



## ASSEMBLY — 40TH SESSION

### TECHNICAL COMMISSION

#### Agenda Item 30: Other issues to be considered by the Technical Commission

#### ASSISTANCE TO AIR ACCIDENT VICTIMS IN THE AIRPORTS EMERGENCY PLANS

(Presented by Air Crash Victims' Families' Federation International)

#### EXECUTIVE SUMMARY

In the 39th General Assembly, ICAO was tasked with reviewing the level of implementation by States of family assistance plans, returning to consider the development of Standards and Recommended Practices (SARPs) on support civil aviation accident victims and their families. The importance of having an appropriate plan of assistance to victims was also reiterated to the States, considering the orientation of the *Manual on Assistance to Aircraft Accident Victims and their Families* (Doc 9973) and the *ICAO Policy on Assistance to Aircraft Accident Victims and their Families* (Doc 9998). Airport operators have their emergency plans that it should include assistance to victims and relatives, specific to alleviate the effects of aviation accidents.

**Action:** The Assembly is invited to:

- a) request the Council to consider establishing a Recommended Practice in Annex 19 for airport operators to develop appropriate plans on providing timely and effective assistance to aircraft accident victims and their families, within their emergency plans;
- b) urge the States that when they adopt such measures, consider including the Victims' Associations that show their willingness to collaborate in the development of the same; and
- c) to remind the States of Resolution A39-27 of the Assembly and to urge the States to take preventive and appropriate measures related to safety with respect to assistance to victims.

<i>Strategic Objectives:</i>	This working paper relates to the Safety Strategic Objective.
<i>Financial implications:</i>	N/A

<sup>1</sup> English and Spanish versions provided by ACVFFI.

<i>References:</i>	Resolution A39-27 — <i>Assistance to victims of aviation accidents and their families</i> Annex 9 — <i>Facilitation</i> Annex 13 — <i>Aircraft Accident and Incident Investigation</i> Annex 14 — <i>Aerodromes</i> Annex 19 – <i>Safety Management</i> FALP/10-WP/2 FALP/10 Report
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## 1. INTRODUCTION

1.1 Working paper (FALP/10-WP/2) of the 10th meeting of the Facilitation Panel (FALP) entitled Annex 9 — *Facilitation*: Recommended Practice (RP) 8.46 states that the Council agreed that the time-frame/target date for implementation of the Assembly's decision would follow an evaluation of the extent of the level of implementation of family assistance plans obtained through Annex 9 and the Universal Safety Oversight Audit Programme (USOAP) Compliance Checklists (CCs) in the Electronic Filing of Differences (EFOD) System in the third quarter of 2018 for Annex 9, and the fourth quarter of 2020 for USOAP.

1.2 Paragraph 1.5: On 28 September 2017, the Air Transport Committee (ATC) considered AT-WP/2146, Compliance with the Standards of Annex 9 — Facilitation that included an update on RP 8.46. The Committee agreed that the Secretariat should provide a report, at a later meeting, giving an update on the implementation by States of RP 8.46, with reference to the A39 decision on aircraft accident victims and their families.

1.3 As reported in A40-WP/60: only 25% of the Member States have provided information, through the EFOD System, of the implementation status of RP 8.46 and of the recent USOAP that verified such compliance, in all the cases the result has been negative.

## 2. BACKGROUND

2.1 Working paper (FALP/10-WP/2) in paragraph 3.1: The Secretariat concludes that — in spite of its continuous outreach efforts — the information available in the EFOD System on the implementation of RP 8.46 remains insufficient

2.2 The Final Report of 10<sup>th</sup> Meeting of Facilitation Panel (FALP), paragraph 3.2.1.3: "Some delegations suggested that the Secretariat should continue its outreach activities to encourage Member States to provide information on the implementation of RP 8.46."

2.3 During the 39th Session of the Assembly, the importance of having appropriate plans for the assistance of victims, considering the orientation of Doc 9973 and ICAO Policy included in Doc 9998, was reiterated to the States.

2.4 The Special Session "Ensuring that victims of air accidents and their families are treated the same way the world over", held over the 13th Air Navigation Conference (AN-Conf/13), held 16 October 2018. Several States shared their experiences on this issue, and underline the importance of coordinating the activities of all those involved in assistance to victims. They agreed on the need for ICAO to progress with everything that could promote global implementation.

2.5 Annex 14 recognizes in paragraph 9.1.2: "The aerodrome emergency plan shall provide for the coordination of the actions to be taken in an emergency occurring at an aerodrome or in its vicinity". And paragraph 9.1.3: "The plan shall coordinate the response or participation of all existing agencies which, in the opinion of the appropriate authority, could be of assistance in responding to an emergency".

### 3. ANALYSIS

3.1 It is considered of the utmost importance that States prepare themselves to properly assist the victims of air accidents and their families in the event of an aviation accident. There is unanimous support for Doc 9998 and Doc 9973. Besides, the ICAO initiative and the numerous actions taken in recent years are greatly appreciated, and, in particular, the conclusion of the special session of October 2018 on assistance to victims was considered very positive, something to give continuity in the next triennium.

3.2 The number of agents involved in a plane crash is very high, and the coordination is complex. It is essential that the States have a care plan developed carefully, updated and audited, to ensure that, at the time of its implementation, there are no mistakes that could be avoided with adequate preparation.

3.3 Point 1.4 of Appendix 2 - Framework for a safety management system (SMS) in Annex 19 states that the service provider will ensure that the emergency response plan is properly coordinated with the emergency response plans of the organizations with which you must interact when providing your services.

3.4 To this end, States should be encouraged to include Victim Assistance in a specific manner, including in the emergency plans of the airports of the Contracting States.

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