



**SICOFAA AIR FORCE AIRCRAFT ACCIDENTS AND INCIDENTS  
INVESTIGATION MANUAL**  
(Standards and Procedures)

Tenth Edition

April 2021

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## FOREWORD

The *SICOFAA Air Forces Aircraft Accident and Incident Investigation Manual* establishes the recommended combined military rules and procedures to be followed in the event of an accident or incident involving a SICOFAA aircraft when the countries involved are members of the System. These investigations are not intended to attribute responsibility of any kind, but to recommend preventive measures to avoid a recurrence of the event in the future. **These rules and procedures do not take precedence over national laws and regulations.**

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## **RULES AND PROCEDURES**

References: A. Annex 13 to the Convention on International Civil Aviation (ICAO)  
B. ICAO Aviation Accident and Incident Investigation Manual (Doc 9756)  
C. ICAO Accident and Incident Investigation Policy and Procedures Manual (Doc 9962)

### **I. GENERAL CONSIDERATIONS**

#### **ARTICLE 1: PURPOSE**

The purpose of this document is to establish recommended standardized procedures for the investigation of accidents and incidents involving SICOFAA military aircraft or unmanned aircraft systems involving the equipment, property, facilities or personnel of one State in the territory of another State.

The fundamental intention of accident and incident investigations is to prevent future accidents and incidents and should not be used to assign responsibility.

In addition, this Handbook will serve **only as a reference guide for the** research process.

#### **ARTICLE 2: AUTHORITY**

The publication of the Tenth Edition of this Manual is made under the authorization of the SICOFAA Secretary General, as approved by the LXI CONJEFAMER.

#### **ARTICLE 3: SCOPE**

Nations have the ultimate authority over any occurrence within their sovereign territory. However, this Handbook only defines a method of investigation for SICOFAA Member States, providing procedures that will contribute to a rapid identification of hazards and consequently the most effective and efficient way to mitigate them.

Those involved may agree to use this regulation and its procedures for the investigation of accidents and incidents in accordance with the requirements of their State, and it may also be applicable to those aircraft of the Navy and the Army or to aircraft of other States in case a formal agreement has been signed with the Territorial Air Force. Its application shall be complemented with bilateral agreements, if any, between countries or legal system of each State and rules of each Air Force.

If any of them determine that there are other standards more suitable for the research that meet their requirements, there is no obligation to use this document.

As detailed in "Annex F" (Summary of the Policies of SICOFAA Member Countries related to the Investigation of Military Aviation Accidents and Incidents), after the occurrence of any accident or incident, the nations involved may take

knowledge of what is referenced therein in order to be informed about how the State Systems and the laws of each Nation may circumscribe the scope and orientation of the research.

The higher authorities for Flight Safety of the Territorial Air Forces shall report the outcome of the investigation after each accident or incident.

#### **ARTICLE 4: LIMITATION**

This Handbook serves as a procedural guide and should not be considered binding on any of the parties involved. Nor does it supersede national laws.

The participating nations agree that the rules and procedures for the research are those detailed in this document.

#### **ARTICLE 5: DEFINITIONS**

5.1 Aviation accident (in accordance with Chapter 1, Annex 13 of the ICAO Convention): Any occurrence, related to the operation of an aircraft, which occurs within the period between the time a person enters on board the aircraft, intending to take a flight, and the time when all persons have disembarked, during which time:

A. any person suffers fatal or serious injury as a result of:

1. be on the aircraft, or
2. by direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or
3. by direct exposure to the flow of reactor exhaust gases,

except when the injury is due to natural causes, is self-inflicted or caused by other persons, or is sustained by clandestine passengers hiding outside areas normally designated for passengers and crew; or

#### **NOTE:**

For statistical uniformity only, any injury resulting in death within 30 days from the date of the accident is classified by ICAO as a fatal injury.

B. the aircraft suffers structural damage or breakage which:

1. adversely affect its structural strength, performance or flight characteristics, and
2. that normally require major repair or replacement of the affected component, except for engine failure or damage, when the damage is

limited to the engine, its cowling or its accessories; or by limited damage to propellers, wing tips, antennae, tyres, brakes or cowlings, small dents or punctures in the skin of the aircraft; or

- C. the aircraft disappears or is totally inaccessible.

**NOTE:**

An aircraft is considered missing when the official search is terminated and no wreckage has been located.

- 5.2 Aviation Incident (in accordance with Chapter 1, Annex 13 of the ICAO Convention): Any occurrence related to the operation of an aircraft, other than an accident, which affects or may affect the safety of operations.
- 5.3 Aircraft: Any machine that can be sustained in the atmosphere by aerodynamic forces.
- 5.4 Participating Air Forces: This term includes all Air Forces that would be eligible to participate in JICAA either because they owned the accident aircraft, because the accident aircraft was being used by one of their military or contract nationals, because the accident aircraft crashed on their territory (including territorial waters), or because the accident aircraft was carrying one or more nationals as passengers.
- 5.5 Operating Air Force: The Air Force responsible for the ownership of the aircraft and crew at the time of the accident. In the event that an aircraft was being used by a crew from different countries, the Operating Air Force will be established according to the following order of priority:
- A. ownership of the aircraft;
  - B. the country to which the captain of the aircraft belongs.
- 5.6 Original Equipment Manufacturer (OEM): Refers to the company responsible for manufacturing the aircraft and integrating the various systems of the aircraft, as well as the contracted companies that were subcontracted to produce the subsystems of that aircraft.
- 5.7 Territorial Air Force: National Air Force of the country where the accident occurred.
- 5.8 Aviation Accident Investigation: A process of investigation carried out for the purpose of preventing future accidents. It involves the collection and analysis of information, the determination of causal factors and the formulation of safety recommendations, distinct and independent from any other investigation required by the laws of the countries concerned.
- 5.9 Interim Investigation Board (IIB): A team of trained security specialists,

appointed by the Territorial Air Force, to carry out the initial intervention at the accident site.

5.10 Combined Aviation Accident Investigation Board (CAAB): The team of trained investigators and advisors, appointed by the Participating Air Forces, to support or participate in the investigation of an accident involving an aircraft of a SICOFAA member country. Representatives of the original equipment manufacturer may be invited to participate.

5.11 Privileged Security Information (PSI): This refers to information that can only be seen or handled by security screeners. PSI may occasionally be distributed to flight safety experts on a need-to-know basis. It should be treated appropriately and exempt from disclosure outside the Air Force flight safety system. PSI includes, at a minimum:

- A. The determinations, findings and deliberative processes of Accident Investigation Boards.
- B. Technical reports, engineering evaluations, or any information obtained from a contractor who manufactures, designs, or maintains equipment involved in the accident, when the information was obtained under a promise of confidentiality.
- C. Statements made to the IPB and Boards of Inquiry under a promise of confidentiality.
- D. Computer-generated videotapes of simulations or evidence, created to evaluate theories about the accident during the investigation.
- E. Personal information such as medical records, medical reports, psychological history, autopsy reports, and discharge reports.
- F. Internal recordings of communications with the crews.
- G. Video recordings with inside information about the crews.
- H. Flight data recordings of the aircraft.

## **ARTICLE 6: PERIODIC REVIEW OF THE MANUAL**

This Manual should be reviewed regularly to ensure the accuracy and relevance of the reservations. A review every 3 years is recommended.

## **ARTICLE 7: RATIFICATION OF THE MANUAL AND RESERVATIONS**

SICOFAA countries should formally indicate to the Permanent Secretariat their intention to endorse this Manual. A country may express reservations even if the document has been endorsed. The Manual itself or another national document may be used as an endorsement document. The intention to endorse or not to endorse, as well as reservations, should be recorded in "Annex G" of this document.

## **II. AVIATION ACCIDENT NOTIFICATION**

### **ARTICLE 8: INITIAL NOTIFICATION**

The Territorial Air Force must send the initial notification of an air accident involving two or more countries to the Air Forces involved as soon as possible and no later than 12 hours after the accident.

The initial notification of the accident should also be sent to the official representatives of the Participating Air Force States. The initial notification of the accident will contain only factual information and, to the extent possible, will be NON-CONFIDENTIAL to enable its rapid and effective dissemination. The notification shall avoid conjecture as to the possible cause of the accident, as well as personal or sensitive information that could prejudice the proper investigation of the accident. A sample initial notification form can be found in "Annex A" of this document. It can also be downloaded from the SICOFAA website.

### **ARTICLE 9: SUPPLEMENTARY NOTIFICATION**

A follow-up notification must be sent within 36 hours of the accident to the same recipients as the initial accident notification. The supplemental accident notification will normally be CONFIDENTIAL. This notification expands on the contents of the initial notification. It will list the names of the persons involved in the accident, their condition and the severity of their injuries, and the place to which they were evacuated. A model of the supplementary notification can be found in "Annex B" of this document. It can also be downloaded from the SICOFAA website.

### **ARTICLE 10: PRESS RELEASES**

Press releases related to the accident investigation should be prepared by the Territorial Air Force public affairs staff in conjunction with the Operating Air Force and disseminated by the Territorial Air Force flight safety authority until the JICAA is formally constituted and operational. They will then be prepared by the head of the Legal Research and Public Affairs Group and disseminated by the Chairman of the JIP or JICAA, as appropriate.

## **II. TERRITORIAL AIR FORCE RESPONSIBILITIES TO THE IPJ**

### **ARTICLE 11: ON-SCENE COMMANDER AND STAFFING OF THE JIP**

The senior Territorial Air Force Flight Safety authority is responsible for designating the on-scene IPB commander who will command the interim IPB. The senior Territorial Air Force Flight Safety authority shall liaise with the Territorial Air Force commander to ensure that the IPB has sufficient trained personnel and associated equipment to perform the tasks described in Article 13.

The Territorial Air Force will form the Interim Board of Inquiry (IIB) with a team of

safety specialists to carry out the initial intervention at the scene of the accident.

It is recommended that each Air Force has the necessary resources available for accident investigation in the event that one of its aircraft is involved in an accident or incident during Combined Air Operations.

Whenever possible, depending on the prompt response at the accident site, there will be the participation of at least one investigator from the Operating Air Force in the initial investigation actions. Likewise, if there is not enough time for that investigator to participate in the initial actions, he/she will still be part of the JIP as soon as he/she is available in the country of the Territorial Force.

#### **ARTICLE 12: REACTION TIME OF THE JIP**

The IPB shall be constituted as soon as possible after an accident occurs.

#### **ARTICLE 13: SCOPE OF THE IPB'S RESPONSIBILITIES**

The JIP is responsible for the first response at the crash site and for facilitating the transition to the JICAA. The JIP does not have an investigative mandate but a safety mandate to protect evidence and personnel from the risks associated with aircraft crash sites. Although many activities will take place simultaneously, the following will be a priority:

- 13.1 Rescue injured personnel to minimize injury.
- 13.2 Take necessary measures to protect the area such as extinguishing fires and ensuring that aircraft weapons and ejection seats do not pose a hazard, as appropriate. It should be noted that qualified experts assigned to JICAA will be responsible for taking the necessary measures to ensure the safety of these tasks.
- 13.3 Protect evidence, flight recorders and cockpit voice recorders.
- 13.4 If instructed to do so, take samples of engine fluids, fuel and hydraulic fluid.
- 13.5 Find witnesses and collect voluntary written statements.
- 13.6 Respond to demands made by the Task Force to assist JICAA as it will likely lead JICAA.
- 13.7 Capture sufficient photos of the accident scene from different angles and mark the area where the aircraft wreckage is located. If the aircraft must be moved for operational reasons such as the reopening of an active runway or highway or due to the arrival of certain weather conditions, this activity is of critical importance. Relocation of aircraft parts to another location should be the option of last resort and will be conducted under the direction of the JICAA President or a competent flight safety authority.
- 13.8 Limit access to the accident scene to untrained or unauthorized persons.
- 13.9 Maintain contact with the authorities in charge of the investigation and with the

legal authorities of the territory where the accident occurred.

- 13.10 Transfer (e.g. Minutes or Record) the evidence and responsibility for the site to the JICAA President once he/she is on the ground and ready to assume the responsibilities of the investigation. The handover should include an overview of the actions taken so far and a visit to the accident site.
- 13.11 Maintain security at the accident site until the JICAA President declares it safe or control passes to another organization.
- 13.12 Provide accommodation and working space for JICAA.
- 13.13 If directed by the Territorial Air Force, provide administrative support to JICAA during the investigation. This support should include, inter alia, the provision of weather clothing, biohazard equipment, laptops, digital cameras, digital recorders, magnetic compass, cellular phones, portable transceivers, flashlights, work gloves, topographical maps of the area, fencing, tents, command post facilities, laser range finders, vehicles suitable for the terrain, etc.

### **III. JICAA ORGANIZATION**

#### **ARTICLE 14: PRESIDENCY AND MANAGEMENT OF RESEARCH GROUPS**

The Combined Aviation Accident Investigation Board (CAAB), a team of trained investigators and advisors, appointed by the Participating Air Forces, will be formed to support or participate in the investigation of an accident involving an aircraft of a SICOFAA member country.

The chairmanship of the JICAA will rest with the Territorial Air Force in consultation with the Operating Air Force(s) unless the Territorial Air Force transfers these responsibilities to the Operating Air Force. The leadership of the various research groups will normally be divided between the Territorial Air Force and the Operating Air Force. The presidency will have within its functions to organize and direct the investigation. For the purposes of this investigation, the JICAA chairman is the investigator-in-charge.

The responsibilities of the President of JICAA are specified in "Annex C".

#### **ARTICLE 15: SECRETARIAL AND ADMINISTRATIVE SUPPORT TO THE JICAA**

The Territorial Air Force could be requested, whenever possible, to provide secretarial support to the Chairman and administrative support, such as: accommodation, food, transportation, communication and administrative services in terms of office space, computers and printers to the various research groups.

#### **ARTICLE 16: JICAA CONSTITUENT GROUPS**

The type of accident will determine the size and structure of the ICCAT. The investigation of a major aircraft accident will follow the procedures recommended in the International Civil Aviation Organization's Aviation Accident Investigation Manual.



(ICAO). The group system, as presented in that document and advised by ICAO, has proven on numerous occasions to be an excellent method of conducting a thorough investigation of a major accident. The Chairman of JICAA and the members of the investigation team will have to exercise their common sense and take initiatives according to the circumstances of the accident. However, it may not be feasible to approach each investigation with a full investigation team; therefore, individual teams could be combined or eliminated. The group investigation format described below may not be necessary and, consequently, members of the investigation team may be assigned to the tasks of the group as decided by the Chairman. There may be elements that each team member or group leader will need to gather/research in order to carefully cover the responsibilities within the research team. Each group leader and team member should discuss these elements with the Chairperson to establish the requirements and scope of the research.

In the case of a large aircraft accident, JICAA will organize as follows:

- 16.1 Operations Investigation Group. The head of the group will be a trained investigator and pilot, and an expert in the type of aircraft involved in the accident. Members of this group could be a meteorologist, air traffic controller and others as required. Their responsibilities can be found in "Appendix 2" of "Annex C".
- 16.2 Technical Research Group. The head of the group will be an aeronautical engineer. The members of this group could include an aerodynamics specialist, quality and test technician, and technicians knowledgeable in the type of aircraft involved, as well as an all systems specialist, an evacuation systems specialist, an aircraft survivability specialist and industry representatives. Their responsibilities can be found in "Appendix 3" of "Annex C".
- 16.3 Medical and Human Factors Research Group. The head of the group will be an aviation physician. Other medical or human factors specialists may be added as required. Their responsibilities can be found in "Appendix 4" of "Annex C".
- 16.4 Legal Research and Public Affairs Group. The head of the group could be a lawyer or a public affairs officer, depending on the size of the anticipated workload. Their responsibilities can be found in "Appendix 5" of "Annex C".
- 16.5 Witness Research Group.
- 16.6 Family Liaison Group.
- 16.7 Imaging Support. JICAA would also be supported by one or more imaging technician(s) in charge of all electronic imaging of the crash site, aircraft, equipment, injuries, damage, autopsies, etc.

#### **ARTICLE 17: MEMBERS OF THE JICAA RESEARCH GROUPS**

The Air Forces involved should liaise with the JICAA Chairman and establish the number of investigators and observers they consider should be part of the JICAA. These members should have a direct interest in the investigation and be authorized to represent their countries in the conduct of a professional investigation.

## **ARTICLE 18: OBSERVERS**

In the course of the investigation, the President may authorize a person to attend as an observer when he/she represents an Organization that has a direct interest in the matter under investigation and contributes to the overall objective of the investigation.

Likewise, those Air Forces that show interest in attending the investigation must first show reasonable grounds for their participation, such as sharing the Type of Aircraft, Flight Routes, Type of Mission, etc. and thus potentially contributing to the outcome of the investigation as a valuable contribution to enhance Operational Safety.

When this situation occurs, it is important that these observers are carefully briefed and asked to sign a document acknowledging the privileges granted under the supervision of a flight safety specialist and the associated obligations and limitations. The observer must understand that he/she will perform his/her duties as an observer at his/her own risk. The observer must also promise not to divulge to outside sources any inside information he or she obtains. Failure to comply with these obligations could result in immediate revocation of observer status. The JICAA Observer Status Form can be found in "Annex E".

## **ARTICLE 19: IMMEDIATE SAFETY RECOMMENDATIONS**

The JICAA Chairman may make immediate safety recommendations to the Air Forces involved at any time during the course of the investigation. In the case of critical airworthiness issues that directly affect flight safety, information will be distributed using the most expeditious means possible.

## **ARTICLE 20: REMOVAL AND STORAGE OF REMAINS**

Removal of the aircraft wreckage at the crash site and its transfer to a designated storage facility will be undertaken by the Territorial Air Force by formal mutual agreement with the Operating Air Force. The final disposition of the aircraft wreckage shall be agreed in writing between the Territorial Air Force and the Operating Air Force for repatriation or destruction.

## **IV. SEPARATE INVESTIGATION**

When the accident is not investigated by JICAA due to coordination between the Air Forces involved, it is the responsibility of the Air Force in charge of the investigation to appoint its own investigation team(s) or body(ies), and to coordinate the support of personnel and resources necessary to carry out the investigation.

## **V. REPORT PREPARATION**

### **ARTICLE 21: FORMAT OF THE REPORT**

To achieve standardization, the following format should be used for the JICAA research report

recommended by the ICAO Aviation Accident and Incident Investigation Manual. It is possible to accommodate the requirements of the Operating Air Force and Territorial Air Force investigation report. For the format of the report, please refer to "Annex D". A template can be downloaded from the SICOFAA website.

#### **ARTICLE 22: COMPLETION OF THE REPORT**

The final report shall contain all information on the accident, duly investigated, and shall be published within 12 months from the date the investigation began.

#### **ARTICLE 23: EXTENSION OF THE TIME LIMIT FOR THE PREPARATION OF THE REPORT**

Should it be necessary to extend the deadline for the report, a request should be made to the Territorial Air Force and the Secretary General of SICOFAA should be informed.

#### **RULE 24: CONSENSUS ON THE REPORT**

The accident report is the basis for all future actions to be taken in relation to other similar accidents. Ideally, consensus should be reached on the contents of the report. However, the report will reflect the disagreement of any of the Participating Air Forces.

#### **ARTICLE 25: PUBLICATION OF THE REPORT**

All Participating Air Forces will receive a numbered copy of the report. The report will be used in accordance with the relevant laws of the countries and/or the regulations of the respective Air Forces. The conclusions and recommendations will be sent to the SICOFAA Permanent Secretariat for transmission to all SICOFAA countries for the purpose of accident prevention. The depositaries of the report will be the Air Forces involved in the investigation and the SICOFAA Permanent Secretariat.

#### **ARTICLE 26: USE OF THE REPORT**

The accident report shall be used solely for accident prevention purposes. It cannot be used to attribute administrative or legal responsibilities to any of the Air Forces involved or to the personnel assigned to those Air Forces, nor can it be used as an acknowledgement of responsibility on the part of the Air Forces involved. Any legal or administrative process to find guilty or responsible parties shall be conducted separately from the investigation conducted in accordance with the provisions of this Manual.

#### **ARTICLE 27: PROTECTION OF INFORMATION**

All flight safety reports and related investigation material may be considered privileged information and should be protected in accordance with the laws of each State.

**ARTICLE 28: SENSITIVE MILITARY INFORMATION**

Reports prepared in accordance with this Manual shall avoid specific reference to military capabilities, tactics and military operations that could reveal national security issues. If a final report requires CONFIDENTIAL information that is understandable, it shall be considered CONFIDENTIAL. If possible, a NON-CONFIDENTIAL version of the report will be produced for distribution to promote flight safety.

It is up to the Territorial Air Force, together with the Operating Air Force, to decide which information considered sensitive should not be included in the report.

**ANNEX A - FORMAT OF INITIAL AIRCRAFT ACCIDENT NOTIFICATION**

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NON-CONFIDENTIAL

INITIAL NOTIFICATION OF AIRCRAFT ACCIDENT

OPERATING AIR FORCE - TYPE OF AIRCRAFT - DD MMM YYYY (L) OF ACCIDENT

1. Date and time of the event(L):
2. Territorial Air Force:
3. Location of the accident: Indicate the location in clear language and using Lat and Long or MGS.
4. Description: Brief description of the events that occurred.
5. Aircraft information: (if more than one aircraft, name each as A., B., etc., as required)
  - A. Operating Air Force, type of aircraft, registration number, number of crew, number of passengers
  - B. Operating Air Force, type of aircraft, registration number, number of crew, number of passengers
6. Aircraft Damage: Brief description of the physical damage to the aircraft.
  - A. Aircraft A
  - B. Aircraft B
7. Personal injuries: Brief description in general terms of the extent of injuries sustained, i.e. minor, serious, very serious, fatal, etc. by crew, passengers and other personnel.
8. Remarks: Any pertinent observations on other damage, environment, hazardous cargo, evidence protection, immediate action taken, recommendations, treatment of flight recorders, physical characteristics of the accident site, site security, types of weapons, etc.
9. Territorial Air Force point of contact on site: Name, rank, position, phone numbers and email addresses for quick coordination between countries.

NON-CONFIDENTIAL

**ANNEX B - SUPPLEMENTAL AVIATION ACCIDENT NOTIFICATION FORMAT**

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**CONFIDENTIAL (once this form is completed)**

**SUPPLEMENTARY NOTIFICATION OF AIRCRAFT ACCIDENT  
COUNTRY - TYPE OF AIRCRAFT - ACCIDENT - DD MMM YYYY (L) OF ACCIDENT**

Reference: Initial Accident Report, DTG (Date Time Group, date and time of occurrence)

1. Accident location: as per reference or update, if needed
2. Aircraft Damage: Accurate description of the physical damage to the aircraft.
  - A. Aircraft A
  - B. Aircraft B, etc.
3. Personal injuries: Generic description of injuries sustained by crew, passengers and other personnel. List names, ranks, severity of injuries and where personnel were evacuated to.
  - A. Crew A
  - B. B Crew
  - C. Passenger A, etc.
4. Collateral damage: accurately list other damage, such as damage to buildings, infrastructure, environment, etc.
5. Observations: Any relevant observations related to site protection, preservation of evidence, immediate actions taken, recommendations.
6. Territorial Air Force Point of Contact: Update, if necessary, with respect to the reference.

**This report contains personal information about a SICOFAA country's flight safety investigation. The information will not be made public in whole or in part except as authorized by the Territorial Air Force and Operating Air Force flight safety authorities.**

**CONFIDENTIAL**

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## **ANNEX C - FUNCTIONS OF THE PRESIDENT OF JICAA**

The duties of the President include:

- A. Organize and direct the investigation. For the purposes of this investigation, the President of JICAA is the investigator-in-charge.
- B. Arrange that the wreckage of the stricken aircraft not be moved, altered or removed without their authorization, unless necessary.
- C. Ensure that each research group is adequately familiarized with its corresponding functions.
- D. Coordinate and control the activities of the research groups.
- E. Convene and chair, at frequent intervals during the investigation, meetings with the investigation groups to review progress and facilitate the exchange of information and ideas among the groups.
- F. Verify the research equipment that the research groups have.
- G. Identify and negotiate assistance from those agencies whose contribution will facilitate JICAA's work.
- H. Communicate that all information related to the accident will be disseminated by the Air Force public relations agency in charge of the investigation.
- I. Determine, in case the circumstances do not allow the crashed aircraft to remain longer at the scene, the tasks to be performed before its removal (photographs, samples, sketches of the distribution of the wreckage, etc.) and the place where the aircraft will be moved.
- J. Ensure that reports are delivered on time.



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## **APPENDIX 1 - FUNCTIONS OF THE ICAA SECRETARY**

The duties of the Secretary include:

- A. Consolidate the various reports prepared by the group leaders and include them in the accident investigation report.
- B. Perform duties as assigned by the President of JICAA.
- C. Coordinate office resources and facilities to support the various groups.
- D. To be responsible for the management of JICAA's records, including those produced by the various groups.
- E. Draft the minutes of the meetings led by the President of JICAA.

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## **APPENDIX 2 - RESPONSIBILITIES OF THE OPERATIONS RESEARCH GROUP**

The Operations Research Group will be responsible for the investigation and analysis of all factors affecting aircraft flight operations, namely:

- A. Formulate and analyse the crew's history, among other things, in relation to the following aspects:
  - (1) Names, surnames, age and function on board.
  - (2) Initial training and specialized instruction.
  - (3) General and specific experience with the accident aircraft.
  - (4) Total flight hours in the last quarter, month, week and 48 hours.
  - (5) Flight Simulator Training
  - (6) Examine records with respect to aircraft engineering, systems performance and emergency procedures.
  - (7) In-flight proficiency checks.
  - (8) Experience with respect to the route of flight or the aerodrome where the accident occurred.
- B. Agree with the Medical Research Group on the formulation and analysis of the crew's medical history.
- C. In coordination with the Medical and Human Factors Research Group, analyse the activities of the crew before, during and after the accident.
- D. Analyse the flight plan submitted by the crew to establish the crew's intentions and compliance with the plan in relation to:
  - (1) Routes, cruising altitude and flight time
  - (2) Technical scales and refueling
- E. Analyse all aspects of pre-flight planning, briefings and ground services, including aircraft weight and balance as well as parameters, operations and performance.
- F. Analyze all weather information requested by the crew or given to the crew before and during the flight.

- G. Analyze the weather conditions prevailing during the route and at the time and place of the accident, based on various data, such as:
  - (1) Weather radar reports
  - (2) Surface meteorological, radiosonde and radio wind observations
  - (3) Precipitation, barometric pressure and wind recordings
  - (4) Synoptic, pressure, wind and temperature charts at altitude
  - (5) Satellite photographs of clouds
  - (6) Cloud Rangefinder Recording
  - (7) Track visual range recording
  - (8) Natural light conditions
  - (9) Sunrise and sunset
  - (10) Other conditions, etc.
- H. Determine if the weather conditions matched the forecast. If not, explain the reasons for the discrepancy.
- I. Establish the chronological pattern of the flight from planning, examining the functions performed by the air traffic services: ground movement control, departure control, approach control and aerodrome control up to the phase in which the accident occurred.
- J. Investigate the effectiveness of air traffic control services in the following areas:
  - (1) Location of the control tower and visibility from it
  - (2) Air traffic control personnel; appropriate number, training, currency of licences and supervision of personnel
  - (3) Staff work and rest periods
  - (4) Adequacy of work procedures
  - (5) Equipment sufficiency, including radar

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- K. Obtain and analyse the transcripts of the radiotelephone communications record, independently or simultaneously with the information obtained from the flight recorders, in order to determine as accurately as possible the sequence of events, especially at the time the accident occurred.
- L. Obtain and analyse the flight data recorder and voice recorder readings at the cockpit.
- M. Take the appropriate measures for ground and in-flight verification of the navigation aids used by the aircraft, especially those involved at the time of the accident. Also, assess their location, periodic technical checks and recent verifications.
- N. Obtain, if feasible, the record of the panoramic radar images of the Area Control Centers (ATC), in order to have more elements of judgment during the reconstruction of the flight sequence.
- O. Obtain information regarding the availability of maps and charts available to the pilot for the flight; analyze their suitability in relation to the navigational activities required for the flight.
- P. Examine, according to the circumstances, the operational conditions of the main runway or in use, manoeuvring runways, aircraft parking aprons, as well as the lighting system of the same and the fire extinguishing and rescue services.
- Q. Ensure adequate provision of information from witness statements.
- R. To reconstruct and evaluate the interrelationships of the last phase of the flight by means of a description as complete as possible of the chronological order of events.
- S. Evaluate crew standardization and aircraft operations, crew training and experience.

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### APPENDIX 3 - TECHNICAL RESEARCH GROUP RESPONSIBILITIES

The functions of the Technical Research Group include:

- A. Prepare, as soon as possible, a large master diagram of the remains and a small diagram of the remains for each of the leaders of the other groups.
- B. Ensure that full photographic coverage of the accident scene is made as soon as possible, including the specific elements required by each group leader related to:
  - (1) The mortal remains of the victims before they were removed.
  - (2) The points where survivors were found.
  - (3) The general area of the incident from the north, south, east and west axes.
  - (4) The trajectory along which the wreckage is scattered, up to the first point of impact of the aircraft.
  - (5) Indication of the instruments.
  - (6) The position of the operating controls in the cockpit.
  - (7) The position of the fuel pitch selectors, flaps and landing gear.
  - (8) The tuning frequencies of the radio stations indicated on the equipment.
  - (9) The positions of the control surfaces.
  - (10) The position of the propeller blades, as well as the compressor and turbine blades.
  - (11) The position of the engine controls located in the cab, as well as the connections to the engine.
  - (12) The damage caused by the fire.
  - (13) The marks or signs produced on contact with the ground.
  - (14) The position of the cabin switches.
  - (15) The autopilot setting.
  - (16) Suspicious tears or bends.
- C. Prepare as precisely as possible the sketch of the distribution of the remains.



- D. To formulate through the examination of traces and remains specific concepts related to:
  - (1) Direction, angle and speed of descent.
  - (2) Whether the descent was controlled by the pilot or the aircraft descended without steering.
  - (3) Attitude, angle and speed of the aircraft at the moment of impact.
  - (4) Whether the aircraft was structurally intact at the point of first impact.
  - (5) Part of the aircraft that suffered the first impact.
- E. Perform, according to the circumstances, the reconstruction of the wreckage of the aircraft, either at the crash site or far from it.
- F. Carry out the reconstruction of the wreckage of the aircraft by applying a proper technique of parts identification, their correct disposition before the failure, the detailed examination of the damage in each one of them and establish the relationship between that damage and the damage experienced by other adjacent or associated parts.
- G. Establish if there was structural breakage prior to impact.
- H. Determine if the in-flight breakage or detachment of parts was caused by:
  - (1) Inadequate resistance.
  - (2) Excessive loads on the aircraft due to exceeding load and/or speed limitations.
  - (3) Metal fatigue.
- I. Analyse the external damage to the engine(s) and establish its relationship to the intensity of the impact.
- J. Establish whether the engine(s) were running when the aircraft impacted the ground.
- K. Determine as accurately as possible the power output of the engine(s) at the time of impact.
- L. Analyze used fuel and oil in order to establish:
  - (1) Their conformity with the operating requirements indicated in the aircraft manual as well as with the technical specifications of such products.
  - (2) Its degree of contamination.
- M. Analyze hydraulic fuel samples from various sectors, in order to establish:
  - (1) Its compliance with the operating requirements indicated in the aircraft manual, as well as with the technical specifications of that product.

- (2) Its degree of contamination.
- N. Examine the hydraulic system, among others, in the following aspects:
- (1) Main and auxiliary hydraulic pumps with respect to their drive coupling integrity, lubrication, wear, excessive clearance and overheating.
    - (2) Hydraulic accumulators for leaks and/or signs of explosive rupture.
  - (3) Pressure regulators and safety valves in relation to their locking in open or closed position, as well as their adjustment.
  - (4) The manifolds and pressure modules to check the positions of the selector valves that may be on them.
  - (5) The selector valves to check the position and integrity of the control joints.
  - (6) Hydraulic and pneumatic components to verify the operation of check valves, safety, shut-off and leakage regimes.
- O. Examine the electrical system, among others, in the following aspects:
- (1) Generators, alternators, and inverters for signs of arcing, burning, defective brushes, improperly connected wires or cables, and overheating. Also, check for lubrication, wear, bearing roughness, and the ability to supply electricity both at full load and at no load.
  - (2) Batteries or accumulators to determine the state of charge at the time of the crash.
  - (3) Voltage regulators, frequency regulators and control panels or for the protection of generators to determine the positions of their controls at the time of the accident, as well as indications of malfunction.
  - (4) Check busbars and junction boxes for signs of arcing between terminals, overheating, and burns.
  - (5) The circuit breakers to see if they have been disconnected or blown out beforehand without being able to react to the short circuit.
  - (6) The relays to see if they are burned out or damaged. Also, examine solenoids for overheating or winding interruptions.
  - (7) Electric motors to check for signs of electrical faults, excessive current consumption and whether they were running at the time of the crash.

- (8) Electrical wires and cables to see if they show signs of overheating or burns of external or electrical origin.
  - (9) The hazard warning lights to determine whether or not power was on at the time of the crash, to establish whether or not a particular warning light was on at the time of the crash, and to observe any other signs of malfunction.
- P. Examine the pressurization and air conditioning system, among others, in the following aspects:
- (1) Compressors and superchargers for signs of uncoupling or transmission failure, proper lubrication, and signs of bearing failure or overheating.
  - (2) The air ducts to check for smoke or oil deposits, which would indicate the presence of fumes or carbon monoxide in the cabin.
  - (3) The condition and position of the air conditioning control valves in relation to the respective instrument positions on the cockpit.
  - (4) The pressurization regulation and safety valves with regard to their condition and position, integrity of mechanical joints and electrical connectors, as well as signs of malfunction.
- Q. Examine the aircraft instrument system, among others, in the following aspects:
- (1) Pitot tubes and static pressure for signs of clogging, signs of rupture or loose couplings.
  - (2) The altimeters with regard to the recording of barometric pressure, the indication of the needles and the operation of the adjustment mechanism.
  - (3) The speed indicators with respect to any indications and setting indices and their relation to the course the aircraft was following moments before the accident.
  - (4) The aircraft attitude indicators with respect to its pitch and roll indications.
  - (5) The instruments of the engines with respect to their status and indications.
- R. Examine radio equipment and electronic navigation equipment with respect to frequency presentation and its relationship to existing radio facilities in the area, their condition and signs of malfunction.

- S. Examine the aircraft controls power control units for leaks, improper electrical connections and faulty couplings. Also, an attempt will be made to determine whether or not the autopilot was operating at the time of the accident.
- T. Examine the fire detection and extinguishing system to establish whether the discharge was intentional or thermal, as well as signs of malfunction.
- U. Examine the oxygen supply system for signs of failure of the piping due to excess pressure and for erosion of the regulating valves due to the rapid passage of high-pressure flows. Also, examine the oxygen cylinders to make sure that none of them burst before the accident.
- V. Examine the aircraft's history, among other things, in the following aspects:
  - (1) Airframe and engine usage time and flight hours.
  - (2) Previous accidents, defects or irregular use reported, corrective measures taken, etc.
  - (3) Modifications made to the aircraft and compliance with technical orders.
  - (4) Compliance with the maintenance schedule.

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## **APPENDIX 4 - RESPONSIBILITIES OF THE MEDICAL AND HUMAN FACTORS RESEARCH GROUP**

The Medical and Human Factors Research Group will be responsible for liaison with the appropriate medical authorities in relation to casualties and for the investigation and analysis of all medical and human factors research such as psychological, pathological and physiological conditions, ergonomics, instrumentation and control functions, crash impact and impact resistance, compartments, seating, restraints and protective helmets, evacuation and survival team procedures (in conjunction with the evacuation systems specialist and aircraft survival team member), emergency response procedures and personal equipment. The functions of the Group are as follows:

- A. Assess the nature and cause of the injuries and when they occurred. It is recommended that the members of this group are trained with basic knowledge of medicine, psychology and forensic toxicology, in order to interpret and analyze forensic reports and determine the causes of death of people as a result of aviation accidents.
- B. Carry out the pathological analyses necessary to discover evidence regarding the cause, sequence and effect of the accident, by means of an examination of the flight crew, auxiliary personnel and passengers.
- C. Coordinate with the Operations Investigation Group the formulation and analysis of the crew's medical history to determine if any condition existed prior to the accident that could hinder the performance of their mission under the circumstances in which the accident occurred.
- D. Analyze, in coordination with the Operations Investigation Group, the activities of the crew before, during and after the accident.
- E. Establish whether there is evidence of poor crew performance due to the ingestion of alcohol, drugs or environmental contaminants such as carbon monoxide.
- F. Examine the background of the crew with respect to their motivation for flying, intelligence information, emotional stability, workload, character and general behavior. The aeronautical psychologist who participates in the investigations should consider evaluating 5 (FIVE) important aspects: physical, emotional, non-technical skills, family and cognitive, in order to determine if the personnel involved were fit for air activities (psychological pre-flight).
- G. Establish the suitability, or lack thereof, of seat belts, aisles, exits, aircraft survival equipment and the risk posed by protrusions or protrusions of the controls, instruments and other structures installed in the cockpit. It is recommended that the participating personnel have training or basic knowledge of Ergonomics, in order to relate the material evidences with the causes of the accident.

caused the accident.

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## **APPENDIX 5 - RESPONSIBILITIES OF THE LEGAL RESEARCH AND PUBLIC AFFAIRS GROUP**

The Legal Research and Public Affairs Group will be responsible for the following:

- A. Keep in close contact with the other groups to ensure that specific aspects of the research are covered while asking questions.
- B. Seek the support of local law enforcement agencies and the media in locating witnesses who could assist in the investigation.
- C. To provide legal advice to the President and to the heads of the research groups.
- D. Prepare press releases.
- E. Prepare the President and group leaders for interviews with the media.

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**APPENDIX 6 - RESPONSIBILITIES OF THE WITNESS INVESTIGATION TEAM**

The Witness Investigation Group will be responsible for the following:

- A. Locate all witnesses.
- B. Obtain initial statements.
- C. Assess the credibility of witnesses.
- D. Conduct interviews and/or arrange interviews for group leaders as instructed by the President.

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## **APPENDIX 7 - RESPONSIBILITIES OF THE FAMILY LIAISON GROUP**

The Family Liaison Group will be responsible for the following:

- A. Ensure that next of kin receive accurate and timely information about their loved ones.
- B. Provide next of kin with a point of contact for the investigation so that they can make any enquiries they need.
  - C. Inform the next of kin in order to:
    - (1) Explain the research process and the type of information they can expect to receive during the research.
    - (2) Communicate to them any delays that have arisen in relation to the normal investigation deadlines.
    - (3) Communicate to them, as appropriate, the results of the investigation before the report is published, including:
      - (a) a summary of the factual data;
      - (b) a summary of the analysis;
      - (c) the findings and causes as determined by the investigation, and
      - (d) a summary of the recommendations made by the research.

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**ANNEX D - SICOFAA AVIATION ACCIDENT INVESTIGATION REPORT FORMAT**

1. FACTUAL INFORMATION
  - 1.1. HISTORY / PHASE OF FLIGHT
  - 1.2. STAFF INJURIES
  - 1.3. DAMAGE TO THE AIRCRAFT
  - 1.4. COLLATERAL DAMAGE
  - 1.5. STAFF INFORMATION
  - 1.6. AIRCRAFT INFORMATION
  - 1.7. WEATHER INFORMATION
  - 1.8. NAVIGATION AIDS
  - 1.9. COMMUNICATIONS
  - 1.10. AIRFIELD INFORMATION
  - 1.11. FLIGHT RECORDERS
  - 1.12. WRECKAGE AND IMPACT INFORMATION
  - 1.13. MEDICAL INFORMATION
  - 1.14. FIRE, PYROTECHNIC DEVICES AND AMMUNITION
  - 1.15. SURVIVAL ISSUES
  - 1.16. ACTIVITIES RELATED TO TESTING AND RESEARCH
  - 1.17. ORGANIZATIONAL AND MANAGEMENT INFORMATION
  - 1.18. ADDITIONAL INFORMATION
  - 1.19. PRACTICAL OR EFFECTIVE RESEARCH TECHNIQUES
2. ANALYSIS
  - 2.1. GENERAL
  - 2.2. MANAGEMENT
  - 2.3. TECHNICIAN

- 2.4. OPERATIONAL
- 2.5. MEDICAL CONDITION P1/P2
- 2.6. AIRCRAFT SURVIVAL EQUIPMENT
- 2.7. OTHER AIRCRAFT SURVIVAL EQUIPMENT
- 3. CONCLUSIONS
  - 3.1. RESULTS
  - 3.2. CAUSES
- 4. PREVENTIVE MEASURES
  - 4.1. PREVENTIVE MEASURES TAKEN
  - 4.2. RECOMMENDED PREVENTIVE MEASURES
  - 4.3. OTHER RECOMMENDED SAFETY MEASURES
  - 4.4. REMARKS BY THE PRESIDENT OF JICAA ANNEX
- A - TITLE (AS REQUIRED)
- ANNEX B - TITLE (AS REQUIRED) ANNEX C -  
ABBREVIATIONS
- ANNEX D - LIST OF TABLES AND FIGURES



**ANNEX E - JICAA OBSERVER STATUS FORM**

JICAA ACCIDENT INVESTIGATION OBSERVER AIRCRAFT TYPE \_\_\_\_\_  
SUBJECT OF INVESTIGATION, REGISTRATION NUMBER, COUNTRY \_\_\_\_\_

1. This form grants observer status for this investigation to an individual who, under the supervision of a flight safety investigator, may:

- A. be at the scene of the accident;
- B. examine the aircraft, its components and contents;
- C. examine, unless prohibited by law, relevant documents and relevant evidence in relation to:
  - (1) the transport activity during which the accident occurred;
  - (2) crew members involved in the operation of the aircraft;
  - (3) the aircraft, its components and contents; and
- D. attend laboratory tests and analyses.

2. Your presence as an observer is subject to the following conditions:

- A. You should limit your activities at the accident site to those directed by the President;
- B. It should ensure that its activities do not restrict or interfere with the work of assigned investigators; and
- C. You will ensure that the information you have obtained as an observer is not disclosed to any unauthorized person.

3. Failure to comply with the responsibilities outlined above may result in immediate revocation of your observer status. You should also be aware that you will exercise your observer privileges at your own risk.

The undersigned, (name, title, organization he/she represents) understands and accepts the above conditions in connection with his/her participation as an observer in the SICOFAA aircraft accident investigation in question.

He also understands that he is to exercise his observer privileges at his own risk and he hereby agrees to hold the States participating in the investigation harmless from any damage or injury he may suffer as a result of his participation as an observer in the investigation.

You hereby acknowledge and understand that the SICOFAA aircraft accident investigation is being conducted solely to enable the Participating Air Forces to prevent future accidents.

As a condition of being granted access to a flight safety investigation, the undersigned hereby agrees not to distribute, transmit, publish, or discuss with any person, agency, organization, or other entity - or to permit, advise, or counsel others to distribute, transmit, publish, or discuss - the contents of the deliberations, reports, documents, or results of the SICOFAA aircraft accident investigation in any manner whatsoever, without the express, prior, written consent of the undersigned, transmit, publish or discuss - the contents of the deliberations, reports, documents or results of the SICOFAA aircraft accident investigation in any manner whatsoever, without the express prior written consent of the Chairman of the accident investigation in question.

\_\_\_\_\_  
(place)

\_\_\_\_\_  
(date)

\_\_\_\_\_  
(Observer's name in print  
(printing) Organization)

\_\_\_\_\_  
(Please print name of witness) Position  
at JICAA

**ANNEX F - SUMMARY OF SICOFAA MEMBER COUNTRIES' POLICIES RELATED TO THE INVESTIGATION OF MILITARY AVIATION ACCIDENTS AND INCIDENTS**

Country	Research Priority	Military or Civilian Research	Is the Safety Report published?	Approximate Duration of the Research	Remarks
Argentina	Criminal <sup>1</sup> /Security <sup>1</sup> /Legal	Military	Yes <sup>2</sup>	12 months <sup>3</sup>	1: Federal Justice intervenes to determine negligence/responsibilities. At the same time, the Military Investigation is carried out by FAA. 2: It is confidential. 3: The complexity of the incident/accident may extend the maximum time limits established by regulations.
Bolivia	Flight Safety <sup>1</sup> Summary High Council <sup>2</sup> Judicial <sup>3</sup>	Civilian Military <sup>3</sup>	No <sup>1</sup> No <sup>2</sup> Yes <sup>3</sup>	<sup>1</sup> Minimum of 8 working days for the Preliminary Report and 30 working days for the Final Report, extendable at the request of the President of the Board.	1: The Investigation by the Aeronautical Accident Investigation Board is of independent character for military aircraft in order to have the necessary evidence to establish the findings and from these the causes for the formulation of recommendations to the Air Safety in a preventive way. 2: If there are no civilian victims, the Superior Council of Flight in coordination with the respective military legal instances will establish the responsibilities and subsequent issuance of sanctions to the Air Operations when appropriate. 3: If there are civilian victims, in the event of evidence of criminal responsibility, a summary report will be issued to the Civil Court that requests it, due to the confidentiality that it deserves. instance to carry out its actions within the time limits established by the same.
Brazil	Security <sup>1</sup> /Administrative /Legal	Military	No <sup>2</sup>	12 months <sup>3</sup>	1: The safety investigation is independent of, and takes precedence over, other investigations. Such precedence is intended only to preserve evidence. 2: The Report is considered restricted access according to Art. 44, 45 and 46 of Decree No. 7,845 of November 14, 2012. 3: Can be extended.
Canada	Criminal/Security/Legal	Military	Yes <sup>1</sup>	12 months	1: Can be restricted
Chile	Judicial <sup>1/2</sup> Administrative Summary <sup>3</sup> Operational Security <sup>4</sup>	Civilian <sup>1</sup> Military <sup>2/3/4</sup>	No	<sup>1</sup> According to determined by the Public Prosecutor's Office  <sup>2</sup> 40 days, renewable for additional 40-day periods up to	1: If there are civilian victims, the judicial investigations are in charge of the respective Chilean Public Prosecutor's Office in this matter, which is why the deadlines for their development are defined by this body, in accordance with the deadlines set out in the Code of Criminal Procedure. The objective of these investigations is to demonstrate responsibilities and pursue these responsibilities before the "Courts of Justice". 2: If there are no civilian victims, judicial investigations are conducted by the respective military court. These investigations are aimed at evidencing criminal responsibilities and

				exhaust all	
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				<p>proceedings.</p> <p><sup>3</sup> 20 days, extendable up to 60 days.</p> <p><sup>4</sup> 20 days extendable to complete 40 days.</p>	<p>prosecute these only in military personnel before the appropriate "Military Court".</p> <p><b>3:</b> The Administrative Summary Investigations have as objective to verify the administrative responsibilities, causes and circumstances of the accident and to dictate sanctions in case they correspond.</p> <p><b>4:</b> The purpose of the Operational Safety Investigations is to verify the causes that gave rise to the accidents and to dictate the pertinent recommendations that allow to avoid their reoccurrence.</p>
<b>Colombia</b>	Criminal/Security/Legal      Military	Military	No <sup>1</sup>	90 days	<b>1:</b> May be shared with the operating Air Force involved.
<b>Ecuador</b>	Criminal <sup>1</sup> /Security <sup>1</sup> /Legal <sup>1</sup>	Military <sup>2</sup>	No <sup>3</sup>	3 months <sup>4</sup>	<p><b>1:</b> The Criminal Investigation and the Security Investigation have equal priority, since they are carried out by two independent bodies, the Attorney General's Office and the Military Accident Investigation Board, respectively. Within the military sphere, the Security Investigation has priority over the Legal Investigation.</p> <p><b>2:</b> The Accident Investigation is purely of a Military nature, which is formed by active duty military members of the Armed Forces and a Civilian operation designated by the General Directorate of Civil Aviation. <b>3:</b> The Final Report and all the documentation regarding the Accident Investigation is not published because it is qualified documentation, only a summary of which is submitted to the competent authorities.</p> <p><b>4:</b> A period of THREE (3) months is allowed for the process of the above mentioned investigation and if a new investigation is required, a period of three (3) months. extension to the deadline, the President of the Board of Inquiry may request it with the respective justification.</p>
<b>El Salvador</b>	Security <sup>1</sup> /Legal <sup>1</sup> /Administrative <sup>1</sup>	Military	No	45 days	<p><b>1:</b> The Legal/Administrative investigation is independent of the Security investigation and can be carried out in parallel.</p> <p><b>2:</b> An Executive Report can be managed for the instance that requests it.</p>
<b>United States</b>	Criminal/Security/Legal	Military	No <sup>1</sup>	45 days	<b>1:</b> Prohibited by law
<b>Guatemala</b>	Security/Legal/Criminal	Military <sup>1</sup>	No	30 days <sup>2</sup>	<p><b>1:</b> Investigations of military aircraft are carried out by the Air Force, and those of civil aircraft by the Commission appointed by Civil Aeronautics. (There is a good relationship between both entities for when inter-consultation is necessary).</p> <p><b>2:</b> The Investigation, even if it reaches conclusions within the established period, will always remain open to possible new findings.</p>
<b>Guyana</b>					
<b>Honduras</b>	Criminal/Security/Legal	Military	No <sup>1</sup>	6 months	<b>1:</b> Confidential Classification

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<b>Jamaica</b>					
<b>Mexico</b>	N/A	N/A	N/A	N/A	
<b>Nicaragua</b>					
<b>Panama</b>	Criminal <sup>1</sup> /Security <sup>2</sup>	Military	No <sup>3</sup>	12 months	<p><b>1:</b> The Criminal/Criminal Investigation, if necessary, is the responsibility of the Public Prosecutor's Office.</p> <p><b>2:</b> Flight Safety Investigation is the responsibility of SENAN.</p> <p><b>3:</b> If necessary or as required by the competent authority, the Final Investigation Report may be used for the Criminal Investigation.</p>
<b>Paraguay</b>	Criminal <sup>1</sup> /Security <sup>2</sup>	Civilian <sup>1</sup> Military <sup>2</sup>	Yes	12 months <sup>3</sup>	<p><b>1:</b> Investigation in case of death is in charge of the Judicial System.</p> <p><b>2:</b> Incident or accident without fatal outcome will be in charge of the Air Force.</p> <p><b>3:</b> and in accordance with the Inquiry.</p>
<b>Peru</b>	Institutional Security	Military	No <sup>1</sup>	60 working days <sup>2</sup>	<p><b>1:</b> Classified research.</p> <p><b>2:</b> May be extended up to TWENTY (20) business days.</p>
<b>Dominican Rep.</b>	Security/Legal	Military	No <sup>1</sup>	1 to 12 months <sup>2</sup>	<p><b>1:</b> Restricted.</p> <p><b>2:</b> A Preliminary Report is issued in the first THIRTY DAYS of the year. (30) days, then a Final Report within 1 - 12 months.</p>
<b>Uruguay</b>	Criminal/Security	Military	Yes <sup>1</sup>	50 days	<p><b>1:</b> In accordance with Law No. 18.381 Right of access to information public information.</p>
<b>Venezuela</b>					

## ANNEX G - RATIFICATION AND RESERVATIONS

COUNTRY	RATIFICATION	RESERVATIONS
ARGENTINA	ARG-2021-050	
BOLIVIA	BOL-2021-035	
BRAZIL	BRA-2021-053	BRA-2021-139
CANADA	CAN-2021-307	
CHILE	CHI-2021-049	
COLOMBIA	COL-2021-210	
ECUADOR	ECU-2021-037	
EL SALVADOR		
USA	USAF-2021-037	
GUATEMALA	GUA-2021-068	
GUYANA		
HONDURAS	HON-2021-118	
JAMAICA		
MEXICO	MEX-2021-064	
NICARAGUA		
PANAMA	PAN-2021-061	
PARAGUAY	PAR-2021-075	
PERU		PER-2021-054
REPUBLIC DOMINICANA	RDO-2021-096	
URUGUAY	URU-2021-006	
VENEZUELA		

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