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## Annex 13 chicago convention pdf

According to him there are 13 states that conduct investigations when: a. One person is seriously injured. The aircraft maintains damage or structural failure c. The aircraft deserves an investigation in which some instances of incidents are missing or completely inaccessible: aircraft off a runway, more than a plane shooting runway, landing equipment, landing fall, tire miss, negligence and aircraft fire on the ground. Under this state, the investigation into the accident will be led in the accident where the accident occurs. Besides accident where other major parties are involved in the condition where the aircraft is registered, the state where the airline is from the operator, or the state where the aircraft is designed or designed. ICAO has 13 stipulations that have the right to appoint an approved representative for investigation to the registry, operator, design and preparation states. The approved representatives with the help of their advisers (i.e. investigators) will have the right to participate in all aspects of the investigation. Singapore is a party for the ICAO convention. When an accident occurs within the territorial jurisdiction of Singapore, the Ministry of Transport (Kleja) will lead the investigation. When an accident or serious incident is involved in a Singapore-registered plane, Klyja will be appointed an approved representative and a team of consultants to participate in the investigation. . The team will report directly to Klyja and works independently of other members of the investigation team. During the investigation, the researcher deserves all aspects of the investigation, in which the researcher is in control of the charge. In particular, they are allowed to visit the accident scene to check for the wander, all evidence is accessed, receive suitable documents, participate in reading of record media, participate in off-view investigation activities for example component examination It is also a general practice to begin bilateral discussions between investigators, including consultations on the recommendations of the investigations, technical briefings, and analysis, results, reasons and safety, in which this research is developed, from the beginning during the course of the analysis phase all the way. Draft reports are circulating to all approval representatives and their advisers for comments and contributions. For the full version of InvestatangInvestagatao, to download the axrobat reader, through investigation research, to advance the state's latest finsidata. Research Resources: Search Site: Start august 26, 1996. [Http://www.icao.org/icao/en/cat.htm](http://www.icao.org/icao/en/cat.htm) the report of the purpose of defining the purpose of the aircraft crash, the costs of the standard of international investigation for the available

experimentonline investigation research project document from ICAO and International Civil Aviation Inquiry on Convention on Chapter 13. Definitions When the following conditions are used in standard and recommendation methods for investigating aircraft accidents and incidents, they have the following meanings: accident. An incident associated with an aircraft operation that takes any person on a plane with the intentions of flying until all such persons have been lost, in which: a) a person is injured as a direct contact with the aircraft, or any part of the aircraft, or direct contact. The parts where the aircraft has separated or the live exhibition in the jet explosion, apart from when the injured are from natural causes, are delivered or delivered by other people, or when stos are usually for passengers and crew If the available areas are hidden outside: the power of the negative structure on the aircraft has its performance or flight characteristics, and usually the affected components need significant repair or replacement, except for engine failure or damage. When this damage is limited to the engine, its colongus or accessories, or the plane is damaged to reach the skin in the proplyer, wing tips, intins, tyres, brakes, phirangas, small dents or puncher holes. The plane is missing or completely inaccessible. Note:-For statistics uniform only, an injury resulting in death within thirty days of the accident date is classified as a fatal injury by the ICAO. Note 2.-The official search has been ended when an aircraft is considered to be missing and has not been located to wander. The approved representative is a person nominated by a state, based on his ability, for the purpose of participating in an investigation conducted by another state. Advisor. A person appointed by a state, based on his ability, to assist his approval representative in an investigation. Aircraft. Any machine that can get support in the environment from air reactions other than air reaction stothe surface. Causes. Actions, forgetsquares, events, situations, or a combination of it, which caused an accident or incident. Flight Recorder. Any record installed on the aircraft for the purpose of completion of the accident/incident investigation. Note.--See 6, In parts, II and III, for flight recorders. Event. An incident, other than an accident, is associated with an aircraft operation which is affected or may affect the safety of the operation. Note.--There is significant interest for the International Civil Aviation Organization to study accident prevention, which is the type of events ICAO Accident/Lancadante Reporting Manual (Doe 9156). Investigation. A process has been done for the purpose of preventing accidents, including gathering and analyzing information, drawing results, including determining reasons and, when appropriate, making safety recommendations. Charged in the researcher. A person who, based on his ability, has the responsibility of the organization. Investigation process and control. Note.--Some of the above definitions also intend to prevent the functions of the charge in a researcher being assigned to one commission or other body. Maximum mass. Take maximum confirmation mass. Operator. A person. Offered to engage in or engage in an organization or enterprise or in the operation of the aircraft. Preliminary report. Communications are used for immediate spread of data collected during the initial stages of investigation. Safety recommendation. Based on the information derived from this research, which is derived from the investigation, the Accident Investigation Authority has been recommended to prevent accidents or incidents. Serious incident. An incident involving such incidents indicates that an accident has almost occurred. Note 1.--The difference between an accident and a serious event is only in the result. Note 2.--Examples of serious incidents can be found in attachment D attached to 13 and ICO accident/incident reporting manual (.9156) serious injury. An injury that is maintained by a person in an accident and which: a) needs hospital during for more than 48 hours, the injury was started in seven days from the date of the injury: or b) a disturbance of any bones (except for simple dissolution of fingers). Fingers or nose): or c) includes the lacerations that include severe nerve, muscle or muscle damage: or D) injury to any internal organs: or e) includes second or third degree burns, or any irritation that may affect more than 5% of the body's surface: or f) the exposure of the infectious substance or damage to radiation. State of design. The state has jurisdiction over the organization responsible for design type. State of Preparation. The state has jurisdiction over the organization responsible for the final assembly of the aircraft. Event status. The state in which an accident or incident occurs in the area. Operator status. The state in which the operator has the primary place of business or if there is no such place of business, the operators are living permanently. Registry status. State on whose registration the plane is entered. Note-In case of registration of an international operating agency aircraft other than a national basis, states living in the state are bound to accept responsibilities and jointly Under the Chicago Convention, attach to a state of registry. See in this regard, the Council resolution of 14 December 1967 on the registration of aircraft run by international operating agencies (Dr. 8722). Chapter 3. General..... The purpose of the investigation 3.1 will be to prevent accidents and incidents. It is not the purpose of this activity to share or blame the responsibility..... Supplement. The final report form (see chapter 6) this form is intended to present the final report in a simple and uniform manner. Detailed guidance for completing each section of the final report is found in the ICAO manual of the Aircraft Accident Investigation (Dr. 6920). Format Title Begins with the title containing the final report: Operator Name: Taskman. Model. Plane nationality and registration marks: place and date of accident or event. Ajamal. The title is briefly followed by all relevant information about a Jamal: Report ing to national and foreign authorities: Accident Investigation Authority and Approval Representation: Organization of Investigation: Authority released the publication report and date: and the final with a brief resume of the circumstances known for the accident. Body. The body of the final report includes the following important topics: I. In fact, information 2. Analysis 3. Results 4. Safety recommendations contain a large number of subtitles described below. Add appandakas appropriately. Note.-Using this format, in preparation for a final report. Make sure: a) All information about actually analyzing information and knowing the results are covered under each appropriate heading: b) Where I know about any items.-Information in fact is not available, or is unrelated to the known circumstances for the accident, a note for this effect is included under appropriate subtitles. 1. A fact-based information 1.1 flight date. The following information: Flight number, type of operation, last point of flight, time of flight (local time or TC), required landing approach. Flight preparation, accidents led to flight and explain events, including rebuilding the main part of the flight route, if appropriate. -Location (length, longitudinal, height) at the time of accident (local time or UTC whether day or night. 1.2 injured. Completion of the following :: No serious minor/no note to others to injured crew passengers.-Fatal injuries include all deaths that are determined to have direct consequences of injuries sustained in the accident. This chapter explains the serious injury . 1.3 damage on the plane. A brief statement of damage caused by the plane in the crash (damaged, substantially damaged, slightly damaged, no damage). 1.4 Other damage. Brief explanation of the damage maintained by the aircraft plus objects. 1.5 Staff Information: a) The appropriate information about each of the flight crew members includes: age, license accuracy, rating, mandatory checks, flight experience (total and type) and relevant information on duty time. b) Brief description of the ability and experience of other staff members. c) Appropriate information about other personnel, such as air traffic services, rehabilitation. Etc. when relevant. 1.6 Aircraft Information: A) Short statement on aircraft's ayroverthans and maintenance (it is already known to be included in the short signal and during flight. If there is any impact on accidents). b) Brief statement on performance, if relevant, and if the mass of gravity and the center were present in the fixed limits during the operation phase related to the accident. (If there is no impact on the accident, please provide details. c) Type of fuel is used. 1.7 Climate Information: a) Climate conditions in which both prediction and actual conditions, and appropriate statements for the availability of meteorological information for the crew. b) Natural light conditions at the time of accident (sunlight, moonlight, godly, etc.). 1.8 Aids for navigation. Appropriate information about navigation aids is available, including MLS, NDB, MBD, equivalent. O, visual field AIDS, etc. and their effectiveness time. 1.9 Communications. Appropriate information on aeronautical mobile and faxed service communications and their effectiveness. 1.10 Ayrodromi information with aerudromi, appropriate information associated with its facilities and condition, or otherwise with a erodromi or landing area. 1.11 Flight Recorders. Inplace of flight recorder installations on the plane, their status collection and available on appropriate data themselves. 1 f 12 wander and effect information. General information on the accident site and the distribution of straying spout spouts; failure of the detected material or part of the maldalah. Details about the location and state of different pieces of wandering are generally not necessary unless it is necessary to indicate a break-up of the aircraft before its effects. Diagrams, chart and pictures can be included in this section or attached to Appandakas. 1.13 Medical and medical information. Brief explanation of the results of the investigation begin and appropriate data available themselves. Note-Medical information regarding the flight crew's license should be included in the information of 1.5 personnel. Fire 1.14. If the fire occurred, On the nature of the incident, and the fire workmaterial used and its effectiveness. 1.15 Aspects of Survival. Brief explanation of the location of crew and passengers, failure of seats and seat belt attached structure in connection with search, withdrawal and rescue, injury. 1.16 Tests and research. Short statements about the results of tests and research. 1.17 Organizational and Administrative Information. Organizations and appropriate information about their management are involved in affecting the operation of the aircraft. Organizations include, for example, the operator. Air traffic services, breath. Ayrodromi and Weather Service Agencies: and regulatory authority. Information may be included, but not limited to organizational structure and functions, resources, economic status, management policies and practices. And regulatory framework. 1.18 Additional information. Relevant information is not already included in 1.1 to 1.17. 1.19 Useful or effective investigation techniques. When useful or effective investigation techniques have been used during research, briefly indicate the reason for using these techniques and also appropriate subtitles describe the results under 1.1 1.18. 2. Analysis analysis, appropriately, I document only in information.-Actual information and that is related to determining the results and causes. 3. List of findings and reasons established in the investigation of the results. The list of reasons should include both immediate and deep erasimatic causes. 4. Appropriately state any recommendations made for the purpose of safety recommendations, accident prevention and any outcome corrective action. Appandakas included, appropriate, deemed necessary for any other appropriate information to understand the report. 10/11/94 10/11/94

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