



ICAO

# Symposium on Assistance to Aircraft Accident Victims and their Families (AAAVF2021)

1 to 3 December 2021  
Canary Islands, Spain

Hosted by

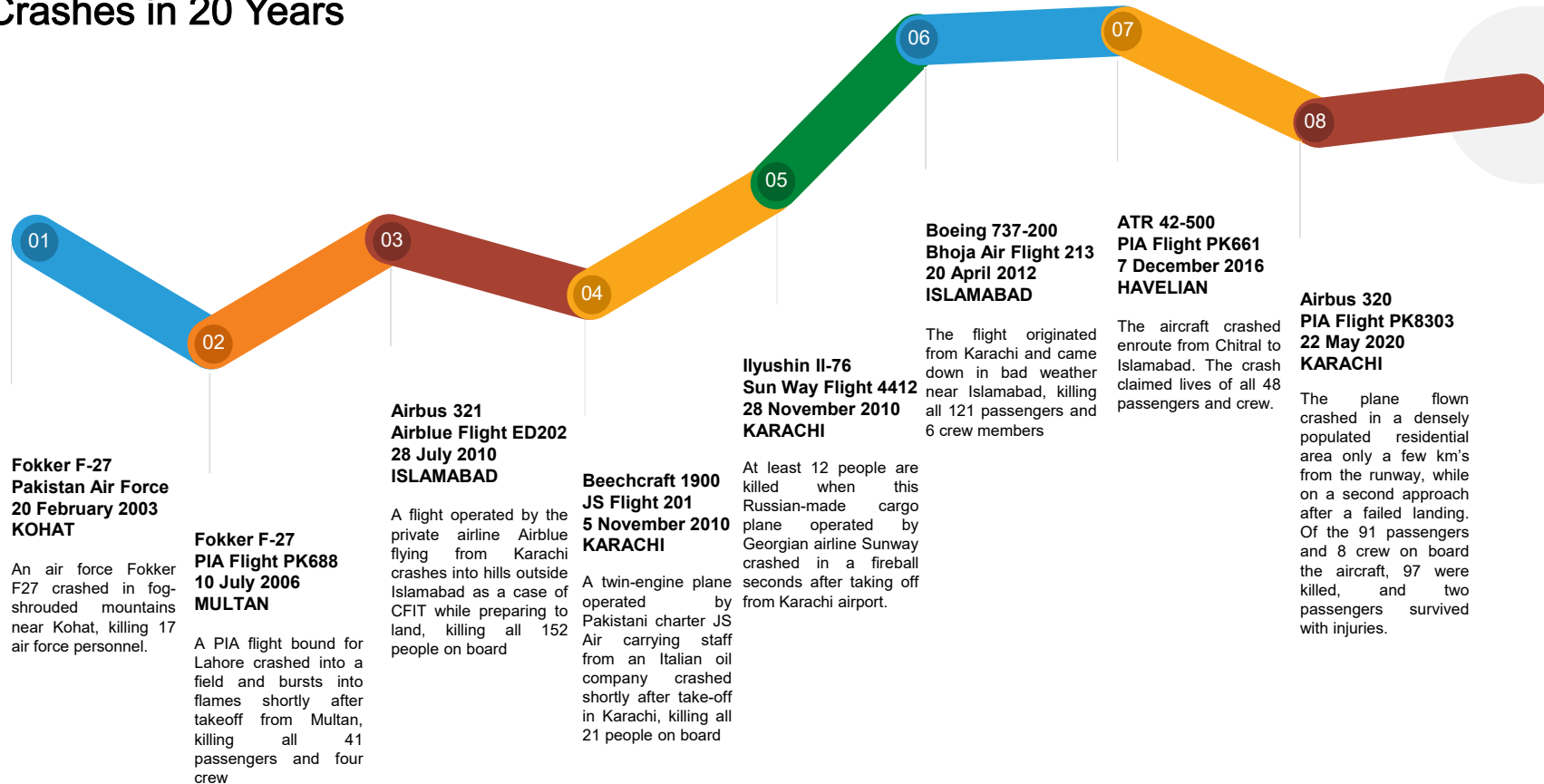




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## A Timeline of Major Air Crashes in Pakistan after year 2000 8 Crashes in 20 Years



## IN THE AFTERMATH OF A CRASH

After the AirBlue crash of July 28, 2010 and subsequent crashes of Bhoja Air Flight 213 (2012), PIA Flights PK661 (2018) & PK8303 (2020), the victims families of all these mishaps experienced utter disappointment.

- Complete mismanagement led to the families getting frustrated, mishandles and ridiculed. Families joined hands to form a pressure group.
- This group became the guiding light for all further crashes.
- Created history by forcing the CAA to publish the investigation report – a historic first.
- Moved courts, fought legal battles, pressurized the Govt. to adopt the covenants of 1999 Montreal Convention
- Table and pass legislature in the form of Carriage by Air Act 2012.

## 2010

### ACAA PAKISTAN OBJECTIVES

In all these crashes, the victims' families experienced utter disappointment and frustration due to indifferent attitude and incompetent handling of the disasters by the concerned authorities. After AirBlue crash of July 28, 2010, the victims' families formed the ACAA.

- Strive to make Pakistani Skies Safer by persuading the regulators and carriers to ensure adherence / compliance with ICAO recommendations and international safety standards
- Advocate, promote and protect the rights of air travelers in Pakistan
- Provide a platform to air crash victims and their families to address their grievances and to safeguard their legal rights.
- Campaign for establishing an independent and fully autonomous investigation authority in Pakistan in accordance with globally accepted practices / standards.
- Campaign for appropriate legislation for grant of fair compensation to victims according to international standards.
- Act as a watch dog for compliance of air safety standards and passenger rights.
- More human approach on aviation

## 2015

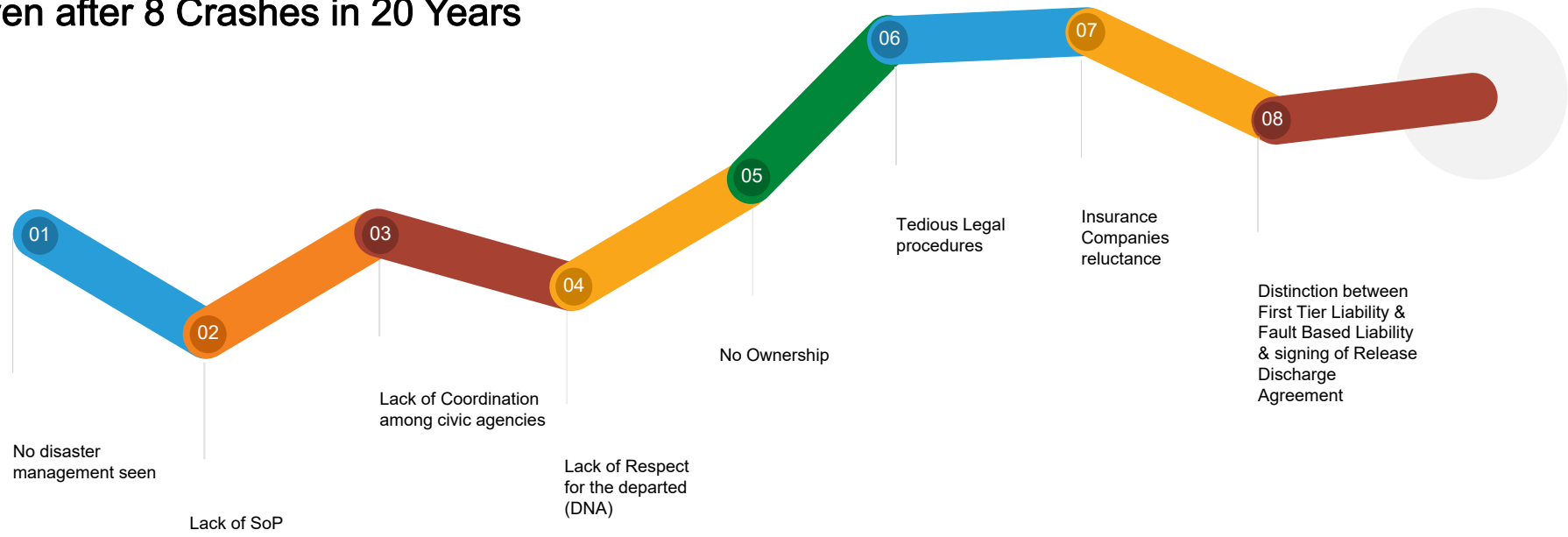
### ACVFFI aims

**The air disaster's consequences are similar for all parties involved, regardless of where it took place. In our experience, more often than not, we had to deal with**

- the inefficiencies of the authorities,
- the indifference of airlines,
- the unresponsiveness of the air industry and the greed of insurance companies.

Consequently, we think that a 'unique voice' which is heard by the aviation community is the only way to change this reality.

## A Timeline of Events Even after 8 Crashes in 20 Years



## REGULATORY FRAMEWORK

### Carriage by Air Act 2012

Despite multiple aviation disasters, the Pakistani aviation industry has failed to institute any meaningful measures to avoid fatal crashes. In addition to holding the airline industry to strict safety standards, we must also protect the rights of those who travel by air by implementing, at a bare minimum, the following steps:

- CbAA 2012 should be mandatorily reviewed and revised every 3 years.
- Necessary legislation should be introduced to recognize families association as stake holders in future policy matters and be made part of all legal and management level decision making.
- The protection of the families rights must be prioritized as prescribed by ICAO Doc 9988 and 9973. These should be implemented in letter and spirit.
- Necessary legislature should be introduced to mandate airlines to deposit the amount of First Tier Liability into Courts within 30 days of the occurrence of any incident.
- Insurance companies should be made liable to pay Based Compensation as per the Montreal Convention and background of individual victims.
- AAIB should be reconstituted with independent specialists and qualified personnel, along with reps of this pressure group

## LESSONS LEARNED

- Accident investigations lack independence, rigor and professionalism
- Unequal and chaotic attendance, ICAO Policy Doc 9998 and Doc 9973 are not implemented.
- Insurers are not fulfilling obligations to victim families.
- Airports without family assistance plans.
- Final Reports are delayed and not understandable to victim families.
- Institutions have no training to assist victim families in the post-crisis.
- Sometimes States do not support victim families in front of the public and private institutions.



## NEXT STEPS

### VICTIMS HELPING VICTIMS

- Become aware of our objectives, we have shown our interest in the common good.
- Learn from family assistance applied in our disasters, taking into account our voices and experiences around the world
- Support our activity in international forums because it is another way to improve security



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# Thank You

