



**GOVERNMENT OF INDIA
AIRCRAFT ACCIDENT INVESTIGATION BUREAU
MINISTRY OF CIVIL AVIATION**

AAIB CIRCULAR No. 01 of 2015

**ACTION REQUIRED
OF POLICE AUTHORITIES
IN CASE OF
AIRCRAFT ACCIDENTS
AND SERIOUS INCIDENTS**

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(FILE NO. AV-15025/Circular/2015 -AAIB)

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The regulation regarding Notification, Investigation of aircraft accidents/incidents, removal or preservation of damaged aircraft involved in accidents/incidents, are duly covered under Rule 04 of Aircraft (Investigation of Accidents and Incidents) Rules, 2012.

In almost every aircraft accident, the assistance of civil authorities, particularly that of local Police is necessary to ensure that vital evidence is not lost due to unnecessary tampering with the wreckage at the crash site. Even though the action required by civil authorities may vary in each individual case, broad outlines of procedure/action required is enumerated here under:-

1. NOTIFICATION:

On receipt of information regarding an aircraft accident away from a Civil or Military Airfield, the following action should be initiated by the Police authorities:-

- (i) Notify by the quickest possible means the Officer-Incharge of the nearest Civil/Military Aerodrome.
- (ii) Notify 'Duty Officer' of the nearest Flight Information Centre (FIC) situated at Delhi, Kolkata, Mumbai, Chennai Airports and Sub FIC at Guwahati Airport. This may be done through the Officer Incharge of the nearest Civil/Military Aerodrome, if direct telephone connections are not possible.

The contact details of FICs of the regions are given below;

Delhi	:	011-25653457
Mumbai	:	022-26828222
Chennai	:	044-22561803
Kolkata	:	033-25112998) FIC collocated -25110517) with ACC W&E
Guwahati	:	0361-2842254) FIC collocated -2840256) with area & apron.
Ops Control Room	:	011-24610843, 24610848 Email : opsctrl@aai.aero

As far as possible, the notification should contain the following:-

- a) Registration marks of the aircraft e.g. VT-SCB , 9N-AAR , N 9014 etc.
- b) Type of aircraft and number of engines.
- c) Name of the Pilot in Command and owner of the aircraft.
- d) Date, time and place where the accident/incident occurred.

- e) Number and description of persons killed/injured as a result of accident.
- f) The extent of known damage to the aircraft including fire, if any.

2. RESCUE OF PASSENGERS, CREW AND OTHERS:

- (i) Even prior to arrival of the Investigating Team / Officer In-charge of the nearest Aerodrome / any Officer of the Civil Aviation Department, the Police authorities shall initiate action:-
 - a) to extricate persons from the aircraft.
 - b) to arrange for immediate First Aid and medical attention.
 - c) to extinguish fire and
 - d) assist the Investigating Team / Officers of the Civil Aviation Department on their arrival.
- ii) Whilst rescuing the injured crew members [Pilot and the Co-pilot(s)], their identification and location in or around the aircraft must be carefully observed and recorded.
- iii) In the event of Pilot and / or the Co-pilot(s) being found dead, the necessary photographs must be taken in situ prior to the removal. The removal action should be such as to cause minimum of disturbance to the aircraft wreckage / parts and any such disturbance should be fully recorded.
- iv) The location of the passengers alive or dead should be recorded immediately during rescue/removal operation. *However, removal of the injured to the nearest hospital must not be delayed for want of formalities with regard to the recording as stated above.*
- v) Removal of the person dead or alive from the wreckage is the responsibility of the Police/the Fire Fighting Services as in any other accident.

3. MEDICAL CHECK UP/POSTMORTEM EXAMINATION:

The Police authorities shall ensure that the Captain and the Co-pilot are immediately subjected to medical check up for consumption of alcohol. The doctor carrying out such a medical checkup shall take samples of blood, urine etc. required for detailed chemical analysis. In the event of an accident at an AAI Airport/Greenfield airport/Privately Managed Airport or any other airports, samples of blood, urine etc. should be taken at the AAI medical centre, wherever available. In other cases where medical centres are not available at the airports or when the condition of crew members requires immediate hospitalization, the Police authorities shall ensure that the samples of blood, urine etc. shall be taken at the nearest hospital. These checks should be expeditiously carried out without any loss of time. **The sample should be suitably preserved and handed over to the Investigating Team for detailed laboratory examination.**

A. Crew Members (Dead)

- (i) In the event of death of the crew members, the Police authorities shall ensure that the bodies are subjected to detailed post-mortem examination immediately to ascertain the precise cause of death including the presence of extent of alcohol, drugs, carbon monoxide etc. in the system. The blood, urine and the viscera of the dead should be properly preserved by the doctor carrying out the post-mortem examination for further detailed chemical analysis.
- (ii) The post-mortem examination shall include among those mentioned in (i) above, other aspects such as physical incapacitation, if any, prior to the accident and precise cause of death etc. The post-mortem examination shall be carried out in the format attached to this Circular. Wherever possible, a Specialist in Aviation Medicine shall also be associated with the post-mortem examination. The post-mortem report in the prescribed formats shall be handed over to the Investigating team/Investigator In charge.

- (iii) Prior to subjecting the body of the crew member to post-mortem examination, its identity must be fully and properly established to the extent possible, full body photographed and its clothes and belongings recorded and preserved carefully in accordance with the police procedures.

B. Dead-Passengers:

All passengers on board the aircraft who received fatal injury would be subjected to post-mortem examination indicating the nature and extent of injury as well as cause of death with special reference to carbon mono-oxide. However, this requirement may be waived off by Investigating team/Investigator In charge or head of AAIB if the nature of accident so warrants.

4. RELEASE OF DEAD BODIES:

A. Crew

No bodies of the dead crew members specially of the pilot and the co-pilot are to be released even after the post-mortem examination has been completed, by the Police authorities or any other authority. The Investigating Team/the Investigator In charge or Head, Aircraft Accident Investigation Bureau is the only authorized Officer(s) to issue instructions for the release of dead bodies of crew.

B. Passenger:

After the requirements of Para-3B have been complied with, the Police authorities may dispose of the dead bodies of passengers in accordance with their procedures and in consultation with Airlines/operator/owner (of the aircraft) concerned.

5. GUARDING OF THE WRECKAGE & PRESERVATION OF EVIDENCE:

(i) The entire site of the crash area, including wreckage shall be immediately cordoned off and guarded by the Police till such time the investigation of the accident has been completed and positive instructions in writing issued to the Police authorities by the Investigating team/Investigator In charge or by Head, Aircraft Accident Investigation Bureau.

(ii) The Police authorities arriving at the site of crash shall ensure that the public and other unauthorized persons are kept away from entering into the cordoned area and not allowed to interfere with the wreckage/parts of the aircraft or move around in the area which may obliterate the ground marks left by the aircraft which are of considerable value as a piece of evidence to the **Investigator**.

(iii) The parts of the wrecked aircraft shall not be disturbed or interfered with except for the purpose of providing succor to the injured, removal of dead bodies, extinguishing of fire and saving the wrecked parts.

6. EYE WITNESSES:

Police authorities shall record the names and addresses of all the eye witnesses and others who may have first hand knowledge of the accident and supply such a list to the Investigating team/Investigator In charge on his arrival for the purpose of investigation and facilitate production of such witnesses before him. The copies of the statements of eye witnesses, if recorded may be handed over to the Investigating team/Investigator-in-Charge.

7. GENERAL:

(i) On the arrival of the Investigating team/Investigator-in-Charge at the crash site and his assuming responsibility, he shall be the final authority in all matters.

(ii) For the purpose of investigation under the Indian Aircraft (Investigation of Accidents &

Incidents) Rules, 2012, it is imperative that formal Investigation team/Committee of Inquiry appointed by the Central Government has an unrestricted control over the aircraft-wreckage and the accident site. The Police authorities shall provide maximum assistance required by the team in discharge of their duties. However, the Police authorities may carry out their functions in accordance with the Police procedures and other such formalities which they are required to fulfil under relevant rules in coordination with him without interfering with the smooth and efficient functioning of the **Investigating team/Investigator-in-Charge.**

(iii) For offence under the Indian Aircraft (Investigation of Accidents & Incidents) Rules 2012, the prosecutions are normally launched with the approval of and under instruction from the Government of India. Other offences may be dealt with by the Police in normal course of their duty.

8. PHOTOGRAPHY:

Photography may be carried out freely by the Police authorities and/or the Fire Fighting Authorities taking due care that no ground marks are obliterated and the aircraft wreckage/parts are not disturbed for this purpose. The Investigating team/ Investigator-Incharge may, however, take over this function on his arrival.

9. RESCUE BY FIRE FIGHTING SERVICE:

(i) During rescue operation, fire fighting services play a very important role. Whilst extricating the bodies from the wreckage alive or dead, the Officer-in-Charge supervising the operation shall ensure that minimum disturbance to the wreckage is caused while extricating such bodies and that he will keep adequate notes for the purpose to be passed on to the Investigating Team/Investigator-in-Charge conducting the investigation. Any movement of the controls/cutting of wires, cables etc. must be made note of for the purpose. If it is possible, free use of photography can be made prior to removal of such bodies. *However, where there is reasonable doubt to believe that the person to be extricated from the wreckage is still alive no delay should be caused in removal of that body.* In the event of there being sufficient reasons to believe that body to be extricated is a dead one all possible care should be exercised as stated above.

(ii) Where the fire fighting services are not available and such rescue operations are being carried out by the Police authorities, the Police Officer-Incharge of the operation shall ensure that the above instructions with regard to fire fighting and rescue operations are complied with.



(B S Rai)

Deputy Director General
Aircraft Accident Investigation Bureau

New Delhi
Dated 7th January, 2015