



WORKING PAPER

ASSEMBLY — 41ST SESSION

EXECUTIVE COMMISSION

Agenda Item 13: Facilitation Programmes

**ASSISTANCE TO VICTIMS IN THE EMERGENCY PLANS OF
AIRPORTS AND AIRLINES (ACI-IATA)**

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

EXECUTIVE SUMMARY

In the 39th and 40th Session Periods of the ICAO General Assembly, it was reviewed the level of implementation by States of family assistance plans, returned to consider the development of Standards and Recommended Practices (SARPs) support civil aviation accident victims and their families. The importance of having an appropriate victims' assistance plan was also reiterated to the States Member, 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 should include assistance to victims and relatives, specific to alleviate the effects of aviation accidents.

Action: The Assembly is invited to:

- a) urge ICAO to consider inserting an additional recommendation in Annex 14 — *Aerodromes*, Volume I — *Aerodrome Design and Operations*, Chapter 9, about airport operators to have victims and families center reception which have to be included in airport emergency plans;
- b) request the Council to consider establishing a recommended practice in Annex 19 — *Safety Management* for airport operators to develop appropriate plans for providing timely and effective assistance to aircraft accident victims and their families, within their emergency plans;
- c) urge States, airport operators and airlines that when they adopt such measures, consider including the Victims' Associations that show their willingness to collaborate in the development of the same; and
- d) remind States, airport operators and airlines the Resolution A39-27 of the Assembly and urge them to take preventive and appropriate measures related to safety regarding assistance to victims.

<i>Strategic Objectives:</i>	This working paper relates to the Strategic Objectives: Safety, Security and Facilitation.
<i>Financial implications:</i>	
<i>References:</i>	Resolution A39-27: <i>Assistance to victims of aviation accidents and their families</i> Annex 9 — <i>Facilitation</i> Annex 19 — <i>Safety Management</i> Annex 14 — <i>Aerodromes</i> , Volume I — <i>Aerodrome Design and Operations</i> Annex 13 — <i>Aircraft Accident and Incident Investigation</i> Report on ICAO Symposium on Assistance to Aircraft Accident Victims and their Families , Final Recommendations 6.3

¹ English and Spanish versions provided by ACVFFI.

1. INTRODUCTION

1.1 The ICAO Symposium on Assistance to Aircraft Accident Victims and their Families (AAAVF 2021) held in Las Palmas de Gran Canaria, Spain, from December 1 to 3, 2021 identified the importance of appropriate assistance to the victims from the first stages of the accident, increase the chances of survival and help the total recovery of passengers and family members who have suffered aviation accidents, reducing the probability of developing PTSD (post-traumatic stress treatment).

1.2 The implementation of Recommended Practice (RP) 8.46 of Annex 9 (now Standard 8.47 in Amendment 29 to Annex 9), followed 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.

1.3 The A40-WP/60 reported that only 25% of the Member States provided information in ICAO's Electronic Filing of Differences (EFOD) System on the implementation of Recommended Practice 8.46 (now Standard 8.47 in Amendment 29 to Annex 9) and recent USOAP audits verified it, in all cases the result was negative.

1.4 In November 2022, Standard 8.47 of Annex 9 will come into force. Therefore, the evaluations on the implementation of family assistance plans from the Member States is to be increased.

2. BACKGROUND

2.1 The Final Report of the Tenth Meeting of the Facilitation Panel (FALP) includes some aspects of the debate on Working Paper 2 (FALP10-WP/2), 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 (now Standard 8.47 in Amendment 29 to Annex 9)".

2.2 During the 39th Session of the Assembly (A39), the importance of having an appropriate victim assistance plan was reiterated to the States, considering the guidance (Doc 9973) and the ICAO Policy (Doc 9998) (Resolution A39-27).

2.3 The Report of the ICAO Symposium on Assistance to Aircraft Accident Victims and their Families held in Las Palmas de Gran Canaria (Spain) from December 1 to 3, has paragraph 6.3 with 30 recommendations which were approved by the Council in its session on February 21, 2022, in which the essential assistance to victims and families by the agents involved in air transport is reiterated: States, Airport Operators, Airlines, etc.

2.4 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".

2.5 After an aircraft accident, the airport is the first place where families of victims will be attended. Therefore, it is valuable to include in Annex 14 an additional provision for the airport to indicate in its emergency plan the reception centers for families and victims, specifically, the advanced medical post and the family reception center.

3. ANALYSIS

3.1 The discipline of disaster medicine is the result of mixing emergency medicine and disaster management. The aim is to provide the right health assistance in light of a massive accident when the

resources are inadequate regarding needs. It is built on the integration of two basic components of rescue, health and logistics. A pillar of disaster medicine is the medicalization carried out in the surroundings of the accident site, specifically, the Advanced Medical Post (AMP) and the Medical Evacuation Center (CME). These are the first and second level between the disaster site and the hospitals, key elements to increase the level of survival. Similarly, caring for relatives in a protected place guarantees respect and prevents further psychological trauma.

3.2 It is considered important that States prepare to appropriately assist the air accident victims and their families in the event of an aircraft disaster, as ACVFFI reiterated in A40-WP/147. In addition, ICAO's initiative and actions in recent years are greatly appreciated and the conclusions and recommendations of the ICAO Symposium on Assistance to Aircraft Accident Victims and Families held in December 2021 were very favourably received by civil aviation stakeholders.

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, Member States, Airport Operators and Airlines (through their international associations) should be encouraged to include Victim Assistance in a specific manner, including in the emergency plans of the airports and airlines of the Contracting States.

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