



# Part 801

# Accident

# Investigation

# Standards



This ECAR has been issued by the Egyptian Aircraft Accident Investigation Directorate (EAAID), Ministry of Civil Aviation with reference of the directorate's specialization in the activity of aircraft accident & incident investigation in the territory of Arab Republic of Egypt and in accordance with Chapter Nine of the Egyptian Civil Aviation law No 28, and in compliance with Annex 13 of the convention on International Civil Aviation "Chicago 1944".

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## AMENDMENTS

# CORRIGENDA

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## **Chapter 1**

### **General rules**

#### **801-1 General**

The stated rules in this part apply on all personnel in the Civil Aviation field within the territory of The Arab Republic of Egypt.

#### **801-2 Mechanism for amending aviation accidents regulations**

- A) EAAID issues Egyptian civil aviation regulations concerned with the investigation of aviation accidents and incidents along with its manuals.
- B) EAAID could suggest new items to be added , ammended , or deleted from The Civil Aviation Law and its executive articles.
- C) The head of the EAAID shall form a permanent committee that shall meet periodically at least twice a year, as well as, if necessary, to do the followings:
  - Studying new releases or amendments received from the International Civil Aviation Organization (ICAO) on any of the organization's documents related to the activity of investigating aviation accidents and incidents, identifying differences, if any, and expressing an opinion in response to those amendments/differences, whether by compliance or filing difference , with justifications if necessary, and notify the International Civil Aviation Organization (ICAO) of this by the approved means; Electronic Filing Of Differences (EFOD) / Compliance Checklist (CC).
  - Studying whether to issue or amend regulations, operational provisions , or manuals on the basis of further variables in the context of accident investigation.
  - Providing suggestions, if necessary, to amend the law and its provisions within the accident investigation scope.
- D) The head of the EAAID endorses recommendations issued by the the committee while taking necessary procedures accordingly.
- E) In case the head of EAAID would endorse addition of new item(s), deletion or ammendment of existing items to The Egyptian Civil Aviation Regulations of Aviation accident investigation (ECAR 801) , the general director of aircraft

accident investigation (or his deputy) would insert such amendment in the reference copy by putting a vertical axis on the right margin of the page for the modified text , then change date on the footer, and verify changes on the adjustment list including both entry and implementation dates.

- F) When the regulations concerning aviation accident and incident investigation are issued , the head of the EAAID would follow regular procedures ; to send a copy to The Civil Aviation Authority in order to be inserted in The Egyptian Civil Aviation Regulations.

### 801-3 Definitions

When the following terms are used in the Standards and Recommended Practices for Aircraft Accident and Incident Investigation, they have the following meanings:

**Accident** - 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 as 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, or
- 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, windcreens, the aircraft skin (such as small dents or puncture holes), or for 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.

**Accident Investigation Authority-** The authority designated by a State as responsible for aircraft accident and incident investigations within the context of Annex 13 to the convention on International Civil Aviation.

**Note 1** -For statistical uniformity only, an injury resulting in death within thirty days of the date of the accident is classified, by ICAO, as a fatal injury.

**Note 2** -An aircraft is considered to be missing when the official search has been terminated and the wreckage has not been located.

**Note 3** -The type of unmanned aircraft system to be investigated is addressed in 5.1 of Annex 13 to the convention on International Civil Aviation.

**Note 4** - Guidance for the determination of aircraft damage can be found in Attachment E of Annex 13 to the convention on International Civil Aviation.

**Accredited representative-** A person designated by a State, on the basis of his or her qualifications, for the purpose of participating in an investigation conducted by another State. The accredited representative would normally be from the State's accident investigation authority.

**Adviser-**A person appointed by a State, on the basis of his or her qualifications, for the purpose of assisting its accredited representative in an investigation.

**Aircraft-**is any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.

**Causes-** Actions, omissions, events, conditions, or a combination thereof, which led to the accident or incident. The identification of causes does not imply the assignment of fault or the determination of administrative, civil or criminal liability.

**Contributing Factors-** Actions, omissions, events, conditions, or a combination thereof, which, if eliminated, avoided or absent, would have reduced the probability of the accident or incident occurring, or mitigated the severity of the consequences of the accident or incident. The identification of contributing factors does not imply

the assignment of fault or the determination of administrative, civil or criminal liability

**Flight recorder-** Any type of recorder installed in the aircraft for the purpose of complementing accident/incident investigation.

Automatic Deployable Flight Recorder (ADFR): Is a combination flight recorder installed on the aircraft which is capable of automatically deploying from the aircraft.

**Note-** See Annex (6) to the convention on International Civil Aviation.

(Operation of the Aircraft), Part I, II, III, for specifications relating to flight recorders.

**Incident-** An occurrence, other than an accident, associated with the operation of an aircraft which affects or could affect the safety of operation.

**Note-** The types of incidents which are of main interest to the International Civil Aviation Organization for accident prevention studies are listed in Attachment (C) of Annex 13 to the convention on International Civil Aviation.

**Investigation-** process conducted for the purpose of accident prevention which includes the gathering and analysis of information, the drawing of conclusions, including the determination of causes and/or contributing factors and, when appropriate, the making of safety recommendations.

**Investigator in charge-**A person charged, on the basis of his or her qualifications, with the responsibility for organization, conduct, and control of an investigation.

**Note-**Nothing in the above definition is intended to preclude the functions of an investigator-in-charge being assigned to a commission or other body.

**Maximum mass-**Maximum certificated take-off mass.

**Operator-**The person, organization or enterprise engaged in or offering to engage in an aircraft operation.

**Preliminary Report-**The communication used for the prompt dissemination of data obtained during the early stages of investigation.

**Safety recommendation-**A proposal of an accident investigation authority based on information derived from an investigation, made with the intention of preventing accidents or incidents and which in no case has the purpose of creating a presumption of blame or liability for an accident or incident. In addition to safety recommendations arising from accident and incident investigations, safety recommendations may result from diverse sources, including safety studies.

**Safety Recommendation of Global Concern (SRGC)-** A safety recommendation regarding a systemic deficiency having a probability of recurrence, with significant consequences at a global level, and requiring timely action to improve safety.

**Note-** The manual of aircraft accident and incident investigation (Doc. 9756), Part IV- Reporting – contains the criteria for a recommendation to be classified as an SRGC.

**Serious Incident-**An incident involving circumstances indicating that there was a high probability of an accident and 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 as it comes to rest at the end of the flight and the primary propulsion system is shut down.

**Note 1.** - The difference between an accident and a serious incident lies only in the result.

**Note 2.** – Examples of serious incidents can be found in attachment C, paragraph 3, Annex 13 to the convention on International Civil Aviation

**Serious injury** - An injury which is sustained by a person in an accident and which:

- a) Requires hospitalization for more than 48 hours, commencing within seven days from the date the injury was received; or
- b) Results in a fracture of any bone (except simple fractures of fingers, toes or nose); or
- c) Involves lacerations which cause severe haemorrhage, nerve, muscle or tendon damage; or
- d) Involves injury to any internal organ; or

- e) Involves second- or third-degree burns, or any burns affecting more than 5 per cent of the body surface; or
- f) Involves verified exposure to infectious substances or injurious radiation.

**State of Design** - is the State having jurisdiction over the organization responsible for the type design.

**State of Manufacture** - is the State having jurisdiction over the organization responsible for the final assembly of the aircraft, engine or propeller.

**State of occurrence** - is the State in the territory of which an accident or incident occurs.

**State of the Operator** - The State in which the operator's principal place of business is located or, if there is no such place of business, the operator's permanent residence.

**State of registry** - is the State on whose register the aircraft is entered.

**Note.** - In the case of the registration of aircraft of an international operating agency on other than a national basis, the States constituting the agency are jointly and severally bound to assume the obligations which, under the Chicago Convention, attach to a State of Registry. See, in this regard, the Council Resolution of 14 December 1967 on Nationality and Registration of Aircraft Operated by International Operating Agencies which can be found in Policy and Guidance Material on the Economic Regulation of International Air Transport (Doc 9587).

**State Safety Program (SSP)** - An integrated set of regulations and activities aimed at improving safety.

**Reserved From 801-5 to 801- 49**

## **Chapter 2**

### **Applicability**

**801-51** The provisions mentioned in this part apply to activities following accidents and incidents of aircrafts and all the like which are subject to the Egyptian Civil Aviation Law, its provisions, convention on International Civil Aviation, and its annexes.

**Note 1-** Item 801-303 apply to aircrafts and all the like which are subject to the Egyptian Civil Aviation Law, its provisions, convention on International Civil Aviation, and its annexes with respect to accidents or serious incidents occurring in the territory of non-Contracting State.

**Note 2-** Item 801-304 apply to Egyptian aircrafts and all the like which are subject to the Egyptian Civil Aviation Law, its provisions, convention on International Civil Aviation, and its annexes with respect to accidents or serious incidents occurring in an area of undetermined sovereignty or on the high seas.

**Reserved From 801-53 to 801- 99**

## **Chapter 3**

### **Investigation procedures**

**Note** - Guidance material relating to the rights and obligations of the State of the Operator in respect of accidents and incidents involving leased, chartered or interchanged aircraft is provided in Attachment (A) of Annex13 to the convention on International Civil Aviation.

#### **801-101 Objective of investigation**

The sole objective of investigation is the prevention of accidents and incidents. It is not the purpose of this activity to apportion blame or liability.

Egyptian Aircraft Accident Investigation Directorate (EAAID) is designated to conduct investigation of accidents, serious incidents, and incidents of civil aircrafts in the territory of the republic. It also investigates those occurring to Egyptian civil aircrafts on high seas or an area of undetermined sovereignty. The EAAID issues safety recommendations in order to prevent the recurrence of accidents and serious incidents which consequently ensures aviation safety.

#### **801-103 Protection of evidence and documents**

- A) The flight crew, if their condition permits, and the local authorities that are responsible for the accident scene; shall protect and maintain safe custody of all evidence and documents related to the accident or incident. They also shall maintain safe custody of any physical evidence that might be exposed to blur, transfer, loss, or damage until the technical investigation committee (or the investigator in-charge) assigned to the accident/incident arrives and issues instructions in this regard.
- B) In all cases, such evidence and documents are preserved by photographic or other effective means, whenever possible.
- C) Safe custody shall include protection against further damage, access by unauthorized persons, pilfering and deterioration.
- D) Safe custody also includes protection of FDR and being in compliance with ICAO, Annex13, attachment (D) under the title "Guidelines for Flight recorders (FDR) read- out and analysis ".

Recovery and handling of Flight Recorders and its recordings are assigned only to qualified personnel.

## **801-105 Request from State of Registry, State of the Operator, State of Design or State of Manufacture**

- A) When the EAAID receives a request from the State of Registry, the State of Operator, the State of Design or the State of Manufacture in case of accidents/incidents occurring in the territory of the republic, it shall take all necessary procedures in coordination with competent entities. They shall leave the aircraft and its contents, or any other evidence untouched until being examined by the accredited representative of the requesting State.

EAAID shall take all necessary steps to comply with such request, so far as this is reasonably practicable and compatible with the proper conduct of investigation; provided that it does not result in undue delay in returning the aircraft to service.

## **801-107 Custody of Aircraft and its contents**

- A) Local authorities shall take all necessary measures to maintain safe custody of the aircraft and its contents for such a period defined by the accident/incident investigation committee as may be necessary for the purposes of the investigation.
- B) Moving the wreckage or part of it to extricate persons, animals, mail and valuables, to prevent destruction by fire or other causes, or to eliminate any danger or obstruction to air navigation, to other transport, or to the public, and provided that it does not result in undue delay in returning the aircraft to service where this is practicable; is excluded from item “A)”.

## **801-109 Release from custody**

- A) EAAID shall release custody of the aircraft, its contents or any parts thereof as soon as they are no longer required in the investigation , to any person or persons duly designated by the State of Registry or the State of the Operator, as applicable and in coordination with competent entities.
- B) EAAID shall perform all required procedures to facilitate access to the aircraft, its contents or any parts thereof, provided that, if , the aircraft, its contents, or any parts thereof lie in an area within which the state finds it impracticable to grant such access, EAAID shall take necessary procedures to effect removal to a point where access can be given, in coordination with competent entities.

## Chapter 4 Notification

**Note1.** Attachment B of annex 13 to the convention on International Civil Aviation, provides a notification and reporting checklist.

**Note2.** A list of addresses of aircraft accident investigation authorities can be found in the Manual of Aircraft Accident and Incident Investigation (Doc 9756), Part I - Organization and Planning and on the ICAO Accident Investigation website.

### **801-201 Notification of an accident or incident in the territory of a contracting state to Aircraft of another contracting state**

A) EAAID at The Ministry of Civil Aviation, shall forward a notification of an accident, serious incident or incident, with a minimum of delay and by the most suitable and quickest means available, to:

1. the State of Registry;
2. the State of the Operator;
3. the State of Design;
4. the State of Manufacture; and
5. the International Civil Aviation Organization, when the aircraft involved is of a maximum mass of over 2 250 kg or is a turbojet-powered aeroplane.

B) In case an accident, a serious incident, or an incident occurred to an aircraft registered in Egypt or operated by Egyptian operator and was not reported; EAAID shall forward a notification of such as soon it was informed, to: the state of design, the state of manufacture, the state of occurrence and submit it to the minister to take appropriate action.

**Note1.** Telephone, facsimile, e-mail or the Aeronautical Fixed Telecommunication Network (AFTN) will in most cases constitute “the most suitable and quickest means available”.

**Note2.** Provision for the notification of a distress phase to the state of registry by the rescue coordination center is contained in Annex 12 to the Convention on International Civil Aviation, - search and rescue.



## 801-203 Forwarding notification –Format and content

EAAID shall formulate the notification in plain language. It shall contain as much of the following information as is readily available, but its dispatch shall not be delayed due to the lack of complete information:

- a) for accidents the identifying abbreviation (ACCID), for serious incidents (SINCID), for incidents (INCID);
- b) manufacturer, model, nationality and registration marks, and serial number of the aircraft;
- c) name of owner, operator and hirer, if any, of the aircraft;
- d) qualification of the pilot-in-command, and nationality of crew and passengers;
- e) date and time (local time or UTC) of the accident or incident;
- f) last point of departure and point of intended landing of the aircraft;
- g) position of the aircraft with reference to some easily defined geographical point and latitude and longitude;
- h) number of crew and passengers; aboard, killed and seriously injured; others, killed and seriously injured;
- i) description of the accident or incident and the extent of damage to the aircraft so far as is known;
- j) an indication to what extent the EAAID will conduct the investigation or is proposed to be delegated by the EAAID;
- k) physical characteristics of the accident or incident area, as well as an indication of access difficulties or special requirements to reach the site;
- l) identification of the EAAID; address , telephone number , e-mail and means to contact the investigator-in-charge and the at any time;
- m) Presence and description of dangerous goods on board the aircraft.

**Note1.** The 4-letter designator “YLYX” in association with an ICAO 4-letter location indicator forms the 8-letter addressee indicator for messages sent over the AFTN to authorities responsible for aircraft accident and incident investigations. For messages sent over the public telecommunication service the addressee indicator cannot be used and a postal or telegraphic address must be substituted.

The 8-letter addressee indicators and the corresponding postal and telecommunications addresses, when notified to ICAO, are published in the

Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services (Doc 8585) issued by ICAO.

**Note2.** The Manual of Aircraft Accident and Incident Investigation (Doc 9756) issued by ICAO, Part I- Organization and Planning contains guidance material concerning the preparation of notification messages and the arrangements to be made for their prompt delivery to the addressee.

### **801-205 Language of notification**

EAAID shall prepare the notification in Arabic or English, taking into account the language of the recipient(s), whenever it is possible to do so without causing undue delay.

### **801-207 Additional Information**

The EAAID shall, as soon as it is possible to do so, dispatch the details omitted from the notification as well as other known relevant information related with the accident / incident.

### **801-208 Participation**

EAAID should acknowledge receipt of the notification of an accident or an incident.

### **801-213 Forwarding notification when accident or incident in the territory of Egypt, non-contracting state or outside the territory of any state to an Egyptian registered aircraft**

When EAAID institutes an investigation of an accident or an incident, it shall forward a notification with a minimum of delay and by the most suitable and quickest means available, to:

1. the State of the Operator;
2. the State of Design;
3. the State of Manufacture; and
4. The International Civil Aviation Organization, when the aircraft involved is of a maximum mass of over 2250 kg or is a turbojet-powered aeroplane.

**Note 1-** Telephone, facsimile, e-mail or the Aeronautical Fixed Telecommunication Network (AFTN) will in most cases constitute “the most suitable and quickest means available”.

**Note 2-** Provision for the notification of a distress phase to the State of Registry by the rescue coordination center is contained in Annex 12 of the convention on International Civil Aviation — Search and Rescue.

### **801-215 Responsibility of EAAID in case state of registry is conducting the investigation in accident/incident**

**Note:** EAAID, as representative of state of operator, state of design or state of manufacturer, should acknowledge receipt of the notification of an accident or incident to state of registry.

EAAID shall, upon receipt of the notification about an accident/incident

- a) Provide the state of registration-upon its request-with any relevant information available to them regarding the flight crew and the aircraft involved in the accident or incident.

Inform the State of Registry whether it intends to appoint an accredited representative, and if such an accredited representative is appointed, the name and contact details; as well as the expected date of arrival if the accredited representative will be present at the investigation.

### **801-217 Notification about the presence of dangerous goods**

Upon receipt of an accident/incident notification of an aircraft operated by an Egyptian operator in a foreign country, EAAID shall, with a minimum of delay and by the most suitable and quickest means available, provide the state of occurrence or the state of registry with detailed information about dangerous goods on board the aircraft.

### **Reserved From 801-219 to 801-299**

## Chapter 5

### Investigation

#### 801-301 General

Technical investigation into aircraft accidents / incidents shall be conducted separate from any judicial or administrative proceedings to apportion blame or liability.

Note- Separation can be achieved by the investigation being conducted by EAAID experts, and any judicial or administrative proceedings being conducted by other appropriate experts. Coordination, as per 801-315, between the two processes would likely be required at the accident site and in the gathering of factual information, with due consideration to the provisions in 801-319.

- A) The EAAID Should develop documented policies and procedures detailing its accident investigation duties. These should include: organization and planning; investigation; and reporting.
- B) The head of EAAID has the right to exercise full authority to conduct investigation in aviation accidents and incidents and issue rules and instructions related to the practice of such activity.
- C) The investigation committee has the right to access the accident site and other related areas to perform technical examination, take required procedures to protect the aircraft, aircraft parts, aircraft wreckage, aircraft load or keep the whole aircraft under custody in the accident site. In addition, The investigation committee has the right to put under custody; documents, records, references, charts, and all related evidences like flight recorders and Air Traffic services records. The investigation committee has the right to call for witnesses, question them and assign them with provisioning information, documents, or any other necessities the committee believes would reveal the truth and provide safe custody as required. The committee has the right to displace aircraft, its wreckage, its parts or its load to perform required tests without delay or hamper from either judicial, administrative authorities or any other entity.

- D) The head of EAAID, in case of an accident or incident occurring to a civil aircraft in the territory of the republic and taking into consideration the available accident's preliminary information, may conduct an investigation into its circumstances and causes .However, he may not proceed in the investigation considering the so far collected information as sufficient and in this case he should file a reasoned report to the minister of civil aviation.
- E) At any stage during the investigation of an accident or incident, and in case it was clear hat one or more factor would threaten aviation safety , the head of EAAID shall file to the minister of civil aviation necessary recommendation
- F) The head of EAAID may suspend operation of an aircraft and personnel involved in an incident under investigation from their jobs after filing a report to the minister of civil aviation for his approval.

**Note.** Guidance related to policies and procedures for investigations is provided in the Manual on Accident and Incident Investigation Policies and Procedures (Doc 9962) issued by ICAO.

- G) The State shall ensure that any investigations conducted under the provisions of Annex 13 to the convention on International Civil Aviation issued by ICAO have unrestricted access to all available evidential material without delay.
- H) State should ensure cooperation between EAAID and judicial authorities so that an investigation is not impeded by administrative or judicial proceedings. Cooperation may be achieved by legislation, protocols, agreements or other arrangements, and may cover 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; and resolution of conflicts.

## **801-302 Responsibility for instituting and conducting the investigation in accidents or incidents in the territory of the republic**

The EAAID shall institute an investigation into the circumstances of the accident /incident that occurs in the territory of the republic and be responsible for the conduct of the investigation. The Minister of Civil Aviation decides delegation - if needed – whole or any part of the conducting of such an investigation to another state or organization by mutual agreement and consent. He also may decide accepting delegation issued from another state to conduct investigation or part of it in case of accident/incident occurrence outside the territory of the republic by mutual agreement and consent.

## **801-303 Instituting Serious Incidents Investigation**

The EAAID shall institute an investigation into circumstances of all serious incidents to aircraft of a maximum mass of over 2250 kg, provisions concerning delegation stated in item 801-302 shall apply.

**Note 1.** Examples of serious incidents can be found in attachment C of annex 13 to the convention on International Civil Aviation.

**Note2.** If the State of Occurrence does not institute and conduct an investigation, and does not delegate the investigation to another State or an organization concerned with accident and incident investigation, as set out annex 13 to the convention on International Civil Aviation , the EAAID being a representative of; the State of Registry or, in the following order, the State of the Operator, the State of Design or the State of Manufacture is entitled to request in writing the State of Occurrence to delegate the conducting of such investigation. If the State of Occurrence gives express consent or does not reply to such a request within 30 days, the EAAID making the request should institute and conduct the investigation with such information as is available This does not necessarily give the EAAID, making the request, the right to access the accident site, examining the wreckage or any other evidence or information situated within the territory of the State of Occurrence..

**Note3.** The investigation of a serious incident does not exclude other already existing types of investigation of incidents (serious or not) by other organizations.

**Note4.** When the whole investigation is delegated to another State or an accident and incident investigation organization, such a State /organization is expected to be responsible for the conduct of investigation, including the issuance of the Final Report and the ADREP reporting. When a part of the investigation is delegated, the EAAID retains the responsibility for the conduct of the investigation.

**Note 5.** In the case of investigation of an unmanned aircraft system, only aircraft with a design and/or operational approval are to be considered.

**Note 6.** In the case of serious incidents, the State of Occurrence may consider delegating the investigation to the State of Registry or the State of the Operator, in particular those involving occurrences in which it might be beneficial or more practical for one of these States to conduct the investigation.

**Note 7.** Guidance related to the establishment and management of an RAIO is contained in the Manual on Regional Accident and Incident Investigation Organization (Doc 9946), issued by ICAO.

**Note 8.** The delegation of an investigation does not absolve the State of Occurrence from its obligation under Annex 13 to the convention on International Civil Aviation.

### **801-304 Accidents and serious incidents in the territory of a non-contracting state**

When the accident or the serious incident has occurred in the territory of a non-Contracting State which does not intend to conduct an investigation in accordance with Annex 13, EGYPT as the State of Registry or, failing that, the State of the Operator, the State of Design or the State of Manufacture , the minister of civil aviation shall decide to institute and conduct an investigation in cooperation with the State of Occurrence but, failing such cooperation, EAAID shall conduct the investigation with such information as is available.

## **801-305 Accidents or incidents outside the territory of any state:**

- A) When the location of the accident or the serious incident of an Egyptian registered aircraft cannot definitely be established as being in the territory of any State, the EAAID shall institute and conduct any necessary investigation of the accident or serious incident. The previously stated rules governing delegation shall be applied then.
- B) In case of an accident occurred in international waters and Egypt was nearest the scene of an accident, the EAAID , in coordination with concerned entities, provide such assistance as they are able and shall, likewise, respond to requests by the State of Registry.

**Note 1:** If the State of Registry does not institute and conduct an investigation, and does not delegate the investigation to another State or an accident and incident investigation organization, in accordance with annex 13 to the convention on International Civil Aviation, the EAAID (representing EGYPT )as the state of operator or, in the following order, the State of Design or the State of Manufacture is entitled to request in writing the State of Registry to delegate the conducting of such investigation. If the State of Registry gives express consent or does not reply to such a request within 30 days, the EAAID making the request should institute and conduct the investigation with such information as is available. This does not absolve the State of Registry from its obligation under Annex 13 to the convention on International Civil Aviation.

**Note 2:** If the State of Registry is a non-Contracting State which does not intend to conduct an investigation in accordance with Annex 13 to the convention on International Civil Aviation, the the minister of civil aviation shall decide to institute and conduct an investigation in the accident or serious incidents in case EGYPT was the State of the Operator or, failing that, the State of Design or the State of Manufacture. The previously stated rules organizing delegation apply in this case.



## **801-306 Organization and conduct of the investigation:**

**Note 1-** Annex 13 to the convention on International Civil Aviation, the Manual of Aircraft Accident and Incident Investigation (Doc 9756), the policy and procedures manual of the EAAID (PPM), and the Investigator Manual contain guidance material for the organization, conduct and control of an investigation.

**Note 2-** Nothing in the following provisions is intended to preclude the EAAID conducting the investigation from calling upon the best technical expertise from any source.

- A) The accident investigation authority shall have independence in the conduct of the investigation and have unrestricted authority over its conduct, consistent with the provisions of Annex 13. The investigation shall normally include the following procedures:
1. gathering, recording and analysis of all relevant information on the accident or incident;
  2. protection of certain records of accidents and incidents is done in accordance with item 801-319;
  3. if appropriate, the issuance of safety recommendations;
  4. if possible, the determination of the causes and/or contributing factors; and
  5. -the completion of the Final Report or reporting to judicial authorities in case there is unlawful interference whether real or perceived-in accordance with the civil aviation law..
- B) Where feasible, the scene of the accident shall be visited, the wreckage examined and statements taken from witnesses.

The extent of the investigation and the procedure to be followed in carrying out such an investigation shall be determined by the, EAAID depending on the lessons and recommendations it expects to draw from the investigation for the improvement of aviation safety.

### **801-307 Investigator- in- charge-Designation:**

- A) Head of the EAAID or his delegate shall designate the investigator-in-charge.
- B) The investigator-in-charge shall immediately initiate the investigation procedures.

### **801-309 Investigator-in-charge- Access and control of wreckage:**

all concerned entities shall enable the investigator-in-charge to have unhampered access to the wreckage and all relevant material, including flight recorders and ATS records, and shall have unrestricted control over it to ensure that a detailed examination can be made without delay by authorized personnel participating in the investigation.

### **801-311 Recorded Data — Accidents and incidents**

#### **1) Flight recorders**

- A) The EAAID shall proceed for the read-out of the flight recorders and any other recorders in their labs without delay in case of an accident or an incident.
- B) In the event that the EAAID conducting the investigation of an accident or an incident does not have adequate facilities to read out the flight recorders, it should use the facilities made available to it by other entities or other States , giving consideration to the following:
  - 1.The capabilities of the read-out facility
  - 2.The timeliness of the read-out; and
  - 3.The location of the read-out facility.

**Note.** The requirements for the recording of flight data are contained in Annex 6 to the convention on International Civil Aviation - Operation of Aircraft, Parts I, II and III.

#### **2) Ground -based recordings**

Effective use shall be made of available ground-based recordings in the investigation of an accident or an incident.

**Note-** The requirements for the recording of surveillance data and ATS communications are contained in Annex 11 to the convention on International Civil Aviation - Air Traffic Services, chapter 6.

### **801-313 Autopsy examinations**

The EAAID conducting the investigation into a fatal accident shall arrange with competent entities for complete autopsy examination of fatally injured flight crew and, subject to the particular circumstances, of fatally injured passengers and cabin attendants, by a pathologist, preferably experienced in accident investigation. These examinations shall be expeditious and complete.

**Note.** Guidance material related to autopsies is provided in detail in the Manual of Civil Aviation Medicine (Doc 8984) and the Manual of Aircraft Accident and Incident Investigation (Doc 9756) issued by ICAO , the former containing detailed guidance on toxicological testing

### **801-314 Medical examinations**

When appropriate, the EAAID should arrange for medical examination of the crew, passengers and involved aviation personnel, by a physician, preferably experienced in accident investigation. These examinations should be expeditious.

**Note 1.** Such examinations may also determine whether the level of physical and psychological fitness of flight crew and other personnel directly involved in the occurrence is sufficient for them to contribute to the investigation.

**Note 2.** The Manual of Civil Aviation Medicine (Doc 8984) contains guidance on medical examinations.

### **801-315 Coordination with judicial authorities**

A) There shall be coordination between the Investigator-in-charge and the judicial authorities. Particular attention shall be given to evidence which requires prompt recording and analysis for the investigation to be successful, such as the

examination and identification of victims and read-outs of flight recorder recordings and subjecting relevant evidence/ material to tests and analysis without delay.

- B) Flight data recorders shall be delivered to the judicial authorities, for documentation and then returned to the investigator-in-charge for download, read-out and custody.
- C) The judicial authorities shall be contacted to request to place the wreckage of the aircraft under custody.

**Note.** Possible coordination may be achieved through legislation, protocols, agreements, memorandum of understanding, or other arrangements, and may include the following subjects:

Access to the accident site, the protection of evidence and access to it, the extraction of preliminary and current information on the status of each operation, the exchange of information and the appropriate use of safety information and the settlement of disputes.

### **801-317 Informing judicial authorities**

If, in the course of an investigation it becomes known, or it is suspected, that an act of unlawful interference was involved, the Investigator in charge shall inform the judicial authorities.

### **801-319 Protection of accident and incident investigation records**

The minister of civil aviation decides on not making available The following records for purposes other than accident or incident investigation, unless the Egyptian judicial authorities determines, in accordance with national laws, that their disclosure or use outweighs the likely adverse domestic and international impact such action may have on that or any future investigations:

- A) cockpit voice recordings and airborne image recordings and any transcripts from such recordings; and
- B) records in the custody or control of EAAID being:
  - 1. all statements taken from persons by the accident investigation committee in the course of their investigation;
  - 2. all communications between persons having been involved in the operation of the aircraft;

3. medical or private information regarding persons involved in the accident or incident;
4. recordings and transcripts of recordings from air traffic control units;
5. analysis of and opinions about information, including flight recorder information, made by EAAID and accredited representative in relation to the accident or incident;
6. The draft Final Report of an accident or incident investigation.

**Note:** guidance material are available in Appendix 2 of annex 13 to the convention on the international civil aviation

- C) EAAID should determine whether any other records obtained or generated as part of accident or incident investigation needs to be protected same way as the records listed in 801.319.
- D) The records listed in 801.319 shall be included in the Final Report or its appendices only when pertinent to the analysis of the accident or incident. Parts of the records not relevant to the analysis shall not be disclosed.
- E) The names of the persons involved in the accident or incident shall not be disclosed to the public by EAAID.
- F) EAAID shall ensure that requests for records in its custody or control are directed to the original source of the information, where available.
- G) EAAID shall take Measures to ensure that audio content of cockpit voice recordings as well as image and audio content of airborne image recordings are not disclosed to the public.
- H) EAAID issuing or receiving a draft Final Report shall take measures to ensure that the draft final report is not disclosed to the public.

**Note1.** The Records listed in item 801-319 include information relating to accident and incident. The disclosure or use of such information for purposes where the disclosure or use is not necessary in the interest of safety may mean that, in the future, the information will no longer be openly disclosed to investigators. Lack of access to such information would impede the investigation process and seriously affect aviation safety.

**Note 2.** ICAO convention, Annex 13 to the convention on International Civil Aviation, Appendix 2 contains additional provisions of the protection of accidents and incidents investigation records. These provisions appear separately for convenience but form part of the SARPs

### **801-321 Reopening of investigation**

If, after the investigation has been closed, new and significant evidence becomes available, EAAID Shall reopen the investigation upon approval of the minister of civil aviation. However, when the EAAID which conducted the investigation did not institute it, the EAAID shall first obtain the consent of the State which instituted the investigation.

**Note.** Where an aircraft which was considered missing following an official search is subsequently located, consideration may be given to reopening the investigation.

### **801-323 Responsibility of any other state**

The EAAID shall, on request from the State conducting the investigation of an accident or an incident, provide that State with all the relevant information available to it.

### **801-324 Information-Accidents and incidents**

- A) in case of facilities or services have been, or would normally have been used within the republic's territory by an aircraft prior to an accident or an incident, and the EAAID has information pertinent to the investigation, EAAID shall provide such information to the State conducting the investigation.
- B) When an Egyptian registered or operated aircraft involved in an accident or a serious incident land in a State other than the State of Occurrence, EAAID shall, on request from the State conducting the investigation, furnish the latter State with the flight recorder records and, if necessary, the associated flight recorders. When needed, the EAAID may request the cooperation of any other State in the retrieval of the flight recorder records.
- C) The EAAID upon request from the State conducting the investigation, shall provide pertinent information on any organization whose activities may have directly or indirectly influenced the operation of an Egyptian registered or

operated

aircraft.

- D) The EAAID should, in cooperation with the Aircraft Accident Investigation Authorities of other States, determine the limitations on disclosure or use that will apply to information before it is exchanged between them for the purposes of an accident or incident investigation

### **801-325 Permitting other states to participate in investigation**

- A) Nothing in this ECAR is intended to imply that the accredited representative and advisers of a State have to be always present in the State in which the investigation is conducted.
- B) In case an accident/incident occurred to an Egyptian registered aircraft in the territory of Egypt, all the following mentioned states shall have the right to appoint an accredited representative to participate in the investigation. The States shall appoint one or more advisers to assist its accredited representative in investigation:
1. State of operator in case it was not Egyptian.
  2. State of manufacture.
  3. State of design.
  4. The State which on request provides information, facilities or experts.

**Note1.** The State that designed or manufactured the power plant or major components of the aircraft is entitled to request participation in the investigation of an accident.

**Note2.** Any State that provides an operational base for field investigations, or is involved in search and rescue or wreckage recovery operations, or is involved as a State of a code-share or alliance partner of the operator, may also be invited to appoint an accredited representative to participate in the investigation.

- C) In case an accident/incident occurred to an foreign registered aircraft in the territory of Egypt, all the following mentioned states shall have the right to appoint an accredited representative to participate in the investigation. The States shall appoint one or more advisers to assist its accredited representative in investigation:
1. State of registry.
  2. State of operator.

3. State of design.
  4. State of manufacture.
  5. The State that designed or manufactured the power plant or major components of the aircraft is entitled to request participation in the investigation of an accident.
- D) When the state conducting the investigation of an accident to an aircraft of a maximum mass of over 2250 kg specifically requests participation by the EAAID as the State of Registry, the State of the Operator, the State of Design or the State of Manufacture, the EAAID shall take necessary steps to appoint an accredited representative and his/her advisor(s) through a decree issued by the minister of civil aviation.
- E) In case of serious incidents and incidents, the head of EAAID may appoint the accredited representative to participate in the investigation conducted by another state.

**Note1.** In all cases the State that designed or manufactured the power plant or major components of the aircraft maybe requested to appoint an accredited representative so as a useful contribution can be made to the investigation or when such participation might result in increased aviation safety.

**Note2.** the State of Design and the State of Manufacture maybe requested to give assistance in the investigation of accidents of aircraft of less than 2250 kg .

- F) The EAAID as the State of Registry or the State of the Operator shall appoint one or more advisers, proposed by the operator, to assist its accredited representative. When neither the State of Registry nor the State of the Operator appoint an accredited representative, the State conducting the investigation should invite the operator to participate, subject to the procedures of the State conducting the investigation.
- G) The State of Design and the State of Manufacture shall be entitled to appoint one or more advisers, proposed by the organizations responsible for the type design and the final assembly of the aircraft, to assist their accredited representatives. When neither the State of Design nor the State of Manufacture appoint an accredited representative, the State conducting the investigation should invite the



organizations responsible for the type design and the final assembly of the aircraft to participate, subject to the procedures of the State conducting the investigation.”

#### H) Advisors

1. A State entitled to appoint an accredited representative shall also be entitled to appoint one or more advisers to assist the accredited representative in the investigation

**Note1-**Nothing in this ECAR is intended to preclude the State from calling upon the best technical expertise from any source and appoint such experts as advisers to its accredited representative.

**Note2-**The Ministry of Civil Aviation shall take necessary action to facilitate the issuance of official or service passports for Aircraft accident investigators to facilitate their entry into different countries as covered in the items of Annex 9 to the convention on international civil aviation (ICAO).

2. Advisers assisting accredited representatives shall be permitted, under the accredited representatives' supervision, to participate in the investigation to the extent necessary to enable the accredited representatives to make their participation effective.
3. The participants in the investigation should be entitled to participate in all aspects of the investigation, under the control of the investigator-in-charge, in particular to perform the following:
  - a) visit the scene of the accident;
  - b) examine the wreckage;
  - c) obtain witness information and suggest areas of questioning;
  - d) have full access to all relevant evidence as soon as possible;
  - e) receive copies of all pertinent documents;
  - f) participate in read-outs of recorded media;
  - g) participate in off-scene investigative activities such as component examinations, technical briefings, tests and simulations;
  - h) participate in investigation progress meetings including deliberations related to analysis, findings, causes, contributing factors and safety recommendations; and
  - i) make submissions in respect of the various elements of the investigation.
  - j) However, participation of States other than the State of Registry, the State of the Operator, the State of Design and the State of Manufacture may be limited to those matters which entitled such States to participation under ECAR 801-325 (B)

**Note1.** The form of participation would be subject to the procedures of the Arab Republic of Egypt in which the investigation, or part thereof, is being conducted.

**Note 2.** The collection and recording of information need not be delayed to await the arrival of an accredited representative.

**Note 3.** Nothing in this ECAR that precludes the EAAID conducting the investigation from extending participation beyond the entitlement enumerated

**Note 4.** The pertinent documents referred to in subparagraph (H.3.e) also include documents such as the technical reports on examinations of components or studies performed within the framework of the investigation.

4. Accredited representatives and their advisers:

- a) shall provide the EAAID conducting investigation with all relevant information available to them; and
- b) Shall not divulge information on the progress and the findings of the investigation without the express consent of the EAAID conducting the investigation.

### **801-327 Requesting information or facilities**

In case EAAID requests information, facilities, or experts from another state while conducting investigation, it should accept the participation of investigation from:

- A) The accredited representative assigned by such state to participate in investigation.
- B) Advisors assigned by such state to assist its accredited representative.

### **801-331 Tasks of the Egyptian Accredited representatives and their advisors**

Egyptian accredited representatives and their advisors shall do the following:

- A) Shall provide the state conducting investigation with all relevant information available to them.
- B) Shall not divulge information on the progress and the findings of the investigation without the express consent of the state conducting investigation.

**Note.** Nothing in this ECAR precludes prompt release of facts when authorized by the State conducting the investigation, nor does this ECAR preclude Egyptian accredited representatives from reporting to EAAID in order to facilitate appropriate safety actions.

### **801-333 rights and entitlement for states having suffered fatalities or serious injuries to their citizens**

The EAAID when conducting investigation shall permit the state which has a special interest in an accident by virtue of fatalities or serious injuries to its citizens shall be entitled to appoint an expert who shall be entitled to perform the following:

- A) visit the scene of the accident;
- B) Have access to the relevant factual information which is approved by EAAID for public release, and information on the progress of the investigation.
- C) Receive a copy of the Final Report.

**Note 1:** This will not preclude assisting in the identification of victims and in meetings with survivors from that State.

**Note 2:** The EAAID conducting the investigation should release, at least during the first year of the investigation, established factual information and indicate the progress of the investigation in a timely manner

**Reserved From 801-334 to 801-399**

## **Chapter 6**

### **Final Report**

#### **801-401 Format of the Final Report**

The EAAID shall use the format of the Final Report in Appendix 1 of annex13 to the convention on International Civil Aviation. However, it may be adapted to the circumstances of the accident or incident.

#### **801-402 Release of information-Consent**

The EAAID shall not circulate, publish or give access to a draft report or any part thereof, or any documents obtained during an investigation of an accident or incident, without the express consent of the State which conducted the investigation, unless such reports or documents have already been published or released by that latter State.

#### **801-403 Consultation**

A) In case it is conducting the investigation, the EAAID shall send a copy of the draft Final Report to the following States inviting their significant and substantiated comments on the report as soon as possible:

The State that instituted the investigation;

1. the State of Registry;
2. the State of the Operator;
3. the State of Design;
4. the State of Manufacture; and
5. any State that participated in the investigation as per Chapter 5 of this ECAR.

B) If the EAAID, conducting the investigation, receives comments within sixty days of the date of the transmittal letter, it shall either amend the draft Final Report to include the substance of the comments received or, if desired by the State that provided comments, append the comments to the Final Report. If the EAAID, conducting the investigation, receives no comments within sixty days of the date of the first transmittal letter, it shall issue the Final Report, unless an extension of that period has been agreed by the States concerned.

**Note1.** Nothing in this ECAR is intended to preclude the EAAID conducting the investigation from consulting other States, such as those States which provided relevant information, significant facilities, or experts who participated in the investigation

**Note2.** Comments to be appended to the Final Report are restricted to non-editorial-specific technical aspects of the Final Report upon which no agreement could be reached.

**Note3.** When sending the draft Final Report to recipient States, the EAAID conducting the investigation may consider using the most suitable and quickest means available, such as facsimile, e-mail, courier service or express mail.

**Note4.**Intended safety recommendations are to be included in the draft Final Report.

C) The EAAID should send a copy of the draft final report to the following:

1. The operator, through the state of the operator to enable it to submit comments on the draft final report.
2. The organizations responsible for the type design and the final assembly of the aircraft through the state of design and the state of manufacture to enable them submit comments on the draft final report.

## **801-405 Final Report Recipient States**

In case of conducting the investigation, The EAAID shall send the Final Report, without delay, to the following states:

1. the State that instituted the investigation;
2. the State of Registry;
3. the State of the Operator;
4. the State of Design;
5. the State of Manufacture;
6. any State that participated in the investigation;
7. any State having suffered fatalities or serious injuries to its citizens; and
8. Any State that provided relevant information, significant facilities or experts.

### **801-407 Release of the Final Report**

A) In the interest of accident prevention, when The EAAID is conducting the investigation in an accident or incident, it shall issue the Final Report as soon as possible throughout 12 months ;if possible.

**Note-** Making a Final Report publicly available can be achieved by posting the Final Report on the Internet; and does not necessarily require a hard-copy publication of the Final Report.

B) If the report cannot be made publicly available within twelve months, The EAAID conducting the investigation shall make an interim statement publicly available on each anniversary of the occurrence, detailing the progress of the investigation and any safety issues raised.

C) If the EAAID , conducting the investigation , does not make the final report or an interim statement publicly available within a reasonable timeframe, other states participating in the investigation are entitled to request in writing from the EAAID express consent to release a statement containing safety issues raised with such information as is available If the EAAID gives express consent or does not reply to such a request within 30 days, the state making the request should release such a statement after coordinating with participating states .The EAAID has the right to deny the request in writing in which case, the participating states shall have no right to issue such a statement.

D) In case of EAAID participating in an investigation conducted by another state, it is entitled to request in writing from the state conducting investigation express consent to release a statement containing safety issues raised with such information as is available .If the state conducting investigation gives express consent or does not reply to such a request within 30 days, the EAAID making the request should release such a statement after coordinating with participating states.

**Note :** Guidance on what may constitute a “reasonable timeframe” for a State to make a Final Report and/or an interim statement publicly available is contained in the Manual of aircraft Accident and Incident Investigation (Doc 9756),Part IV — Reporting.

E) When the EAAID that has conducted an investigation into an accident or an incident involving an aircraft of a maximum mass of over 5 700 kg has released a Final Report, it shall send to the International Civil Aviation Organization a copy of the Final Report using one of the working languages used by ICAO.

## **801-411 Safety recommendations**

A) At any stage of the investigation of an accident or incident, the EAAID conducting the investigation shall recommend in a dated transmittal correspondence to The Egyptian Civil Aviation Authority and to the appropriate authorities, including those in other States, any preventive action that it considers necessary to be taken promptly to enhance aviation safety.

Nothing in this ECAR is intended to preclude the EAAID conducting the investigation from consulting States participating in the investigation on its draft safety recommendations, inviting their comments on the appropriateness and effectiveness of these recommendations.

**Note1.** Precedence for the issuance of safety recommendations from an accident or incident investigation is given to the investigation authorities in the State conducting the investigation; however, in the interest of safety, the EAAID may , in case participating in an investigation conducted by another state , issue safety recommendations after coordinating with such authorities .also, other States participating in the investigation shall be entitled to issue safety recommendations after coordinating with the EAAID conducting the investigation.

**Note 2:** Effective coordination of draft safety recommendations would avoid issuance of conflicting safety recommendations by the States participating in the investigation.

B) The EAAID conducting investigations of accidents or incidents shall address, when appropriate, any safety recommendations arising out of its investigations in a dated transmittal correspondence to the accident investigation authorities of other State(s) concerned and, when ICAO documents are involved, to ICAO.

**Note.** When Final Reports contain safety recommendations addressed to ICAO, because ICAO documents are involved, these reports must be accompanied by a letter outlining the specific action proposed.

C) In case the EAAID issues safety recommendation of global concern (SRGC) , it shall inform ICAO of the issuance of that recommendation and all related responses in dated transmittal correspondence, even when the SRGC is not addressed to the ICAO.

**Note.** SRGC and responses are recorded in an ICAO central database that is made publicly available.

### **801-413 Action taken regarding Safety recommendations**

A) When the EAAID receives safety recommendations, it shall inform the proposing State, within ninety days of the date of the transmittal correspondence, of the preventive action taken or under consideration, or the reasons why no action will be taken.

**Note.** Nothing in this ECAR is intended to preclude the State conducting the investigation from making proposals for preventive action other than safety recommendations.

B) The, EAAID conducting investigation in an accident or incident and issuing a safety recommendation, should implement procedures to record the responses to the safety recommendation issued



C) When the, EAAID receives a safety recommendation from the investigation authority in the state conducting investigation, it shall implement procedures to monitor the progress of the action taken in response to that safety recommendation

**Note.** Guidance on the identification, drafting and follow-up of safety recommendations is contained in the Manual of Aircraft Accident and Incident Investigation (Doc 9756), Part IV — Reporting.

**Reserved From 801-414 to 801-499**

## CHAPTER 7

### ADREP REPORTING

**Note 1.** Attachment B in Annex 13 to the convention on International Civil Aviation provides a notification and reporting checklist.

**Note 2.** The provisions of this Chapter may require two separate reports for any one accident or incident. They are:

- Preliminary Report
- Accident/Incident Data Report.

#### **801-501 Preliminary Report - Accidents to aircrafts of a mass over 2250 kg**

When the aircraft involved in an accident is of a maximum mass of over 2250 kg, the EAAID in case of conducting the investigation shall send the Preliminary Report to:

1. the State of Registry or the State of Occurrence, as appropriate;
2. the State of the Operator;
3. the State of Design;
4. the State of Manufacture;
5. any State that provided relevant information, significant facilities or experts;  
and
6. The International Civil Aviation Organization.

#### **801-503 Preliminary Report - Accidents to aircrafts of a mass 2 250kg or less**

When an aircraft, not covered in the, ECAR 801-501 is involved in an accident and when airworthiness or matters considered being of interest to other States are involved, the EAAID, in case of conducting the investigation shall forward the Preliminary Report to:

1. the State of Registry or the State of Occurrence, as appropriate;
2. the State of the Operator;
3. the State of Design;

4. the State of Manufacture; and

5. Any State that provided relevant information, significant facilities or experts.

### **801-505 Preliminary Report - Language**

The Preliminary Report shall be submitted to the appropriate States and to the International Civil Aviation Organization in one of the working languages of ICAO.

### **801-507 Preliminary Report - Transmission**

The EAAID shall send the Preliminary Report by facsimile, e-mail, or airmail within thirty days of the date of the accident unless the Accident/Incident Data Report has been sent by that time. When matters directly affecting safety are involved, it shall be sent as soon as the information is available and by the most suitable and quickest means available.

### **801-509 Accident/Incident Data Report -Accidents to aircrafts of maximum mass over 2250 kg**

When the aircraft involved in an accident is of a maximum mass of over 2250 kg, the EAAID, in case of conducting the investigation, shall send, as soon as practicable after the investigation, the Accident Data Report to the International Civil Aviation Organization.

### **801-510 Accident/Incident Data Report -Additional information**

In case of conducting the investigation, the EAAID should, upon request, provide other States and / or organization specialized in aviation accident / incident investigation with pertinent information additional to that made available in the Accident/Incident Data Report.

### **801-511 Accident/Incident Data Report -Incidents to aircrafts of maximum mass over 5 700kg**

If the EAAID conducts an investigation into an incident to an aircraft of a maximum mass over 5700 kg, it shall send, as soon as is practicable after the investigation, the Incident Data Report to the International Civil Aviation Organization.

**Note.** The types of incidents which are of main interest to the International Civil

Aviation Organization for accident prevention studies are listed in Attachment C of Annex 13 to the convention on International Civil Aviation.

**Reserved From 801-513 to 801-599**

## **Chapter 8**

### **Accidents prevention measures**

**Note.** In addition to the provisions of this ECAR, other provisions relative to the promotion of accident prevention by collection and analysis of safety data and by a prompt exchange of safety information, as part of the State safety programme (SSP), are included in Annex 19 to the convention on international civil aviation and included into the Egyptian Civil Aviation regulations as ECAR 19 — Safety Management and, to this effect, are applicable to this ECAR 801. Further guidance is contained in the Safety Management Manual (Doc 9859) issued by ICAO.

#### **801-601 Mandatory Occurrence Reporting System**

The EAAID shall establish and maintain a mandatory reporting system of accidents and incidents to facilitate the effective collection of information on actual or potential safety deficiencies in aviation safety.

The following are responsible to report to the EAAID and ECAA

A) In case of Aircraft Accident or incident occurring in the territory of the republic.

1. Each crew member must notify the nearest competent authority, upon the occurrence of an accident / incident to his/her aircraft, if in a condition allowing him/her such.
2. Each aircraft captain shall, upon detecting another aircraft's accident / incident in the air, notify the Air Traffic Control Unit of such accident/incident.
3. The aircraft operators shall notify the EAAID and the ECAA of his/her aircraft's accident / incident once he is aware of such.
4. Aerodromes, managers and operators must notify the EAAID and ECAA of the aircrafts' accidents / incidents once they are aware of such.

B) Aircraft Accidents and incidents occurring outside the territory of the republic to Egyptian aircrafts or which are operated by Egyptian individuals or companies, owners or their representatives shall notify the EAAID and ECAA once they are aware of such.

#### **801-605 Analyzing Database systems and taking preventive action**

**Note-** ADREP might be part of "Safety Database" to be only one or multiple databases- as stated in Annex 19 of the convention on International civil Aviation – Safety Management systems. More provisions and guidance regarding database are

stated in the safety management manual (Doc.9859) issued by ICAO.

- A) The EAAID shall establish and maintain an accident and incident database to facilitate the effective analysis of information on actual or potential safety deficiencies and to determine any preventive actions required.
- B) The EAAID shall adopt ECCAIRS database which comply with the Accidents & Incidents reporting system ADREP to facilitate the exchange of information with The International Civil Aviation Organization and states all over the world.

**Note.** Additional information on which to base preventive actions may be contained in the Final Reports on accidents and incidents that have been investigated.

- C) The EAAID shall send the preventive actions needed on actual or potential safety deficiencies to The Egyptian Civil Aviation Authority as well as other concerned entities for implementation. EAAID should also follow up such implementation.
- D) If the EAAID found out, through analysis of information on its database, issues to be considered as important for other states, it should send the information related to aviation safety to such states as soon as possible.
- E) In addition to safety recommendations arising from accidents and incidents investigations, safety recommendations may result from diverse sources including safety studies. If safety recommendations are addressed to an organization in another State, they shall also be transmitted to that State's accident investigation authority
- F) The authority responsible for the implementation of the state safety program in Egypt is permitted to access the aircraft accidents and incidents of the EAAID.

### **801-607 Exchange of information related to aviation safety**

In case networks are available to exchange aviation safety information among aviation system stakeholders to maintain a free exchange among users on actual or potential safety deficiencies, the EAAID should participate in such networks according to available sources.

**Note1.** Definitions, classifications, and figures should be unified to facilitate data exchange.

### **Reserved From 801-608 to 801-699**