

Foreign experience investigating air crashes



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Abstract. *the legal aspect of this issue is the application of the norms of criminal and administrative law from the perspective of responsibility of the crew for the decisions. The technical aspect is to determine the causes and circumstances of the disaster, as well as eliminating technical flaws that caused the disaster in the future. These questions are important and scientific direction of research is at initial condition.*

Key words: *incident, air, crashes, transport, acts*

Problem statement

Investigating air crashes is an important step to understanding, rethinking accidents related to aircraft and efforts to prevent or avoid the recurrence of similar incidents in the future.

NTSB (National Transportation Safety Board), as a rule, acts as the main organization that investigates the events in the zone of its responsibility. However, by decision of the Attorney General of the United States, these powers can be transferred to other organizations in cases where the Prosecutor believes that the catastrophe is associated with a deliberate offense.

However, even in such cases, the NTSB technically provides and delivers the information to support the investigation. This last happened during the investigation of the events of 11 September 2001, when the process of the investigation was transferred to the Ministry of Justice of the U SA.

Investigation of large scale events in the United States begins normally with the creation of a «rapid reaction group», which consists of specialists in areas directly or indirectly belong to the event. Then is defined by a range of

companies and organizations that are required in the investigation. The Council may assign to the appropriate issues of the public hearing [1].

After the end of the process of the investigation of the incident published the official final report and if necessary aviation industry provides recommendations for security. The Board has no legal authority for the execution or implementation of their recommendations. This part of the process of securing deals with the Federal Aviation

Administration of the United States of America (FAA), regulators in the field of transport at the regional and federal levels, as well as transport companies.

NTSB in the investigation of all the events that happen in civil aviation has the highest priority in the United States of America. FAA also participates in investigations, however, NTSB is the main investigative body. In some cases, the shortage of resources makes the NTSB contact the FAA to gathering facts, evidence and information at the scene, then your report is based on data that have been collected.

In some cases, the NTSB also helps in the investigation of the air crashes that occur outside of the United States of America. This usually happens if an event occurred with an aircraft that has registration in the United States of America or American owners of an aircraft in foreign airspace if it installed components, manufactured in the USA.

Investigation of flight adventures in some countries are engaged by State organizations. In the United States is the National Transportation Safety Bureau (NTSB), which covers all types of transport. The NTSB is flight safety Office, consisting of two divisions to investigate flying adventures and other analysis and assistance. All reports and recommendations of the Committee to exploiting organizations and firms are published. What is a special decision of the Congress.

In England investigating flight adventure civilian helicopter conducting a Committee investigation into the flight an adventure under the Ministry of aviation. But investigation of flight adventures are also engage firm and aviation institutions. The overall coordination of the investigation into flight adventures carries out Royal Institute of air navigation at Farnborough [2].

In civil aviation of Canada investigation flight adventure leads the Department of RL p. in two subdivisions: scientific-technical laboratory and branch operational statistics and planning. These units carry out investigation of the flight incident, occurring on the lines. In addition, there are six regional offices in different parts of the country, are other flying events. Canada's airlines pay a lot of attention to flight safety and the investigation of flight. So, for example, the

airline «Air Canada» has group with 6 members, which deals with issues of flight safety. Sometimes to investigate flight adventures created a Special Commission appointed by the Ministry of civil aviation: with the involvement of representatives of airline companies and other organizations.

The main objectives which are pursued in the investigation, determine the root causes of flight adventure: «what happened?», «Why this happened?», not «who's to blame?», «Who will?» - information for making necessary decisions that prevent a similar flight events. One of the important tasks is to identify all contribute to a flight event causes, as flying adventure is the result of many factors.

Guide the process of investigating flight adventures in the United States carries out Management research safety, which is responsible for all the work of flight safety. It is investigating 18% flight adventure. A link provides a permanent center of information on all the flying adventures, previous information it receives through the 6 hours after having held any flying adventure. For operative management is appointed senior on the investigation of flight events. He creates working groups, organizes, conducts and controls, investigating flight event, collects the actual information, reports on results of investigation as well as. The other 82% of the cases, the investigation of flight adventures leading aviation base and local experts.

Each airline has a detailed plan of action in case the flight adventure with functional responsibilities of each specialist indicating what and in what form reporting etc. Plans anticipated saving tape all records of communication, work material part, documentation on maintenance and repair of helicopter, analysis and sampling of FLM as from warehouses and gas facilities, etc. [3].

An initial measures in place applicable to events takes the head of the nearest airport. These include: call medical staff to assist and rescue of people; protect the remnants of the helicopter on fire, protection from damage and displacement; preparation of the necessary information about flight event in a Control study of flight safety; saving a trace of adventure on land and the local subjects; registration information collected by means of witnesses and eyewitness.

An investigation of air accidents lasts from several days to several months, restrictions on operations is introduced only on the time required for the investigation of the wreckage in place of flight events.

To persons involved in the investigation, should meet the following requirements: high qualification in this area, the analytical mind, the interest in this case, hard work, patience. A qualification of professionals (pilot or engineer) must take into account duration experience of operation, participate in air traffic management etc. All group work according to plan, that is known to every specialist.

For example, to investigate flight events with a small helicopter, which have long operated in units, assigned group of 4-5 persons from the local air base. The composition of this group at all air bases in advance is determined by management. If the helicopter is new, or flying adventure wears a hard character, then appointed a Special Commission, consisting of several groups of experts. At the head of each group put specialist high skills. To group comprising experts of the operator, the representatives of the factories-manufacturers, members of the flight crew and others.

A group engages in the confined flight modes, action crew, flight dynamics and flight path before flight event. This group determines the flight planning, dispatch service, mass, weather conditions, communications, air traffic control, the status and action of navigation tools, intermediate landings, refueling fuel, oil, liquids and gases, experience operation of flights, ground services, time of the last inspection and scope of audits, and other information about a crews [4].

Group that work with witnesses finds out everything about flight adventure from all witnesses, and taken the written explanation with signatures. Recorders group provides searching, saving, reading, interpretation of records.

Group that research design airplane glider explores the structural and management. The task of this group is to find and understand the wreckage of a helicopter, put its position on scheme.

To enhance the effectiveness and completeness of investigation of heavy flying adventure in some countries, such as Canada,

to create the graphic investigation flight adventure.

This program provides systematized studying of all the circumstances of the flight event, brings organization and excludes randomness, misunderstandings and errors in work of the Commission, which operates in a challenging environment.

Documentation that consists at investigating flight adventure, varies according to form and content in different countries. In some countries introduced a standard form, which facilitates of engine processing information about flying adventures, shorter a time to complete documentation and ensures completeness of actually collected material.

Group documentation prepares: information message about flight event; actual material obtained during investigation; reports of groups that are members of commission; report on causes of flight incident, conclusions of which are argued to actuals and logically grounded.

To report adds all working documents, to a higher instance could analyze a validity conclusions of Commission.

Working documents include: scheme of distribution of debris; photography space of flight event; records of radio conversations (results of its processing); records data recorders of flight options; calculations of mass and centering; testimony; indications of personnel of air traffic control; reports that display status helicopter's structure, its systems and aggregates; report on work of technical operation and maintenance; medical report about each hurt man; reports of losses from flight incident etc.

This might make the findings that activities regarding the investigation of aviation accidents is important from a legal and technical point of view. The legal aspect of this issue is the application of the norms of criminal and administrative law from the perspective of responsibility of the crew for the decisions. The technical aspect is to determine the causes and circumstances of the disaster, as well as eliminating technical flaws that caused the disaster in the future. These questions are important and scientific direction of research is at initial condition.

Report on flight event consists of five parts: detailed description of flight event; damage of helicopter as a result of flight

event; detailed description of facts pertaining to the flight event (summary in chronological order all factors that contribute to flight event); detailed description of a reasons and

other factors that contributed to occurrence of flight event; recommendations for preventing new similar flight event.

Conclusion

This might make findings that activities regarding an investigation of aviation accidents is important from a legal and technical point of view. A legal aspect this issue is application of norms criminal and administrative law from perspective of responsibility of crew for decisions. The technical aspect is to determine causes and circumstances of disaster, eliminating technical flaws as well as, that caused the disaster in a future. These questions are important and scientific direction of research is at initial condition.

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