. Nation State responsibilities
 - 4.1.2. Search and Rescue
 - 4.1.3. Airline responsibility
 - 4.1.4. Airport responsibility
 - 4.1.5. Event coordination
 - 4.1.6. Accident Investigation
 - 4.1.7. Disaster Victim Identification
 - 4.1.8. Humanitarian assistance
 - 4.1.9. Information management and media, and
 - 4.1.10. Country impact
- 3.6. Case Studies developed by Australian Search and Rescue (AusSAR) of aviation accidents on land and sea were presented and several accident scenarios were examined. Each scenario was discussed by members of the group from the point of view of their own airlines and aviation authorities.

5. Critical Issues

- 5.1. A number of Critical Issues were identified by the participants in relation to management of an aviation accident within their countries at the various levels as shown below.
- 5.2. Government Level
 - 5.2.1. Legislation
 - 5.2.2. National Emergency Response Plan (eg. Role of military, customs, immigration, quarantine, etc.)
 - 5.2.3. Supporting Plans
- 5.3. Operational Plans
 - 5.3.1. Police
 - 5.3.2. Medical
 - 5.3.3. Airline
 - 5.3.4. Airport
- 5.4. Awareness
 - 5.4.1. Know capabilities and limitations

- 5.4.2. Senior management must take ownership/commitment (need to understand relationship and trust those taking charge during emergency and be prepared to front for company from a public relations perspective)
- 5.4.3. Understand that the aircraft involved in the accident may be only overflying your area and not landing, taking-off or associated with your airport.
- 5.5. Resources
 - 5.5.1. Police
 - 5.5.2. Fire
 - 5.5.3. Ambulance
 - 5.5.4. Military
 - 5.5.5. National Infrastructure (including search and rescue, accident investigation, mortuary, disaster victim identification, transportation and communications, logistics support for large scale operation, media assistance, welfare services, civil works, etc.)
- 5.6. Partnerships
 - 5.6.1. At Government, airline industry and international levels (including regular regional meetings on major aviation accident issues).
 - 5.6.2. Develop relationships and sources of assistance before accident (eg understand where you will be seeking independent accident investigation assistance).
 - 5.6.3. Include code-share partners, handling agents and other external commercial suppliers in plans.
 - 5.6.4. Consider regional plans or memorandums of arrangement to provide mutual assistance.
 - 5.6.5. Develop network relationship between governments, airlines and emergency response organisations.
- 5.7. Exercise and Training
 - 5.7.1. Exercise full plan as a minimum every two years with a desk top exercise every other year
 - 5.7.2. Review plan after every incident although it has been minor
 - 5.7.3. All individuals involved in the plan should have some prior knowledge of their role through training and experience
 - 5.7.4. Airline should exercise parts of the plan more frequently (eg. Three monthly).
- 5.8. Communications
 - 5.8.1. On the critical path.
 - 5.8.2. Emergency response channels should be available and frequently tested.
- 5.9. Family Assistance
 - 5.9.1. Need for careful management by all levels including airline (eg. Specialist assistance team, travel, accommodation etc.), political, police, accident investigation team, etc.
 - 5.9.2. Need for interpreters and cultural/religious understanding.
- 5.10. Media
 - 5.10.1. Primary activity that should be taken into account from initial planning stage.

5.11. Finance

5.11.1. Recognise accident will be a drain on national resources both immediately and in the longer term.

5.11.2. Understand mechanisms for gaining external financial assistance.

5.12. Leadership

5.12.1. Identify who will be in overall charge of incident management.

5.12.2. Develop a small well trained management team to assist incident manager (eg. Police, military, airline, accident investigators etc).

5.13. Future Issues

5.13.1. The participants also identified a number of future issues:

5.13.1.1. Current preparedness for a major aviation accident should be reviewed State by State.

5.13.1.2. Pacific Island Region organisations should be invited to make a short list of the practical assistance that they can offer to other States.

5.13.1.3. Questions about the role and resourcing of an Aviation Safety Regulatory Assistance Office to be established in Port Vila.

5.13.1.4. An action plan should be developed from this meeting which establishes required actions, target dates, nominates the person responsible, and a follow-up meeting held to examine progress.

6. Workshop Recommendations

6.1. Discussion of critical issues and actions was conducted throughout the workshop resulting in seven final recommendations put forward by the participants.

6.2. Recommendation 1: That a follow-on regional air disaster workshop be held in Nadi, Fiji in May 2003 [now July 2003] under the auspices of the Association of South Pacific Airlines, the South Pacific Applied Geoscience Commission and Emergency Management Australia. The workshop would include a regional air disaster exercise in conjunction with the Fiji Airports Ltd airport emergency exercise.

6.3. Recommendation 2: That the members of the Association of South Pacific Airlines individually assess and document their emergency response resource deficiencies and notify these to the Association with the objective of addressing them either collectively or individually through the Association. This item should be included on the agenda of the next aviation disaster workshop in May 2003 [now July 2003].

6.4. Recommendation 3: That the Pacific Island Region national disaster planning arrangements be strengthened by the South Pacific Applied Geoscience Commission developing a model disaster management plan for aviation accidents. This draft plan is to be distributed prior to the next regional air disaster workshop so that further consultation and input can be sought.

6.5. Recommendation 4: That all nations in the region consider developing bilateral search and rescue arrangements with those countries bordering their search and rescue regions or with those countries that have national responsibilities within another country's search and rescue region.

- 6.6. Recommendation 5: That regional airlines, which are conducting special assistance team courses, consider making places available where possible for other members from the Association of South Pacific Airlines.
 - 6.7. Recommendation 6: That members of the Association of South Pacific Airlines consider formulating agreements on the provision of a special assistance team resource pool.
 - 6.8. Recommendation 7: That the Pacific Airline Safety Office, once established in Port Vila, be provided with a copy of the report of this workshop by the Association of South Pacific Airlines and its views sought on participation in future activities in the region in relation to aviation disaster planning.
- 7. Recommendation**
- 7.1 It is recommended that the meeting note the recommendations made at this workshop.

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