

BEA

Investigation and Analysis Bureau for civil aviation safety

ADVANCE ARRANGEMENT RELATING TO AIR SAFETY INVESTIGATIONS

PREAMBLE

Article 12(3) of Regulation (EU) No 996/2010 of the European Parliament and of the Council of 20 October 2010 on the investigation and prevention of accidents and incidents in civil aviation stipulates that the safety investigation authority, on the one hand, and other authorities likely to be involved in the activities related to the safety investigation, such as the judicial, civil aviation, search and rescue authorities, on the other hand, shall cooperate with each other through Advance Arrangements.

This Arrangement is in compliance with the principles that led to the adoption of Regulation (EU) No 996/2010, namely:

- independence of the safety investigation;
- free access for the safety investigation authority to all items necessary for its investigation;
- preservation of evidence;
- acting in accordance with the objectives and independence of the judicial investigation;
- endeavouring to strike the right balance between prevention of future accidents and good administration of justice to ensure that the overall public interest is served.

ARTICLE 1: PURPOSE OF THIS ADVANCE ARRANGEMENT

The purpose of this Advance Arrangement is to clarify the relationship between the safety investigation authority and the judicial authority in the event of accidents or serious incidents falling within the scope of Regulation (EU) No 996/2010.

This Arrangement covers the following subjects:

- access to the site of the accident;
- preservation of and access to evidence;
- initial and ongoing debriefings of the status of each process;
- exchange of information;
- appropriate use of safety information;
- resolution of conflicts.

It acts as a framework for establishing specific protocols that may be agreed between the Director of the BEA and the magistrate concerned during the two investigations and that may prove necessary for the coordination of the investigations and the division of responsibilities and costs concerning processes of common interest.

ARTICLE 2: PARTIES TO THE ADVANCE ARRANGEMENT

The safety investigation authority is represented by Mr Rémi Jouty, Director of the Investigation and Analysis Bureau (BEA) for civil aviation safety. He is responsible for all the members of the BEA and

for the Reconnaissance Investigators who act on behalf of the BEA.

The BEA is the national civil aviation safety investigation authority within the meaning of Article 4 of Regulation (EU) No 996/2010. It is functionally independent of aviation authorities responsible for airworthiness, certification, flight operation, maintenance, licensing, air traffic control or aerodrome operation and, in general, of any other party or entity the interests or tasks of which could conflict with the task entrusted to it or affect its objectivity. It neither seeks nor takes instructions from anybody and has unrestricted authority over the conduct of safety investigations.

Within this Arrangement, the ‘investigator-in-charge’ should be understood to be nominated by the BEA.

The judicial authority is represented by Mr Robert Gelli, Director for Criminal Matters and Pardons. The Directorate for Criminal Matters and Pardons performs the duties of the Minister for Justice relating to criminal matters. As such, it prepares general instructions on criminal policy, assesses their application and monitors their implementation by the Public Prosecutors’ Offices and Prosecutors’ Offices. It should be noted in this respect that the terms of this Arrangement will be covered by directives addressed through circulars to the Public Prosecutors’ Offices and Prosecutors’ Offices. These directives shall not be imposed on magistrates, and on investigating magistrates in particular, but magistrates are nevertheless obliged to comply with the European laws that are directly applicable in France. The terms of the European Regulation cited above and set out in this Arrangement are thus intended to apply directly to flagrant offence investigations as well as preliminary investigations and preparatory inquiries.

The judicial authority has powers over the judicial investigation services that work under the authority of the prosecution magistrates or investigating magistrates and are therefore obliged to comply with their instructions. The legality of the acts carried out by judicial police officers is subject to the sole responsibility of the judicial authority.

TITLE I: EXCHANGE OF INFORMATION

ARTICLE 3: EVENT GIVING RISE TO INFORMATION

The parties agree to inform each other of any **accident** as defined in Article 2 of the Regulation:

‘accident’ means an 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 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;
- 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 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.**

In the event of **serious incidents**, the judicial authority systematically notifies the safety investigation authority. The safety investigation authority notifies the judicial authority in the event of serious incidents that may constitute an offence.

‘serious incident’ means an incident involving circumstances indicating that there was a high probability of an accident and is 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 it comes to rest at the end of the flight and the primary propulsion system is shut down.

ARTICLE 4: SHARED INFORMATION AND JUDICIAL REFERRAL

Article 4.1: Notification of an accident or serious incident

Transfer of information by the BEA:

The BEA shall notify the Prosecutor's Office with jurisdiction for the geographical area in question, or instruct them to be notified, through the duty Air Traffic Gendarmerie.

Transfer of information by the judicial authority:

The judicial authority shall notify the BEA, or instruct them to be notified, through its duty staff.

Article 4.2: Decision to take legal action

The judicial investigation and the safety investigation are independent. Consequently, once the Public Prosecutor has been informed that an accident or serious incident has taken place, he/she shall decide whether it is appropriate to institute a judicial investigation. He/she shall be free to make a decision without being restricted by any particular deadline and may repeal that decision at any time.

Article 4.3: Notification of institution of a judicial investigation (Article 12(1) of the Regulation)

If the Public Prosecutor decides to proceed with a judicial investigation, he/she shall notify the BEA, or instruct it to be notified, through its duty staff.

This notification shall specify:

- the context of the investigation (flagrant offence investigation, preliminary investigation or preparatory inquiry);
- the court dealing with the procedure;
- the name and contact details of the magistrate dealing with the file;
- a functional mailbox address to which the information provided for under Article 13 of this Arrangement shall be sent;
- the investigation service in charge.

TITLE II: THE INVESTIGATION PROCESS

The details in this section assume that a judicial investigation and a safety investigation take place concurrently.

ARTICLE 5: OBSERVATIONS

Both the safety investigation and the judicial investigation rely on observations.

Initial observations shall be taken to mean any operations intended to gather evidence relating to the events on the site of the accident or serious incident.

Article 5.1: Quality of the observations

The observations made in the context of the safety investigation must be made in such a way that they can be used in the context of the judicial investigation. Similarly, the safety investigation must be able to use observations made in the context of the judicial investigation.

Consequently, it is agreed that the following shall be minimum requirements for the observations:

- specially trained personnel;
- procedures carried out using methods that ensure high-quality observations and meet the respective objectives of the judicial authority and the BEA;
- equipment that is suitable for the operations to be performed.

The observations must thereby ensure that the evidence collected can be (Article 12(1) of the Regulation):

- preserved: any risk of deterioration is prevented and the integrity of the evidence is guaranteed;
- traced: the location of the object over time can be described from the moment it is collected and any transformations it has undergone further to analyses and tests are reported.

These objectives have led the signatory authorities to this Arrangement to recommend that any material evidence common to the two investigations should be placed under seal (see below).

Article 5.2: Access to the site of the accident

The safety investigators shall have free access to the site of the accident or serious incident, provided they can prove that they belong to the BEA by showing a professional identity card (Article 11(2) of the Regulation). If the safety investigators are accompanied by persons from outside their services, these persons must be able to prove their identity under the same conditions.

They shall be free to move around the site in order to make their observations without being subject to the judicial authority.

The work of the safety investigation on the site of the observations shall be carried out at the risk of the safety investigators and shall not entail the responsibility of the judicial authority, which has no control over it.

The BEA shall be responsible for the safety of the operators in the safety investigation, their access to the site and any damage caused by their work.

The judicial authority shall be responsible for the safety of the operators in the judicial investigation, their access to the site and any damage caused by their work.

The police force or gendarmerie shall ensure the security of the site as part of their administrative policing role.

Article 5.3: Making observations

The services in charge of the investigations shall carry out their observations according to various practical methods determined by the specific circumstances of each accident or incident.

In principle, the observations shall be made in parallel. The two investigations shall thereby work concurrently according to a methodology that they shall define together and that shall protect each investigation's objectives.

Exceptionally, if there is a particularly high risk of deterioration of evidence or for safety reasons, one service may carry out all the observations. These are then transferred to the service that has not carried out the observations.

Pursuant to Article 13 of the Regulation, when an accident or serious incident occurs, it is agreed that the judicial authority may begin making observations without waiting for the arrival of the safety investigators.

In this case, the judicial authority shall notify the duty staff of the BEA that it is going to begin the observations. At this moment, it shall gather the BEA's advice and recommendations. If the BEA cannot be contacted, the judicial authority may nevertheless begin its work.

Article 5.4: Transferring the observations to the non-observing party

In the event that the observations have been made in the absence of one of the Parties, this Party shall receive a copy of all the observations made.

For the judicial authority, this full copy of the observations shall be:

- the observation report(s) and report(s) of collected evidence;

- the inventory of material evidence placed under seal.

For the investigator-in-charge, this full copy of the observations shall consist of the sampling report(s).

ARTICLE 6: EVIDENCE PLACED UNDER JUDICIAL SEAL

Any object, part or item of interest to the judicial investigation shall be placed under judicial seal.

This seal shall be maintained, even when the object is no longer under the custody or responsibility of the judicial investigation, and in particular when it is entrusted to the BEA.

To this end, all tests on an object, part or item placed under judicial seal must be carried out under the conditions provided for in Articles 7 to 10 of this Arrangement.

ARTICLE 7: EVIDENCE OF INTEREST TO THE SAFETY INVESTIGATION

Article 7.1: Exclusion of bodies and human remains

The safety investigator must not apprehend bodies or human remains. These shall remain under the custody of the judicial authority.

In the event that human remains come into the safety investigator's possession, they shall be handed over to the judicial authority, which is the only party authorised to take charge of them.

However, the investigator-in-charge has the right to request forensic examinations of these human remains in compliance with Article 11 of the Regulation and detailed in Article 9.1 of the Advance Arrangement.

Article 7.2: Interest of the BEA in items under judicial seal in the context of the safety investigation

Any object, part or item collected in the context of the judicial investigation may be of interest to the safety investigation.

As such, the BEA may, at any time, request to have objects, parts or items placed under seal entrusted to it for testing. The BEA then performs this testing under the conditions provided for in Articles 8 to 10 of this Arrangement.

With the exception of the cases provided for in Article 9.2 of this Arrangement, the judicial authority remains free to proceed with any analysis or testing of items it has placed under seal.

Article 7.3: Allocation of certain items under judicial seal to the safety investigation

At the end of the observation operations, the investigator-in-charge or his/her delegate shall take possession of any objects, parts or items that they deem necessary for their investigation, in compliance with Articles 11 and 12(1) of the Regulation.

Pursuant to these Articles, the flight recorders shall be systematically handed over to the investigator-in-charge or his/her delegate. If requested by the judicial authority, a copy of the recordings shall be made for it, subject to Article 12 of this Arrangement.

Article 7.4: Change of custody of items under judicial seal

The transfer of possession of items under judicial seal shall be carried out as quickly as possible in the form of a delivery report listing the evidence handed over to the investigator-in-charge or his/her delegate. The services in charge of the investigations shall draw up this document together.

The expenses related to the transfer of items under seal are covered by Article 16 of this Advance Arrangement.

ARTICLE 8: RESPONSIBILITY OF THE CUSTODIAN

The objects and evidence of interest to each investigation shall be under the responsibility of the service that has them in its possession.

The custodian shall be subject to the obligations regarding the preservation and traceability of the items of evidence for which it is responsible. In the event of an unauthorised breach or misappropriation of an object placed under seal, the penalties in Article 432(22) of the Criminal Code shall apply.

ARTICLE 9: INVESTIGATIVE ACTS

Each investigation authority has its own investigative powers, enabling it to act independently and autonomously. However, by their nature, some acts require coordination of the two investigations.

Article 9.1: Forensic acts

Autopsy request

The investigator-in-charge may submit a justified written request to the magistrate in charge of the judicial investigation for an autopsy to be carried out on the body of a person who has died in the accident or serious incident, in compliance with Article 11(2) of the Regulation.

The magistrate shall be free to give any response to this request in writing within a reasonable period of time.

If the magistrate grants the request, he/she shall indicate in the requirements that the investigator-in-charge should receive the results of the autopsy.

The judicial authority and safety investigator shall thereby both be notified of the autopsy results.

Participation in the autopsy

If the autopsy request is granted, the BEA's forensic pathologist may contribute to the autopsy and make requests that shall be brought to the magistrate's attention.

Handling of biological samples

Biological samples shall be handled as part of the judicial investigation. Through its forensic pathologist, the BEA may take biological samples solely for the requirements of the safety investigation if there is enough biological material.

Alcohol testing and testing for consumption of psychotropic substances

The investigator-in-charge may request the judicial authority to carry out an alcohol test or test for consumption of legal or illegal psychotropic substances on the persons involved in the operation of the aircraft in question.

Article 9.2: Carrying out tests or analyses on items of evidence that may be altered, spoiled or destroyed

The BEA and the judicial authority shall keep each other informed of their respective decisions to proceed in their investigations with a test or analysis of any object, part or item of interest to both investigations if this test or analysis may alter, spoil or destroy the object, part or item.

The parties shall consult each other under the following conditions:

If the judicial authority wishes to proceed with such a test or analysis, the magistrate shall first notify the investigator-in-charge, who shall have a maximum of 14 clear days to express his/her interest and request the item to be made available for analysis in compliance with the procedure described below.

If the BEA wishes to carry out such a test or analysis, the magistrate must respond to the request of the investigator-in-charge within 14 clear days of receiving the request:

- by formally accepting (otherwise a lack of a response within 14 days shall imply acceptance);
- by suggesting a common analysis for both investigations;
- by requesting a suspension of the analysis: his/her reply must be justified;
- by expressing his/her disagreement with the task or the designated expert.

In the two latter cases, the investigator-in-charge may nevertheless disregard the magistrate's reply, in compliance with Article 12(1) of the Regulation.

Article 20 of the preamble to the above-mentioned Regulation emphasises that *'Member States should [...] ensure that safety investigation authorities are allowed to carry out their tasks in the best possible conditions in the interest of aviation safety'*.

In order to maintain the respective objectives of the safety investigation and the judicial investigation, the terms of this Regulation therefore encourage the Parties always to seek a negotiated solution.

Article 9.3: Opening items under seal

The judicial authority may authorise the breach and replacement of seals. On the judicial authority's request, a judicial police officer may attend the analysis operations and, in this case, shall record the operations in a report.

ARTICLE 10: MAKING EVIDENCE PLACED UNDER JUDICIAL SEAL AVAILABLE

The judicial authority may make a written request to the BEA to make one or more items of evidence available to it. The BEA may disregard this request until it has finished its testing or analysis of this evidence, within a reasonable period of time.

Making an item of evidence available in this way shall transfer the custody of the item to the judicial authority for the duration of the operations for which the item of evidence is required. At the end of this period, the item of evidence shall be returned to the BEA.

This operation shall be recorded in a report drawn up by both Parties.

ARTICLE 11: DISCOVERY OF CRIMINAL ACTIVITY

Article 11.1: Discovery of an act of unlawful interference

Pursuant to Article 12(2) of the Regulation, where, in the course of the safety investigation, it becomes known or it is suspected that an act of unlawful interference was involved in the accident or serious incident, the BEA shall immediately inform the judicial authority according to the procedure defined in Article 4 of this Advance Arrangement.

'Act of unlawful interference' is defined in Chapter I of Annex 17 to the Chicago convention on international civil aviation.

'Act of unlawful interference' means acts or attempted acts such as to jeopardize the safety of civil aviation and air transport including but not limited to:

- unlawful seizure of an aircraft;
- destruction of an aircraft in service;
- hostage taking on board aircraft or at aerodromes;
- forcible intrusions on board an aircraft, at an airport or on the premises of an aeronautical facility;
- introduction on board an aircraft or at an airport of a weapon or hazardous device or material intended for criminal purposes;
- use of an aircraft in service for the purpose of causing death, serious bodily injury, or serious damage to property or the environment;
- communication of false information so as to jeopardise the safety of an aircraft in flight or on the ground, of passengers, crew, ground personnel or the general public, at an aerodrome or at the premises of a civil aviation facility.

Article 11.2: Denunciation in the context of Article 40 of the Code of Criminal Procedure

Pursuant to Article 40 of the Code of Criminal Procedure, the safety investigation authority must denounce any

crime or offence it has become aware of in the context of its duties to the Public Prosecutor without delay and hand over any items related to this crime or offence.

Article 40, Code of Criminal Procedure.

The Public Prosecutor receives complaints and denunciations and decides how to deal with them in compliance with the provisions of Article 40(1).

Every constituted authority, every public officer or civil servant who, in the performance of his/her duties, has become aware of felony or misdemeanour is obliged to notify the Public Prosecutor of the offence without delay and to hand over any relevant information, official reports or documents to this magistrate.

In accordance with Article 4 of the Arrangement, this denunciation shall be addressed to the Air Traffic Gendarmerie, which shall in turn inform the Public Prosecutor with jurisdiction for the geographical area in question.

However, pursuant to Article 14 of Regulation (EU) No 996/2010 and Article 15 of Regulation (EU) No 376/2014, this Article shall not apply to information made known to the BEA through an occurrence report unless this report reveals wilful misconduct or manifest, severe and serious disregard with respect to an obvious risk and profound failure of professional responsibility to take such care as is evidently required in the circumstances, causing foreseeable damage to a person or to property, or seriously compromising the level of aviation safety.

ARTICLE 12: COMMUNICATION OF INFORMATION

12-1: General provisions:

Article 15(1) of the Regulation stresses that the staff of the safety investigation authority in charge [...] shall be bound by applicable rules of professional secrecy.

Article 15(4) of the Regulation also provides that the safety investigation authority shall be authorised to inform victims and their relatives or make public any information, preliminary reports or safety recommendations [...].

Article 11 of the Code of Criminal Procedure provides for the secrecy of the enquiry and investigation and specifies that any person contributing to such proceedings who, being dependent on the public authority or acting on its request, participates in the enquiry or judicial investigation is bound to professional secrecy and is therefore subject to penalties if this secrecy is breached. Communicating information resulting from the judicial investigation would therefore expose these staff members to prosecution on this account, punishable by the penalties provided for in Articles 226(13) and 226(14) of the Criminal Code were they to have communicated information obtained through exchanges with the investigators or judicial authority, or during consultations in their capacity as experts or specialists.

Article 11 of the Code of Criminal Procedure also provides that in order to prevent the dissemination of incomplete or inaccurate information, or to quell a disturbance to the public peace, the Public Prosecutor may, on his/her own initiative or at the request of the investigating court or Parties, disclose objective matters related to the procedure that convey no judgment as to whether or not the charges brought against the defendants are well founded. Similarly, the Public Prosecutor's communication could not concern information collected exclusively as part of the safety investigation.

Concerted communication between the safety investigation authority and the judicial authority may also be organised.

12-2: Provisions relating to the use of sensitive information

Sensitive information as listed in Article 14 of the Regulation may only be used for judicial purposes once the judicial authority has considered the consequences that this use could have for the proper functioning of the safety investigation and the voluntary information procedures intended for the BEA and other national and international civil aviation authorities in general.

To that end, the Director of the BEA must be consulted before any judicial use of this sensitive information. This consultation is particularly important for any request concerning audio or video recordings from the

cockpit, to ensure that sources of information that are valuable for aviation safety remain available in the future. The judicial decision to use sensitive information shall refer to the control of proportionality carried out between the needs of the judicial investigation and the aviation safety requirements pursuant to Article 14(3) of the Regulation. The BEA shall be informed of the decision.

The communication of sensitive information from another State to the judicial authority in the context of a safety investigation is subject to the conditions in the last subparagraph of Article 14(3) of the Regulation.

TITLE III: END OF THE INVESTIGATION

ARTICLE 13: INFORMATION ON THE END OF INVESTIGATIONS

When an authority responsible for an investigation closes its investigations, it shall inform the other authority in accordance with the procedure in Article 4 of this Advance Arrangement.

When it closes its investigation, the BEA shall send a copy of its report to the judicial authority.

The judicial authority undertakes to notify the safety investigator at the end of its investigations.

ARTICLE 14: MANAGEMENT OF ITEMS UNDER SEAL

Transferring items under seal between the Parties or returning them to their owners

The authority that has completed its investigation shall transfer all items under seal to the authority that has not completed its investigation, unless the latter authority refuses them.

In this case, the authority that has completed its investigation shall return the items in its possession or have them destroyed in accordance with the following procedure.

Sealed items under the custody of the BEA

The BEA shall send the judicial authority a list of the items of evidence placed under judicial seal that it wishes to return. This list shall be sent to the judicial authority in charge of the judicial investigation by registered mail with acknowledgement of receipt.

The judicial authority shall reply to the BEA within two months. A lack of a response from the judicial authority within two months shall imply acceptance of the return proposal.

If its request is accepted, the BEA shall return the items under judicial seal to their owners or have them destroyed with the owners' consent.

If it refuses the BEA's request, the judicial authority shall retake possession of the items under seal that it wishes to preserve.

Sealed items in the custody of the judicial authority

The judicial authority shall consult the BEA before returning any material evidence common to the two investigations. This consultation shall be sent to the BEA by registered mail with acknowledgement of receipt.

The BEA shall reply to the judicial authority within two months. A lack of a response from the BEA within two months shall imply acceptance of the return proposal.

TITLE IV: PROVISIONS RELATING TO THE COSTS GENERATED BY INVESTIGATIONS INTO AN AVIATION ACCIDENT OR INCIDENT

ARTICLE 15: ALLOCATION OF COSTS

The judicial investigation and the safety investigation are independent. Consequently, the costs generated by the judicial investigation shall be covered by the judiciary and those generated by the safety investigation shall be covered by the BEA.

If an act is common to both investigations, the cost shall be shared between the two authorities. An investigative act is said to be common when it is of interest to both investigations under the same conditions, or under conditions judged to be sufficiently similar by those in charge of the investigations.

In this case, the costs relating to the requested investigations shall be shared in accordance with the following methods:

- where possible, allocation to each investigation of the costs resulting from its requests;
- mutual agreement to define a method of apportionment of the costs of the act depending on the items provided in the provisional estimate and each authority's requests.

However, when the BEA carries out investigative acts common to both investigations using its own resources, it may do so free of charge for the judicial investigation.

ARTICLE 16: CUSTODY AND TRANSPORT COSTS

Each authority shall have custody of the items of evidence related to its own investigation unless the law provides otherwise.

Preservation costs shall be covered by the custodian. Transport costs shall be covered by the authority that generates them.

Title V: GENERAL PROVISIONS RELATING TO THE ADVANCE ARRANGEMENT

ARTICLE 17: CONFLICT RESOLUTION

In the event of disagreement concerning the application of the European Regulation between the magistrate in charge of the judicial investigation and the BEA, the two Parties shall draw up a statement including the terms of the conflict and the decisions that have resulted from it.

The same procedure shall be followed in the event that the judicial authority alleges that the actions of the safety investigators have hindered operations or in the event that the BEA alleges that the actions of the judicial authority have hindered operations.

The BEA may send this statement to the competent European bodies.

If necessary, the statement shall be submitted for legal proceedings.

ARTICLE 18: ENTRY INTO FORCE OF THE ARRANGEMENT

Article 18.1: Validity:

This Arrangement shall be valid for a period of two years from the date of its signature.

Article 18.2: Renewal

At the end of the validity period, the Advance Arrangement shall be tacitly renewed for another two-year period if neither Party gives six months' notice to terminate it.

Article 18.3: Revision

This arrangement may be revised on the request of one of the Parties subject to acceptance by the other Party.

Done at Paris, on 16 September 2014 in two original copies.

Director of the Investigation and Analysis
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Director for Criminal Matters and Pardons

Rémi JOUTY

Robert GELLI