

**CIVIL AVIATION REGULATIONS**

**SURINAME**

**PART 14 - AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION**

**VERSION 1.0**

**June 2009**

**“LEFT BLANK INTENTIONALLY”**



# CONTENTS

<b>PART 14 - AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION .....</b>	<b>1</b>
<b>14.1 GENERAL .....</b>	<b>1</b>
14.1.1 Applicability .....	1
14.1.2 Objectives .....	1
14.1.3 Definitions .....	1
14.1.4 Abbreviations .....	4
14.1.5 Establishment of a Board of Inquiry .....	5
<b>14.2 NOTIFICATION.....</b>	<b>5</b>
14.2.1 Accidents or serious incidents in Suriname to foreign registered aircraft.....	5
14.2.1.1 Notification responsibility .....	5
14.2.1.2 Format and content of the notification .....	6
14.2.1.3 Additional information.....	7
14.2.2 Accidents or serious incidents in Suriname involving a Surinamese aircraft or accidents or serious incidents involving a Surinamese aircraft in another contracting state, a non contracting state or outside the territory of any state .....	7
14.2.2.1 Notification responsibility .....	7
14.2.3 Information - Participation.....	7
<b>14.3 INVESTIGATION .....</b>	<b>8</b>
14.3.1 Responsibility for institution and conduct of the investigation.....	8
14.3.1.1 Accident or incidents in Suriname or to Surinamese registered aircraft.....	8
14.3.2 Organisation and conduct of the investigation responsibility of the CASAS.....	9
14.3.2.1 General.....	9
14.3.2.2 Nature of Investigation .....	9
14.3.2.3 Appointment of Investigator-in-charge, Investigators & Accredited Representatives.....	9
14.3.2.3.1 Investigator-in-charge .....	9
14.3.2.3.2 Investigators and Accredited Representatives .....	10
14.3.2.4 Investigator-in-charge - Access and control.....	10
14.3.2.5 Protection and preservation of items of evidence .....	11
14.3.2.6 Release from custody.....	11
14.3.2.7 Co-ordination - Judicial authorities.....	11
14.3.2.8 Request from other States .....	11
14.3.2.9 Autopsy examinations.....	11
14.3.2.10 Flight recorders - Accidents and Incident .....	12
14.3.2.11 Disclosure of records .....	12
14.3.2.12 Re-opening of investigation.....	13
<b>14.4 SHARING OF INFORMATION .....</b>	<b>13</b>
14.4.1 Information - Accidents and Incidents.....	13
14.4.2 Pertinent information - Accidents and Incidents.....	13
14.4.3 Flight recorders - Accidents and serious incidents.....	13
14.4.4 Organisational information.....	13
<b>14.5 PARTICIPATION IN THE INVESTIGATION OF OCCURENCES IN SURINAME .....</b>	<b>14</b>
14.5.1 Participation of the state of registry, the state of the operator, the state of design and the state of manufacture .....	14
14.5.1.1 Rights.....	14
14.5.1.2 Adviser.....	14
14.5.1.3 Obligations.....	14
14.5.2 Participation of other states.....	15
14.5.2.1 Rights.....	15
14.5.3 Entitlement of accredited representatives .....	15
14.5.3.1 Advisers .....	15
14.5.3.2 Participation.....	15
14.5.3.3 Obligations.....	16
14.5.4 Participation of States having suffered fatalities or serious injuries to its citizens .....	16
14.5.4.1 Rights and entitlement .....	16

<b>14.6</b>	<b>REPORTING.....</b>	<b>17</b>
14.6.1	Preliminary Report.....	17
14.6.1.1	Responsibility of the CASAS - Accidents in Suriname.....	17
14.6.1.2	Form and dispatch of the preliminary report.....	17
14.6.1.2.1	Language.....	17
14.6.1.2.2	Dispatch.....	17
14.6.2	Accident/Incident data report.....	18
14.6.2.1	Responsibility of the CASAS - Accidents in Suriname.....	18
14.6.2.2	Responsibility of the CASAS - Incidents in Suriname.....	18
14.6.3	Final Report.....	18
14.6.3.1	Responsibility of the CASAS.....	18
14.6.3.2	Recipient States of the Final Report.....	19
14.6.3.3	Publication of the Final Report.....	19
14.6.3.4	Publication - consent.....	19
14.6.3.5	Forwarding of incident information.....	20
<b>14.7</b>	<b>ACCIDENT PREVENTION MEASURES.....</b>	<b>20</b>
14.7.1	Responsibility of the CASAS.....	20
14.7.1.1	Prompt preventive action.....	20
14.7.1.2	Report analysis - preventive actions.....	20
14.7.1.3	Incident reporting.....	20
14.7.1.4	Safety recommendations - Dispatch.....	20
14.7.2	Responsibility of a State receiving safety recommendations.....	20
14.7.2.1	Action on safety recommendations.....	20
<b>14.8</b>	<b>MANDATORY AND VOLUNTARY REPORTING.....</b>	<b>21</b>
14.8.1	Reporting obligations.....	21
<b>PART 14 - IMPLEMENTING STANDARDS.....</b>		<b>24</b>
IS: 14.8.1	Reporting obligations.....	24

## Introduction

---

This Part provides the requirements pertaining to aviation occurrences involving Surinamese registered civil aircraft wherever operated, foreign registered aircraft operated by Surinamese AOC holders and all other aviation occurrences in Suriname. This part is based on the standards of ICAO Annex 13.

In accordance with the Act on Safety & Security of Civil Aviation in Suriname chapter 5 article 18, the Attorney General shall appoint a Board of Inquiry that will be charged with the conduct of an investigation of aircraft accidents. The Act also establishes the Civil Aviation Safety Authority Suriname that besides being charged with the supervision and inspection of compliance with the provisions of the Civil Aviation Legislation, it is also charged with all other tasks related to aviation safety and the security as regards to the services offered.

Based on the foregoing, the CASAS is responsible for the investigation of all aviation occurrences. The main objective of any investigation of aviation occurrences whether these being accidents or incidents, is the prevention of occurrences with similar causal factors. It is therefore of utmost importance that investigators recognize deficiencies within the systems being investigated and promptly issue safety recommendations in order to establish procedures for their mitigation. These safety recommendations shall at the most soonest opportunity be implemented by those concerned.

The CASAS Accident and Incident Investigation Policy and Procedures Manual, the ICAO Accident and Incident Reporting Manual (Doc 9156), the ICAO Manual of Aircraft Accident Investigation (Doc 6920), the ICAO Manual of Aircraft Accident and Incident Investigation (Doc 9756), the ICAO Accident Prevention Manual (Doc 9422) and the ICAO Manual of Civil Aviation Medicine (Doc 8984), provide valuable information on the actual conduct of the investigation and reporting of aviation occurrences.

-----

## 14.1 GENERAL

### 14.1.1. APPLICABILITY

This Part prescribes the requirements for the investigation of aviation occurrences applicable to:

- (a) Aircraft operations in Suriname;
- (b) Operations of Surinamese registered aircraft and
- (c) Aircraft operations by Surinamese AOC holders, wherever they occurred.

### 14.1.2. OBJECTIVES

- (a) The sole objective of the investigation of an accident or incident under these Regulations shall be the prevention of accidents and incidents; it shall not be the purpose of such an investigation to apportion blame or liability.
- (b) Nothing in this Part shall be construed as prohibiting or limiting any person or body in the lawful investigation of an aviation occurrence for any purpose other than the promotion of aviation safety.
- (c) In accordance with the Civil Aviation Safety and Security Act, the CASAS has been charged with all tasks related to aviation safety and security with regard to the services offered, and therefore is the responsible authority for the conduct of the investigation of aviation occurrences and in the case of an accident, the production of the preliminary report which shall be submitted to the Attorney General.

### 14.1.3 DEFINITIONS

For the purpose of Part 14 the following definitions will apply:

- (1) **“Accident”** means an occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, in which:
  - (a) A person is fatally or seriously injured as a result of:
    - (i) being in or upon the aircraft;
    - (ii) coming into direct contact with any part of the aircraft, including any part that has become detached from the aircraft;  
or
    - (iii) direct exposure to jet blast,

except when such injuries are from natural causes, self-inflicted, inflicted by another person or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew; or

- (b) The aircraft sustaining damage or structural failure which:
  - (i) adversely affects the structural strength, performance or flight characteristics of the aircraft; and
  - (ii) normally requires 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 accessories; or for damage limited to propellers, wing tips, antennas, tires, brakes, fairings, small dents or puncture holes in the aircraft skin; or

- (c) The aircraft is missing or is completely inaccessible.

- (2) "**Accredited representative**" means a person designated by a state, on the basis of his qualification, for the purpose of participating in an investigation conducted by another state;
- (3) "**Adviser**" means a person appointed by a State on the basis of his or her qualifications for the purpose of assisting its accredited representative to an investigation.
- (4) "**Aircraft**" means any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of air against the earth's surface.
- (5) "**Act**" – The Act on Safety & Security of Civil Aviation in Suriname
- (6) "**Aviation occurrence**" means any accident or incident associated with the operation of an aircraft;
- (7) "**Board of inquiry**" means a board of inquiry established under chapter 5 article 18 of the Act.
- (8) "**Causes**" means actions, omissions, events, conditions, or a combination thereof, which led to the accident or incident.
- (9) "**Director**" means the Director of the Civil Aviation Safety Authority Suriname
- (10) "**Flight recorder**" means any type of recorder installed in the aircraft for the purpose of complementing accident/incident investigation.
- (11) "**Flight time**" means the time which elapses between the embarkation of persons to an aircraft with the intention of taking flight and ends upon the disembarkation of such persons from the aircraft.
- (12) "**Incident**" means any occurrence, other than an accident, associated with the operation of an aircraft which affects or could affect the safety of operation.
- (13) "**Investigation**" means a 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, when appropriate, the making of safety recommendations.
- (14) "**Investigator**" means a duly qualified person appointed by the Suriname to assist in the investigation of an aviation occurrence.



- (15) **“Investigator-In-Charge”**. A person charged, on the basis of his or her qualifications, with the responsibility for the organization, conduct and control of an investigation.
- (16) **Maximum mass**. Maximum certificated take-off mass.
- (17) **Operator**. A person, organization or enterprise engaged in or offering to engage in an aircraft operation.
- (18) **Preliminary Report**. The communication used for the prompt dissemination of data obtained during the early stages of the investigation.
- (19) **Public aircraft**. An aircraft operated by or on behalf of the Surinamese Government
- (20) **Safety recommendation**. A proposal of the accident investigation authority of the State conducting the investigation, based on information derived from the investigation, made with the intention of preventing accidents or incidents.
- (21) **Serious incident**. An incident involving circumstances indicating that an accident nearly occurred.  
*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 of Annex 13 and in the Accident/Incident Reporting Manual (Doc 9156).*
- (22) **Serious injury**. An injury which is sustained by a person in an accident and which:
- a) requires hospitalisation 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.
- (23) **State of Design**. The State having jurisdiction over the organization responsible for the type design.
- (24) **State of Manufacture**. The State having jurisdiction over the organization responsible for the final assembly of the aircraft.
- (25) **State of Occurrence**. The State in the territory of which an accident or incident occurs.
- (26) **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.
- (27) **State of Registry**. 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).*

#### **14.1.4 ABBREVIATIONS**

For the purpose of this Part the following abbreviations are utilized:

ACARS	-	Aircraft Communications and Reporting System
ADM	-	Aeronautical Decision Making
AD/SB	-	Airworthiness Directive/Service Bulletin
A&L	-	Approach & Landing
A&P	-	Airframe & Powerplant
AOC	-	Air Operators Certificate
ATM	-	Air Traffic Management
ATS	-	Air Traffic Services
CARS	-	Civil Aviation Regulations of Suriname
CASAS	-	Civil Aviation Safety Authority Suriname
CEO	-	Chief Executive Officer
CFIT	-	Controlled Flight Into Terrain
CRM	-	Crew Resource Management
CVR	-	Cockpit Voice Recorder
ECCAIRS	-	European Co-ordination Centre for Aviation Incident Reporting Systems
EGPWS	-	Enhanced Ground Proximity Warning System
EUROCAE	-	European Organization for Civil Aviation Electronics
FAA	-	Federal Aviation Administration
FADEC	-	Full Authority Digital Engine Control
FAR	-	Federal Aviation Regulations
FDR	-	Flight Data Recorder
FOD	-	Foreign Object Damage
GPS	-	Global Positioning System

ICAO	-	International Civil Aviation Organization
IFR.	-	Instrument Flight Rules
IGV	-	Inlet Guide Vanes
IIC	-	Investigator-In-Charge
IMC	-	Instrument Meteorological Conditions
PR	-	Public Relations
QAR	-	Quick Access Recorder
SSCVR	-	Solid State CVR.
SSFDR	-	Solid State FDR
STC	-	Supplemental Type Certificate
TCAS	-	Traffic Collision Avoidance System
TOLD	-	Takeoff and Landing Data card
VMC	-	Visual Meteorological Conditions
Vne	-	never exceed speed
Vd	-	dive speed (test flights)
VFR	-	Visual Flight Rules;
W&B	-	Weight & Balance

### **14.1.5 ESTABLISHMENT OF A BOARD OF INQUIRY**

In accordance with article 18 of the Act, the Attorney General of Suriname shall establish a Board of Inquiry to inquire into the circumstances of any aviation accident and determine the probable cause of the accident.

## **14.2 NOTIFICATION**

### **14.2.1 ACCIDENTS OR SERIOUS INCIDENTS IN SURINAME TO FOREIGN REGISTERED AIRCRAFT**

#### **14.2.1.1 Notification responsibility**

- (a) The CASAS shall forward a notification of an accident or serious incident that occurred in Suriname involving a foreign registered aircraft 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.
- (b) When Suriname is aware of a serious incident involving a Surinamese registered aircraft or a Surinamese operator and when the State of Occurrence is not aware of such a serious incident in its territory, the CASAS shall forward a notification to the State of Design, the State of Manufacture and the State of Occurrence.

*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. More than one means of communication may be appropriate.*

#### **14.2.1.2. Format and content of the notification**

The notification shall be in plain English language and shall contain as much of the following information as is readily available, but it's dispatch shall not be delayed due to the lack of complete information:

- a) for accidents the identifying abbreviation ACCID, for serious 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) name of the pilot-in-command, and nationality of crew and passengers;
- e) date and time (local time or UTC) of the accident or serious 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 serious incident and the extent of damage to the aircraft so far as is known;
- j) an indication to what extent the investigation will be conducted or is proposed to be delegated by Suriname;
- k) physical characteristics of the accident or serious incident area; as well as an indication of access difficulties or special requirements to reach the site; and
- l) identification of the CASAS as the originating authority and means to contact the Investigator In Charge and the Director at any time; and
- m) presence and description of dangerous goods on board the aircraft.

*Note: 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 serious incident investigations. For messages sent over the public telecommunications 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 telegraphic addresses, when notified to ICAO, are published in the ICAO Manual Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services (Doc 8585).*

#### **14.2.1.3 Additional information**

The CASAS shall dispatch the details omitted from the original notification as well as other known relevant information as soon as they become available to the States and organizations as noted in 14.2.1.1(a).

### **14.2.2 ACCIDENTS OR SERIOUS INCIDENTS IN SURINAME INVOLVING A SURINAMESE AIRCRAFT OR ACCIDENTS OR SERIOUS INCIDENTS INVOLVING A SURINAMESE AIRCRAFT IN ANOTHER CONTRACTING STATE, A NON CONTRACTING STATE OR OUTSIDE THE TERRITORY OF ANY STATE.**

#### **14.2.2.1 Notification responsibility**

When the CASAS institutes the investigation of an accident or serious incident involving a Surinamese aircraft wherever it may be, the CASAS shall forward a notification, in accordance with 14.2.1.2 and 14.2.1.3 with a minimum of delay, and by the most suitable and quickest means available, to:

- a) the State of the Operator;
- b) the State of Design;
- c) the State of Manufacture; and
- d) the International Civil Aviation Organization, when the aircraft involved is of a maximum mass of over 2,250 kg.

*Note: Telephone, facsimile, e-mail or the AFTN will in most cases constitute the most suitable and quickest means available. More than one means of communication may be appropriate.*

### **14.2.3 INFORMATION – PARTICIPATION**

- (a) If Suriname receives notification of an accident or serious incident involving aircraft registered in Suriname or involving aircraft operated by a Surinamese certified operator, the Director shall acknowledge receipt of such notification to the appropriate authorities of the State that forwarded the notification.

- (b) The Director shall as soon as possible forward to the State of Occurrence and the State of Registry if applicable all relevant information available regarding the aircraft and flight crew involved in the occurrence. The information shall also include details of any Dangerous Goods that may have been present on board the aircraft.
- (c) The Director shall also inform the appropriate authorities of the State of Occurrence and the State of Registry, if appropriate, of Suriname's intention to appoint an accredited representative to take part in the investigation. The Director shall also provide this State with all relevant details of this representative. If the occurrence involved an aircraft registered in Suriname, the Director shall also forward the decision to take part in the investigation to the State of the Operator (if appropriate), the State of Design, the State of Manufacture and the International Civil Aviation Organisation if the occurrence involved an aircraft with a MTOM > 2250Kg.

## **14.3 INVESTIGATION**

### **14.3.1 RESPONSIBILITY FOR INSTITUTION AND CONDUCT OF THE INVESTIGATION**

#### **14.3.1.1 Accident or incidents in Suriname or to Surinamese registered aircraft**

- (a) The CASAS shall institute an investigation into the circumstances of all accidents that occurred in Suriname and those that occurred in another State and involved aircraft registered in Suriname and aircraft operated by Surinamese certified operators. The Director will inform the State of Occurrence of the appointment of an accredited representative who will take part in the investigation.
- (b) The CASAS shall institute an investigation into the circumstances of all incidents involving aircraft registered in Suriname and aircraft operated by Surinamese certified operators wherever they may have occurred. If a serious incident occurred in a State other than Suriname, that State shall be sent a notification of the investigation being conducted and the contact details for the Investigator In Charge appointed for the purpose of the investigation.
- (c) If the accident or incident occurs in a foreign state not bound by the provisions of Annex 13 to the Chicago Convention, or if the accident or incident involves a public aircraft, the conduct of the investigation shall be in consonance with any agreement entered into between the Government of Suriname and the foreign state.
- (d) The CASAS may delegate the whole or any part of the conducting of an occurrence investigation to the State of Registry, the State of the Operator, the State of Design, the State of Manufacture or the State of occurrence. In any event the CASAS will use every means to facilitate the investigation.

*Note 1: The above does not preclude Suriname from permitting other already existing types of investigations of incidents, serious or not by other organizations.*

*Note 2: When the whole investigation is delegated to another State, such a State is expected to be responsible for the conduct of the investigation, including the issuance of the Final Report and the ADREP reporting. When a part of the investigation is delegated, Suriname will retain the responsibility for the conduct of the investigation.*

- (e) If the scene of an accident in international waters is nearest to Suriname, the CASAS shall provide such assistance as they are able and shall, likewise, respond to requests by the State of Registry.

## **14.3.2 ORGANISATION AND CONDUCT OF THE INVESTIGATION RESPONSIBILITY OF THE CASAS**

### **14.3.2.1 General**

- (a) The CASAS shall have independence in the conduct of its investigation and have unrestricted authority over its conduct.
- (b) The investigation shall include the gathering, recording and analysis of all available relevant information, if possible the determination of the causes, and the completion of a Report and if appropriate the issue of safety recommendations. When possible the scene of the occurrence will be visited, the wreckage examined and statements taken from witnesses.

*Note: The Manual of Aircraft Accident Investigation (ICAO Doc 6920) contain guidance material for the organization, conduct and control of an investigation. Nothing prevents the CASAS when it is conducting the investigation from calling upon the best technical expertise from any source.*

### **14.3.2.2 Nature of Investigation**

- (a) The results of the investigation are used to ascertain measures that would best tend to prevent similar accidents or incidents in the future.
- (b) Accident or incident investigations are fact-finding proceedings with no formal issues and no adverse parties. They are not conducted for the purpose of determining the rights or liabilities of any person.

### **14.3.2.3 Appointment of Investigator-in-charge, Investigators & Accredited Representatives**

#### **14.3.2.3.1 Investigator-In-Charge**

- (a) The Director shall appoint an Investigator-in-charge, who shall have the duties, rights and responsibilities as set out in section 14.3.2.

- (b) Subject to paragraph (c), an Investigator-In-Charge shall have the authority to direct the conduct of the investigation in respect of the aviation occurrence to which his appointment relates.
- (c) The Investigator-In-Charge shall be charged with the preparation of the preliminary report of the aviation accident. For all other occurrences he shall be charged with the production of the final report.
- (d) The Investigator-In-Charge shall be responsible for co-ordination with the judicial authorities of Suriname during the conduct of the investigation.
- (e) The Investigator In-Charge shall submit all reports to the Director.
- (f) If, in the course of an investigation it becomes known, or is suspected, that an act of unlawful interference was involved, the Investigator-In-Charge shall immediately initiate action to ensure that the appropriate Surinamese authorities are so informed.
- (g) The Director may confirm or for good cause revoke, in writing, the appointment of an Investigator-In-Charge.
- (h) Where the Director revokes, the appointment of an Investigator-In-Charge, he may appoint another person to be the Investigator-In-Charge.

#### **14.3.2.3.2 Investigators and Accredited Representatives**

- (a) An Investigator-In-Charge may be assisted in the conduct of his investigation pursuant to this Part, by-
  - (1) an Investigator appointed in relation to the aviation occurrence;
  - (2) an accredited representative,
- (b) Such Investigator or accredited representative, as the case maybe, shall report to and be subject to the directions of the Investigator-In-Charge.
- (c) An accredited representative shall be entitled to appoint one or more advisers to assist the accredited representative in the investigation.

#### **14.3.2.4 Investigator-In-Charge - Access and control**

- (a) The Investigator-In-Charge shall, in consultation with the judicial authorities 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 authorised personnel participating in the investigation.



- (b) 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 readouts of flight recorder recordings.

#### **14.3.2.5 Protection and preservation of items of evidence**

- (a) The Investigator-In-Charge shall, in consultation with the judicial authorities, take all reasonable measures to protect the evidence and to maintain safe custody of the aircraft and its contents for as long as is reasonably practicable and compatible with the proper conduct of the investigation to be performed by him and by an accredited representative if applicable.
- (b) Protection of evidence shall include the preservation, by photographic or other means of any evidence which might be removed, effaced, lost or destroyed. Safe custody shall include protection against further damage, access by unauthorised persons, pilfering and deterioration.

*Note: Protection of flight recorder evidence requires that the recovery and handling of the recorder and its recordings **be assigned only to qualified persons***

#### **14.3.2.6 Release from custody**

The Investigator-In-Charge shall, in consultation with the judicial authorities, release custody of the aircraft, its contents or any parts thereof which are no longer required in the CASAS investigation, to any person or persons duly designated by the State of Registry or the State of the Operator, as applicable. For this purpose the Investigator-In-Charge shall 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 Investigator-In-Charge finds it impracticable to grant such access, he shall effect removal to a point where access can be given.

#### **14.3.2.7 Co-ordination - Judicial authorities**

The Investigator-In-Charge shall be responsible for co-ordination with the judicial authorities of Suriname. 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 readouts of flight recorder recordings.

#### **14.3.2.8 Request from other States**

When the CASAS receives a request from the State of Registry, the State of the Operator, State of Design or State of Manufacture that the aircraft, its contents, and any other evidence remain undisturbed pending inspection by an accredited representative of the requesting State, the Investigator-In-Charge in consultation with judicial authorities shall take all necessary steps to comply with such request.

#### **14.3.2.9 Autopsy examinations**

The Investigator-In-Charge is authorized, in consultation with judicial authorities to obtain, with or without reimbursement, a copy of the report of an autopsy performed on any person who dies as a result of having been involved in an aircraft accident in Suriname.

#### **14.3.2.10 Flight recorders - Accidents and Incident**

- (a) The CASAS shall make effective use of Flight Recorders when conducting its investigation of an accident or incident.
- (b) The CASAS is responsible for arranging for the readout of the flight recorder without delay by read out facilities, giving due consideration to the following:
  - the capabilities of the readout facility;
  - the timeliness of the readout; and
  - the location of the readout facility.

#### **14.3.2.11 Disclosure of records**

- (a) While the CASAS conducts the investigation of an accident or incident, it shall not make the following records available for purposes other than accident or incident investigation, unless the Attorney General determines that their disclosure outweighs the adverse domestic and international impact such action may have on that or any future investigations:
  1. all statements taken from persons by the investigation authorities 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. cockpit voice recordings and transcripts from such recordings;
  5. recordings and transcripts of recordings from air traffic control units; and
  6. opinions expressed in the analysis of information, including flight recorder information.
- (b) The records in paragraph (a) shall be included in the 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.

*Note: Information contained in the records listed above, which includes information given voluntarily by persons interviewed during the investigation of an accident or incident, could be utilised inappropriately for subsequent disciplinary, civil, administrative and criminal proceedings. If such information is distributed, it may, in the future, no longer be openly disclosed to investigators. Lack of access to such information would impede the investigative process and seriously affect flight safety.*

#### **14.3.2.12 Re-opening of investigation**

- (a) The Director may cause the investigation of any accident or incident to be reopened and shall do so:
  - (1) if, after the completion of the investigation, evidence has been disclosed which is in his opinion both new and important; or
  - (2) if for any other reason there is in his opinion ground for suspecting that the reputation of any person has been unfairly and adversely affected.
- (b) However, if the original investigation was instituted by a State other than Suriname, then the CASAS will first obtain the consent of that State prior to the re-opening.
- (c) Any investigation reopened shall be subject to and conducted in accordance with the provisions of these Regulations.

### **14.4 SHARING OF INFORMATION**

#### **14.4.1 Information - Accidents and Incidents**

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

#### **14.4.2 Pertinent information - Accidents and Incidents**

When the facilities or services of Suriname have been, or would normally have been, used by an aircraft prior to an accident or incident, and where Suriname has information pertinent to the investigation, the CASAS shall provide that information to the State conducting the investigation.

#### **14.4.3 Flight recorders - Accidents and serious incidents**

When a Surinamese registered aircraft or an aircraft operated by a Surinamese operator is involved in an accident or an incident and lands in a State other than the State of Occurrence, the CASAS shall, on request from the State conducting an investigation, furnish the latter State with the flight recorder records and, if necessary, the associated flight recorders.

#### **14.4.4 Organisational information**

Where a Surinamese registered or an aircraft operated by a Surinamese certified operator is involved in an accident or incident outside the territory of Suriname, the CASAS shall

provide, on request from the State conducting the investigation, pertinent information on any organisation whose activities may have directly or indirectly influenced the operation of the aircraft.

## **14.5 PARTICIPATION IN THE INVESTIGATION OF OCCURENCES IN SURINAME**

### **14.5.1 PARTICIPATION OF THE STATE OF REGISTRY, THE STATE OF THE OPERATOR THE STATE OF DESIGN AND THE STATE OF MANUFACTURE**

In general, the Director designates parties to participate in the investigation. Parties shall be limited to those persons, government agencies, companies and associations whose employees, functions, activities or products were involved in the accident or incident and who can provide suitable qualified technical personnel to actively assist in the investigation. No other entity is afforded the right to participate in accident investigations by the Director.

#### **14.5.1.1 Rights**

The State of Registry, the State of the Operator, the State of Design and the State of Manufacture which ever is applicable shall each be entitled to appoint an accredited representative to participate in the CASAS investigation.

#### **14.5.1.2 Adviser**

- (a) The State of Registry or the State of the Operator may appoint one or more advisers nominated by the operator, to assist its accredited representative.
- (b) The State of Design and the State of Manufacture shall be entitled to appoint one or more advisers, proposed by the organizations responsible for type design and the final assembly of the aircraft to assist their accredited representatives. This also applies to the State that designed and/or manufactured the power plant and other major components of the aircraft.

#### **14.5.1.3 Obligations**

- (a) In accordance with ICAO requirements, when Suriname conducts an investigation into an accident involving a foreign registered aircraft of a maximum mass of over 2,250 kg the CASAS may request participation by the State of Registry and/or the State of the Operator.
- (b) When the CASAS receives a request from a State conducting an investigation in to an aviation occurrence, a representative shall be appointed by the Director to participate in the investigation of that occurrence.

## **14.5.2 PARTICIPATION OF OTHER STATES**

### **14.5.2.1 Rights**

- (a) Any State which on request provides information, facilities or experts to CASAS during the conduct of an investigation shall be entitled to appoint an accredited representative to participate in the CASAS investigation.
- (b) Any State that provides an operational base for field investigations or is involved in search and rescue or wreckage recovery operations may also be entitled to appoint an accredited representative to participate in the CASAS investigation.

## **14.5.3 ENTITLEMENT OF ACCREDITED REPRESENTATIVES**

### **14.5.3.1 Advisers**

- (a) 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.
- (b) Advisers assisting an accredited representative shall be permitted, under the accredited representative's supervision, to participate in the investigation to the extent necessary to enable the accredited representative to make his or her participation effective.

### **14.5.3.2 Participation**

- (a) Participation in the investigation shall confer entitlement to participate in all aspects of the investigation, under the control of the Investigator-In-Charge, in particular to:
  - 1. visit the scene of the accident;
  - 2. examine the wreckage;
  - 3. obtain witness information and suggest areas of questioning;
  - 4. have full access to all relevant evidence as soon as possible;
  - 5. receive copies of all pertinent documents;
  - 6. participate in readouts of recorded media;
  - 7. participate in off-scene investigative activities such as component examinations, technical briefings, tests and simulations;
  - 8. participate in investigation progress meetings including deliberations related to analysis, findings, causes and safety recommendations; and
  - 9. make submissions in respect of the various elements of the investigations.

- (b) 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 14.5.2.1.

*Note 1: The form of participation will be subject to the procedures contained in these regulations and the CASAS Accident and Incident Investigation Policy and Procedures Manual except in cases where the expertise being provided by the accredited representative is not available in Suriname.*

*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 section precludes Suriname from extending participation beyond the entitlement enumerated.*

*Note 4: The pertinent documents referred to in (a)5 of this article also include documents such as the reports on examination of components or studies performed within the framework of the investigation.*

#### **14.5.3.3 Obligations**

Each accredited representative and his or her advisers:

- a. shall provide the Investigator-In-Charge 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 Investigator-In-Charge.

### **14.5.4 PARTICIPATION OF STATES HAVING SUFFERED FATALITIES OR SERIOUS INJURIES TO ITS CITIZENS**

#### **14.5.4.1 Rights and entitlement**

- (a) The CASAS shall permit a State which has a special interest in an accident which has occurred in Suriname, by virtue of fatalities or serious injuries to its citizens shall, upon making a request to do so, to appoint an expert who shall be entitled to:
1. visit the scene of the accident;
  2. have access to the relevant factual information;
  3. participate in the identification of the victims;
  4. assist in questioning surviving passengers who are citizens of the expert's State; and
  5. receive a copy of the Preliminary Report.
- (b) The State requesting such participation in the CASAS investigation shall justify the basis for its request.

## **14.6 REPORTING**

### **14.6.1 PRELIMINARY REPORT**

#### **14.6.1.1 Responsibility of the CASAS – Accidents in Suriname**

(a) **Aircraft over 2,250 kg**

When the aircraft involved in an accident in Suriname, is an aircraft of a maximum mass of over 2,250 kg, the CASAS shall send the Preliminary Report to:

- 1) the State of Registry,
- 2) the State of the Operator;
- 3) the State of Design;
- 4) the State of Manufacture;
- 5) any State which provided relevant information, significant facilities or experts; and
- 6) the International Civil Aviation Organisation.

(b) **Aircraft of 2,250 kg or less**

When an aircraft, not covered by paragraph (a), is involved in an accident in Suriname, and when airworthiness or matters considered to be of interest to other States are involved, the CASAS shall forward the Preliminary Report to:

- 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 which provided relevant information, significant facilities or experts.

#### **14.6.1.2 FORM AND DISPATCH OF THE PRELIMINARY REPORT**

##### **14.6.1.2.1 Language**

The Preliminary Report shall be submitted by the CASAS to the appropriate States and to the International Civil Aviation Organisation in the English language.

##### **14.6.1.2.2 Dispatch**

The Preliminary Report shall be sent by facsimile, e-mail or airmail within 30 (thirty) days of the date of the accident unless the Accident/Incident Data Report has been sent by that time. When matters directly involving safety are

involved, it shall be sent as soon as the information is available and by the most suitable and quickest means possible.

## **14.6.2 ACCIDENT/INCIDENT DATA REPORT**

### **14.6.2.1 Responsibility of the CASAS – Accidents in Suriname**

a) Whenever an accident involving an aircraft over 2,250 kg occurs in Suriname, the CASAS shall send, as soon as practicable after the investigation, the Accident Data Report to the International Civil Aviation Organisation.

b) Upon request from other States, the CASAS shall forward all additional information available to her which was not included in the Accident/ Incident report as submitted by her.

### **14.6.2.2 Responsibility of the CASAS – Incidents in Suriname**

- b) If an Incident which occurs in Suriname involves an aircraft of a maximum mass of over 5,700 kg, the CASAS shall send the Incident Data Report to the International Civil Aviation Organisation as soon as practicable after the investigation.
- b) When matters directly involving safety are involved, the Incident Data Report shall also be sent as soon as the information is available and by the most suitable and quickest means possible to:
- 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 which provided relevant information, significant facilities or experts.

## **14.6.3 FINAL REPORT**

### **14.6.3.1 Responsibility of the CASAS**

- (a) The CASAS shall send a copy of the draft Final Report to the State that instituted the investigation and to those States that participated in the investigation, including to the State of Registry, the State of the Operator, the State of Design and through it to organizations responsible for the type design, the State of Manufacture and through it to organizations responsible for final assembly of the aircraft, and to those that provided relevant information, significant facilities or experts who participated in the



investigation including the operator of the aircraft concerned, inviting their significant and substantiated comments on the report as soon as possible.

- (b) The substance of comments, received by the CASAS within sixty days of the date of the transmittal letter accompanying the draft Final Report, shall be included in the draft Final Report.
- (c) If no comments are received within sixty days, the Final Report shall be issued in accordance with subsection 14.6.3.2 of this Part, unless an extension of that period has been agreed to by the States concerned.
- (d) Comments to be appended to the Final Report will be restricted to non-editorial specific technical aspects of the Final Report upon which no agreement could be reached.
- (e) The CASAS will use the most suitable and quickest means available, such as facsimile, courier service, e-mail or express mail, when sending the draft Final Report to recipient States.

#### **14.6.3.2 Recipient States of the Final Report**

The Final Report of the investigation of an accident shall be sent with a minimum of delay by the CASAS to:

- a) the State of Registry;
- b) the State of the Operator;
- c) the State of Design;
- d) the State of Manufacture;
- e) any State having suffered fatalities or serious injuries to its citizens;
- f) any State which provided relevant information, significant facilities or experts; and
- g) The International Civil Aviation Organisation if the aircraft involved had an M.T.O.M >5700 Kg.
- h) the State that instituted the investigation.

#### **14.6.3.3 Publication of the Final Report**

In the interest of accident prevention, the CASAS shall publish and release the Final Report of an accident or serious incident as soon as possible. If the Final Report cannot be released within 12 months of the date of the occurrence, the CASAS should release an interim report on each anniversary of the occurrence detailing the progress and any safety issues raised.

#### **14.6.3.4 Publication - consent**

The CASAS 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 that conducted the investigation unless such reports or documents have already been published or released by that State.

#### **14.6.3.5 Forwarding of incident information**

If the CASAS conducts an investigation into an incident which involves matters to be of interest to other States, the CASAS shall forward to them the related information as soon as possible.

### **14.7 ACCIDENT PREVENTION MEASURES**

#### **14.7.1 RESPONSIBILITY OF THE CASAS**

##### **14.7.1.1 Prompt preventive action**

At any stage of the investigation of an accident or incident that occurred in Suriname, the CASAS shall recommend to the appropriate authorities, including those in other States, any preventive action which needs to be taken promptly to prevent similar occurrences.

##### **14.7.1.2 Report analysis - preventive actions**

The CASAS shall analyse the information contained in its accident/incident reports in order to determine any preventive actions required.

##### **14.7.1.3 Incident reporting**

The CASAS shall establish an incident reporting system to facilitate collection of information on actual or potential safety deficiencies.

##### **14.7.1.4 Safety recommendations - Dispatch**

- (a) The CASAS shall forward, when appropriate, any safety recommendations arising out of its investigations to the accident investigation authorities of other States concerned and, when ICAO documents are involved, to ICAO.
- (b) When Final Reports contain safety recommendations addressed to ICAO, because ICAO documents are involved, these reports shall be accompanied by a letter outlining the specific action proposed.

#### **14.7.2 RESPONSIBILITY OF A STATE RECEIVING SAFETY RECOMMENDATIONS**

##### **14.7.2.1 Action on safety recommendations**

The CASAS shall inform the State from which it has received any safety recommendations or other proposals for preventive action of the preventive action taken or under consideration, or the reason why no action will be taken.

## **14.8 MANDATORY AND VOLUNTARY REPORTING**

### **14.8.1 REPORTING OBLIGATIONS**

- (a) In addition to the requirements of CARS Part 5 subsection 5.5.1.4., Part 8 subsections 8.5.1.22 and 8.5.1.23, the operator of any civil aircraft, or any public aircraft, whilst operating in or over Suriname, the operator of an aircraft registered in Suriname and the operator of an aircraft operated by a Surinamese certified operator, shall immediately, and by the most expeditious means available, notify the Director when an aircraft accident or serious incident occurs.
- (b) Every person who:
- (1) Is involved in, observes or knows of an aircraft accident or serious incident, shall make a report thereon to the CASAS.
  - (2) A person shall not make any report which he knows or has reason to believe is false in any particular way.
  - (3) In addition to the mandatory accident and incident reporting in (1) any person may make a report of any incident or actual or potential safety deficiency to the CASAS. Such reports shall:
    - (i) facilitate collection of information that is not reported under the mandatory reporting system in (1);
    - (ii) be non-punitive in nature, except that this immunity shall not apply where the reported occurrence resulted from the reporter's own reckless conduct, gross negligence, or willful misconduct;
    - (iii) protect the confidentiality of the reporter;
    - (iv) not be accepted by the CASAS if the reporter remains anonymous; and
    - (v) relate only to incidents or actual or potential safety deficiencies and shall not be used for any purpose other than to enhance safety.

*See IS 14.8.1 for detailed reporting requirements*

**CIVIL AVIATION REGULATIONS**

**SURINAME**

**PART 14 - IMPLEMENTING STANDARDS**

**VERSION 1.0**

**JUNE 2009**

**“LEFT BLANK INTENTIONALLY”**

**IS: 14.8.1 Reporting obligations**

- a) Besides the incidents that have to be reported in accordance with the requirements of the CARS articles mentioned in this Part, the following listed incidents are considered to be serious incidents and must be reported:
- flight control system malfunction or failure;
  - inability of any required flight crewmember to perform normal flight duties as a result of injury or illness;
  - failure of structural components of a turbine engine excluding compressor and turbine blades and vanes;
  - in-flight fire; or
  - aircraft collision or near collision either in flight, or during ground operation;
  - damage to property, other than the aircraft.

For large multi-engine aircraft (more than 5700 Kg maximum takeoff Mass);

- in-flight failure of electrical systems which requires the sustained use of an emergency bus powered by a backup source such as a battery, auxiliary power unit, or air driven generator to retain flight control or essential instruments;
  - in-flight failure of hydraulic systems that results in sustained reliance on the sole remaining hydraulic or mechanical system for movement of flight control surfaces;
  - sustained loss of the power or thrust produced by two or more engines; and an evacuation of an aircraft in which an emergency egress system is utilized.
- b) The notification requirement also applies when an aircraft is overdue and is believed to have been involved in an accident.
- c) Information to be given in the Notification to the Director

The following information shall be provided to the Director, if available:

- type, nationality, and registration marks and serial number of the aircraft;
- name of owner, and operator of the aircraft;
- name of the pilot in command, and nationality of crew and passengers;
- date and time of the accident or incident;
- last point of departure and point of intended landing of the aircraft;
- position of the aircraft with reference to some easily defined geographical point.;
- number of crew and passengers aboard, and if applicable number killed, and number seriously injured;

- nature of the accident or serious incident, the weather and the extent of damage to the aircraft, so far as is known; and
- presence and description of any explosives, radioactive materials, or other dangerous articles carried.