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NATO STANDARD

AFSP-1.3

**SAFETY INVESTIGATION
OF ACCIDENTS/SERIOUS INCIDENTS
INVOLVING MILITARY AIRCRAFT,
MISSILES, AND/OR UASs**

Edition B, version 1

MAY 2021



NORTH ATLANTIC TREATY ORGANIZATION

ALLIED FLIGHT SAFETY PUBLICATION

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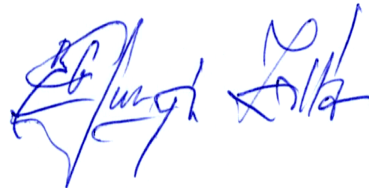
NORTH ATLANTIC TREATY ORGANIZATION (NATO)

NATO STANDARDIZATION OFFICE (NSO)

NATO LETTER OF PROMULGATION

31 May 2021

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STANDARD RELATED DOCUMENTS

- AFSP-1.3.1 RECOMMENDED NATO STANDARD OPERATING PROCEDURE FOR SAFETY INVESTIGATION OF ACCIDENTS/SERIOUS INCIDENTS INVOLVING MILITARY AIRCRAFT, MISSILES, AND/OR UAS
- AFSP-1.3.1.1 *Format for initial occurrence notification*

<i>AFSP-1.3.1.2</i>	<i>ASIB President Function</i>
<i>AFSP-1.3.1.3</i>	<i>ASIB administrator Functions</i>
<i>AFSP-1.3.1.4</i>	<i>Operations Investigation Group Responsibilities</i>
<i>AFSP-1.3.1.5</i>	<i>Technical Investigation Group Responsibilities</i>
<i>AFSP-1.3.1.6</i>	<i>Medical/Human Factors Investigation Group Responsibilities</i>
<i>AFSP-1.3.1.7</i>	<i>Witness Investigation Group Responsibilities</i>
<i>AFSP-1.3.1.8</i>	<i>Format ASIB Report</i>
<i>AFSP-1.3.1.9</i>	<i>ASIB Observer Status Form</i>

AFSP-1.3.2 SUMMARY OF NATO STATES POLICIES RELATED TO INVESTIGATING MILITARY AVIATION ACCIDENTS AND INCIDENTS

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CHAPTER 1 - INTRODUCTION

1.1 AIM

1. The aim of this standard is to establish standard procedures for the safety investigation of accidents/incidents of military aircraft, missiles and/or Unmanned Aircraft Systems (UAS) which involve the equipment, property, facilities and/or personnel of two or more nations. It does not apply to investigations to apportion blame, to determine liability, or for any other non-safety purposes.

2. The fundamental objective of the safety investigation of accidents/incidents is the prevention of accidents/incidents. The safety investigation is quite separate from any non-safety investigations which may be required by the laws of any involved nation. Throughout a safety investigation, all laws of the nation of occurrence shall be respected.

3. Ultimately, the nation of occurrence holds the fundamental authority over any occurrence within their sovereign territory. However, this standard defines a method of investigation for NATO states that provides for effective and efficient safety investigations which will allow for rapid identification of hazards and implementation of mitigating actions. All involved nations should reference SRD AFSP-1.3.2 to this standard after any occurrence to increase awareness on how the state systems and laws for each nation will impact the conduct of the investigation.

4. Involved nations may agree to investigate accidents/incidents according to this standard to meet their countries' unique aviation safety accidents/incidents investigation requirements. If involved nations determine other investigation standards will meet their requirements, this standard may not be followed. The Coordinating Committee (CC) will clarify how the involved countries will investigate each occurrence following an accident/incident.

1.2 AGREEMENT

1. Participating nations agree that the procedures for the safety investigation of accidents/incidents of military aircraft, missiles and/or UASs which involves the equipment, property, facilities and/or personnel of two or more nations are as detailed herein.

2. This Standard does not address accidents/incidents involving both civilian and military aircraft, missiles and/or UASs. Those accidents/incidents are investigated in accordance with both international conventions and civilian laws in the country of occurrence.

1.3 IMPLEMENTATION OF THE STANDARD

This standard is implemented when a nation has issued the necessary orders/instructions to the forces to put the details of this standard into effect. This standard is not meant to dictate how involved countries will investigate accidents/incidents. It is meant to offer an option that will satisfy involved countries' aviation safety and mishap prevention requirements.

CHAPTER 2 - DEFINITIONS**2.1 ACCIDENT**

An occurrence involving military aircraft, missiles and/or Unmanned Aircraft Systems (UAS) in which at least one person is fatally or seriously injured as a result of the operation of the aircraft or associated activities or the aircraft sustains serious damage or structural failure which adversely affects the structural integrity of the aircraft.

2.2 AIRCRAFT

Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.

2.3 AVIATION SAFETY INVESTIGATION (ASI)

A technical aviation inquiry process carried out for the purpose of preventing future occurrences.

2.4 AVIATION SAFETY INVESTIGATION BOARD (ASIB)

A group of investigators composed of personnel from Involved Nations and Observers as may be deemed necessary by the Involved Nations, appointed to conduct the ASI of an accident or serious incident involving aircraft, missiles and/or UASs.

2.5 COORDINATION COMMITTEE (CC)

A group composed of the designated senior member of each involved nation's military safety investigation body/department. The CC is not part of the ASIB. Its purpose is to facilitate the liaison/communication between all involved nations.

2.6 FACTUAL INFORMATION

All available information to assemble the history of the occurrence and the qualifications of the involved individuals. Factual information, includes flight plans, weather forecasts, maintenance and training records, etc. Factual information does not include analysis by the ASIB or ASIB members to determine why something happened during the accident/incident sequence or the root cause of the accident/incident.

2.7 INCIDENT

An occurrence, other than an accident, involving military aircraft, missiles and/or Unmanned Aircraft Systems (UAS) which affects or could affect the safe operation of an aircraft.

2.8 INVOLVED NATION(S)

Any nation with direct ties to the aviation safety occurrence, to include the Nation of Occurrence, the Operating Nation(s), the Owning Nation, the Nation of Registry, Nation of OEMs, Nations involved in training personnel implicated in the occurrence, the Parent Nation of any personnel involved in the aviation occurrence and the nation which owns either entirely or partially the equipment, facilities and/or personnel involved in the aviation occurrence.

2.9 INVOLVED PARTY

An involved party identifies a large corporation/organization with direct ties to the aviation safety occurrence, to include the Original Equipment Manufacturer, key service or facilities providers.

2.10 MISSILE

Guided or unguided aerospace vehicle other than aircraft. It includes air-to-air missiles, surface-to-surface missiles, air-to-surface missiles, surface-to-air missiles.

2.11 NATION OF OCCURRENCE

The nation on, or above, whose territory, or on whose ship, the occurrence took place.

2.12 OBSERVER

A person appointed by any Involved Nations or any Involved Party entitled, upon approval and supervision of the ASIB President, to visit the scene of an aviation occurrence and have access to relevant factual information. An observer cannot participate in the ASIB deliberations and in the development of the final report.

2.13 OPERATING NATION

1. The nation which operates the military aircraft, missile and/or UAS involved in the accident/incident. The involved nations may agree that the Operating Nation is the nation which governs the operation of the military aircraft, missile and/or UAS at the time of the accident/incident. In some cases, it is possible to have more than one Operating Nation.

2. For NATO owned and operated military assets, the responsibilities of the Operating Nation as described in this standard will be exercised by the respective NATO Force Commanders.

2.14 ORIGINAL EQUIPMENT MANUFACTURER (OEM)

The company that manufactured the military aircraft, missile, UAS and/or integrated the different military aircraft, missile, UAS systems, as well as the companies which were sub-contracted to produce the sub-systems of that military aircraft, missile, UAS.

2.15 PARENT NATION

Nation of exchange personnel involved in the occurrence that are not from the Operating Nation or the Nation of Occurrence(s). The involvement of an exchange personnel in any capacity shall not by itself make his/her parent nation the Operating Nation.

2.16 SAFETY RECOMMENDATION

A proposal of an ASIB based on information derived from an investigation, made with the intention of implementing mitigating actions to prevent future accidents or incidents.

2.17 REPORTABLE MILITARY AVIATION SAFETY OCCURRENCE

1. An accident or serious incident where aviation safety was greatly compromised to the extent that lives were lost, serious injuries took place, or that serious damages were inflicted or could have been inflicted. These occurrences are reported IAW STANAG 3101.

2. The occurrences listed below are typical examples of aviation safety events considered to be an accident or serious incident that may warrant the formation of an ASIB. The list is not exhaustive and only serves as guidance to the definition of a reportable occurrence.

- a. Any occurrence which resulted in the unplanned destruction of an aircraft or UAS;
- b. Any fatality of an individual in an aircraft or on the ground related to the operation of aircraft or preparation of aircraft for operations (criminal acts and hostile acts during combat operations do not meet this intent);
- c. Mid-air collision or near mid-air collision requiring an abrupt avoidance maneuver;
- d. Controlled flight into terrain/obstacle or near controlled flight into terrain/obstacle only marginally avoided.

2.18 SIGNIFICANT CIVILIAN COLLATERAL DAMAGES

Any death, serious injury, or other serious infrastructure damages inflicted to civilian population as a consequence of a military aviation safety occurrence.

2.19 INITIAL INVESTIGATION TEAM (IIT)

A team appointed by the nation of occurrence to secure the accident site and protect, collect and preserve factual information. This team will safeguard the site and the factual information for the ASIB.

2.20 UNMANNED AIRCRAFT SYSTEM (UAS)

A system whose components include the unmanned aircraft, the supporting network and all equipment and personnel necessary to control the unmanned aircraft.

CHAPTER 3 - AVIATION SAFETY INVESTIGATION STANDARDS**3.1 SCOPE OF THE ASI**

The ASI comprises the gathering, recording and analysis of all relevant factual information related to an aviation occurrence, the determination of the cause(s) or contributing factors and the formulation of safety recommendations published in a formal report. Refer to SRD AFSP-1.3.2 for specifics regarding the national laws and policies related to the releasability of an Aviation Safety Investigation Report. If any of the Involved Nations do not allow public release of the report, the Involved Nations should determine in writing what the releasability of the report will be prior to initiating the ASIB.

3.2 BENEFITS OF A SINGLE ASIB

It is recognized that the production of a single aviation safety investigation report co-signed by all involved nations serves better the interest of aviation safety, especially if the report is unanimous between nations. All the interested and qualified parties can contribute to the production of a more exhaustive report that does ultimately increase the confidence in military aviation safety.

3.3 SEPARATE AVIATION SAFETY INVESTIGATION

1. One or more Involved Nations may elect to conduct a separate ASI because their national laws or reservations with the current STANAG oblige them to conduct a separate investigation. When this takes place, the ASIB President or CC shall endeavor to pass to the other Nations(s) all the factual information. Due to the diverse legal systems of each NATO nation, separate or additional investigations may be necessary by some States. The list below is not all inclusive but provides some of the laws, agreements, or policies that impact the decision to form a combined ASIB:

- a. Some nations may permit the use of safety investigation results for disciplinary actions, claims, litigation or for other administrative purposes.
- b. Some nations may consider safety investigation results as privileged information to be used solely for accident/incident prevention purposes.
- c. Some nations may require that their national (civil) authorities conduct the safety investigation of all accidents/incidents. In the case of an accident/incident involving both civil and/or military aircraft and/or UAS, the military authorities of the nation of occurrence shall ensure that the Operating Nation is invited to participate in the national civil safety investigation.

- d. Some nations may require that separate safety investigations of accidents/incidents involving both civil and military aircraft and/or UAS are conducted by their national civil authorities and by military authorities. In this case, the military authorities of the Nation of Occurrence shall ensure that the Operating Nation is invited to participate in the national civil safety investigation. The military safety investigation shall be conducted in accordance with the provisions of this standard.

3.4 PRECEDENCE OF INVESTIGATIONS

According to some nations' legislation, if the Legal Authority is already investigating the accident, clearance must be obtained from it before starting the safety investigation. In the case that the Legal Authority commences the legal investigation while the Safety Investigation Board has already begun its work, clearance must be obtained from the Legal Authority to continue with the safety investigation. For further details, refer to SRD AFSP-1.3.2.

3.5 RESPONSIBILITIES OF NATION OF OCCURRENCE

1. Nations should endeavour to implement procedures that will:
 - a. Provide timely notification of a reportable aviation occurrence over their territory to the involved nation(s);
 - b. Coordinate with the aviation safety authorities of the Involved Nations for their participation in an ASIB;
 - c. Advise on intentions to lead or not lead the ASIB and delegate authority to the Operating Nation if appropriate;
 - d. Coordinate logistical support for the conduct of the ASIB;
 - e. Provide logistical support and local expertise to lead, allow/facilitate access to the investigation site and be members of the ASIB; and
 - f. Provide timely and appropriate safety information stemming from the ASIB as it relates to immediate safety recommendations.

3.6 DETERMINATION OF ASIB RESPONSIBLE NATION

The Nation of Occurrence has the primary overall responsibility of investigating any aviation military occurrence taking place on or over its territory or ships. However, the Nation of Occurrence can delegate that responsibility for conducting the investigation to the Operating Nation when the Nation of Occurrence has no involvement in the occurrence or assesses the lead for the investigation would be better served if handled by the Operating Nation. If more than one Operating Nation is involved, the lead for the ASIB will be decided by the Coordination Committee (CC).

3.7 COORDINATION COMMITTEE (CC) AND RESPONSIBILITIES

1. The CC is comprised of the senior member of each involved nation's military safety investigation body/department. The CC is not part of the ASIB. Its purpose is to facilitate the liaison/communication between all involved nations and to clarify the safety investigation process the involved nations will pursue. This may include the process for exchanging factual information.
2. The CC will convene as soon as practical following notification of an accident/incident.
3. The CC will appoint the ASIB president and decide on the composition and assembly of the ASIB.
4. The CC will clarify releasability for the involved countries' safety report or a common Aviation Safety Investigation Report.
5. Clarify and coordinate all the legal requirement for the involved countries.
6. Approve all the media releases, in coordination with all the involved countries.

3.8 RESPONSIBILITY FOR ASI IN INTERNATIONAL TERRITORY

1. When the location of an aviation occurrence cannot definitely be established as being in the territory of any State or happens in International territory, the Operating Nation has the responsibility to institute and conduct the ASIB. However, it may delegate the whole or any part of the investigation to another State by mutual arrangement and consent.
2. Allied Nations nearest the scene of an accident in international waters should provide support and assistance, to the best of their ability, to requests made by the Operating Nation(s).

3.9 ASI CONDUCTED BY NATION OF OCCURRENCE'S CIVIL AUTHORITIES

In the case where the civil investigative authorities of the Nation of Occurrence conduct the ASI, the Nation of Occurrence shall attempt to have representatives of the Operating Nation(s) invited to participate in the national civil safety investigation.

3.10 DISCLOSURE OF ASIB INFORMATION TO THE PUBLIC

1. The Nation of Occurrence through the CC shall consult with the Operating Nation(s) in regard to the release of information to the public in advance of the publishing of the ASIB report.

2. The Nation of Occurrence shall respect the security restrictions which are normally imposed by the involved nations with regard to issuing statements to the press or to the public concerning accidents/incidents which occur within the occurrence nation's territory. No statement shall be issued to the press or to the public without the concurrence of the Operating Nation. When an investigation under national procedures is made by one nation into an accident/incident involving the military aircraft, missile and/or UAS of another nation, communication with the press shall not be made without previous agreement between these two nations.

3.11 LIAISON WITH NEXT OF KIN (NOK) INVOLVED IN AN ACCIDENT

1. Each Nation involved in an accident will be responsible for:
 - a. Ensuring the next of kin (NOK) receive accurate and timely information on their relatives.
 - b. Explain the investigation process and what they can expect to be told during the course of the investigation.
 - c. Provide the NOK with a Point of Contact (POC) so that they may make inquiries as they require.
 - d. Brief the NOK on the content of the final report prior to the public release. This briefing will be limited to the information released to the public.

3.12 INVESTIGATIVE EVIDENCE

The ASIB shall collect and preserve all potentially relevant evidence and maintain chain of custody thereof. The ASIB may accept any evidence considered relevant to the investigation, whether oral or written and whether or not it would be admissible in a civilian court. The ASIB may accept expert opinion and evidence of any type, whether sworn or unsworn, and may draw any reasonable inference from these opinions and evidences.

3.13 WRECKAGE REMOVAL AND STORAGE

The removal of the wreckage at the accident site and transfer to a designated storage facility will normally be carried out by the Nation of Occurrence under authorization by the ASIB President. The final disposition of the remains of the aircraft shall be agreed in writing between all involved Nations when applicable, for repatriation or disposal. The Operating Nation can expect to adhere to any legal processes required by the Nation of Occurrence and agreements in any national agreements such as Status of Forces Agreement (SOFA), etc.

3.14 IMMEDIATE SAFETY RECOMMENDATIONS

The President of the ASIB can make immediate safety recommendations to the Nation(s) involved at any time during the conduct of the ASIB. In the case of critical aviation safety issues, the information shall be distributed using the quickest means possible through the appropriate aviation safety authorities.

3.15 PUBLISHING OF ASIB REPORT

In accordance with provisions stated in Chapter 6 of this Standard, Involved Nations, through the CC, should agree on how the final report will be published at the beginning of an ASIB to allow sufficient time for each nation to gain the proper levels of approval. The final disposition of the ASIB report, including any public release in part or in whole, may also impact the method of investigation and should be discussed by all Involved Nations as soon as possible following an accident.

3.16 FOLLOW-UP ON ASIB SAFETY RECOMMENDATIONS

Involved Nations are responsible for tracking the implementation of the recommendations applicable to their Nation.

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CHAPTER 4 - ASIB COMPOSITION AND ORGANIZATION**4.1 PRESIDENT OF THE ASIB**

The President of an ASIB will be appointed by the CC and shall be an officer of an appropriate rank and experience matching the complexity and size of the ASIB. SRD AFSP-1.3.1.2 specifies the responsibilities of the President of the ASIB.

4.2 COMPOSITION OF THE ASIB

1. The composition and assembly of the ASIB will be determined by the CC. The CC will consider the professional qualifications and experience required to form the ASIB. Some investigations may be composed of a relatively small number of experts while more complex ones could be extremely large and be composed of specialist groups. The complexity of the aviation occurrence will determine the size and structure of the ASIB.

2. The ASIB shall be composed of national investigating groups of investigators, technical advisers, medical advisers and observers as may be deemed necessary by each involved nation. The following criteria shall apply:

- a. The Operating Nation shall normally provide an investigating group as the nucleus of the ASIB.
- b. The Nation of Occurrence shall appoint an officer to provide liaison between the ASIB and the civilian authorities of the Nation of Occurrence, and shall provide interpretation/translation services as required.
- c. The Parent Nation of an exchange officer or other foreign officer involved in an accident/incident may provide an investigating group for appointment to the ASIB as members/observers.
- d. If there is any indication that the equipment, property, facilities and/or personnel of any other nation were contributory causes to the accident/incident, that nation shall be notified and invited to participate in the safety investigation.

4.3 ASIB SPECIALIZED GROUPS

1. A simple ASIB could be composed of a minimum of personnel divided between the ASIB President; the Operations Investigation Group; the Technical Investigation Group; the Medical/Human Factor Investigation Group, the Witness Investigation Group, the Imagery Support Group. The organization shall be tailored to meet the ASI requirements; hence the different groups could be as few as one person or could be very large and divided in sub-groups. As a function of the occurrence characteristics, additional members can be added, (e.g. expert personnel in weather, air traffic management, specific system specialists, liaison officer, etc.) as deemed necessary

by the ASIB President and offered by/requested to the nation indicated by the ASIB President.

2. The group investigation format as described below may not be required and, therefore, individual members of the investigation team can be assigned the duties of the group as dictated by the President.

3. There may be items that each team member or group leader may be required to collect/investigate in order to thoroughly cover responsibilities within the investigation team. Each "Group Leader" and team member should discuss these items with the President to determine the requirements/scope of the investigation.

4.3.1 Operations Investigation Group

The group leader should be an experienced pilot investigator and, as far as possible, with experience on the type of aircraft involved. In any case, a pilot qualified and current on the type of aircraft involved must be available at all times to the group. Members of this group could consist of a meteorologist, air traffic services member, and others as required. Refer to SRD AFSP-1.3.1.4 for guidance responsibilities.

4.3.2 Technical Investigation Group

The group leader should be an aeronautical engineer. Members of this group may include an aerodynamicist, quality engineering and testing specialists, and technicians current on the aircraft type and to include all systems, escape system specialist, aircrew life support specialist, systems' data recovery and analysis specialist(s), and industry representatives. Refer to SRD AFSP-1.3.1.5 for responsibilities of the Technical Investigation Group.

4.3.3 Medical/Human Factor Investigation Group

The group leader should be an Aerospace Medicine Specialist. Other medical and human factor specialists will be assigned as required. Refer to SRD AFSP-1.3.1.6 for guidance and responsibilities of the Medical/Human Factor Investigation Group.

4.3.4 Witness Investigation Group

Refer to SRD AFSP-1.3.1.7 for functions and responsibilities of the Witness Investigation Group.

4.3.5 Imagery Support Group

The ASIB should also be supported by image technician(s) responsible for all electronic imagery of the occurrence.

4.4 EXPECTATIONS FROM ASIB MEMBERS

1. Understanding that national laws always prevails, members of the ASIB shall cooperate in the safety investigation and shall provide all relevant factual information. That includes the authorization by the Involved Nations for things under their control such as:

- a. access to all relevant factual information;
- b. access to the crash site and examine the wreckage;
- c. to obtain witness information;
- d. to receive copies of pertinent documents;
- e. to participate in recorder readouts;
- f. to participate in investigation progress meetings, including deliberation and analysis;
- g. access to all specialist reports, analysis and recommendations; and
- h. to make submissions.

4.5 ASIB ADMINISTRATOR FUNCTIONS

The Nation of Occurrence could be asked to provide administrative support to the President and admin support to ASIB personnel on a cost recoverable basis. The Nation of Occurrence would normally provide the real life support (eg. amenities for accommodation, feeding, transportation, communication and administration in terms of offices, computers, and printers). SRD AFSP-1.3.1.3 describes the functions of the ASIB Administrator.

4.6 PARTICIPATION OF OBSERVERS TO ASIB

1. During the course of an ASIB, the President may authorize a person (or a group of them) to attend as an Observer(s) when the person represents an organization having a direct interest in the subject matter of the investigation (such as members of OEMs, other Government Agencies, High Expert Personnel, etc..), or are assessed as being beneficial to the conduct of the investigation by the nature of their expertise or qualifications.

2. The Observer(s) will not have access to all investigation materials but might have access to materials that the ASIB President deems beneficial to the investigation process.

3. When this takes place, it is important to brief any Observer on their obligations and limitations.

4. The Observer(s) will sign “Observer agreements” to bind them to not revealing information and not passing investigation materials onward except with specific permission of the ASIB President.
5. SRD AFSP-1.3.1.9 is a sample form for documenting formally the acknowledgement of an Observer.

4.7 PERSONNEL TO BE EXCLUDED FROM ASIB

Any person who may be deemed to be directly associated with the aviation occurrence or who may have a personal interest in or conflict of interest with the outcome of the investigation, shall not participate as a member, advisor, or observer of the ASIB.

CHAPTER 5 - IMMEDIATE ACTIONS AFTER AN AVIATION OCCURRENCE**5.1 NOTIFICATION OF AN AVIATION OCCURRENCE**

1. When an aviation occurrence takes place involving two or more Nations, an official notification shall immediately be sent, through appropriate channel, as per STANAG 3101, by the Nation of the Occurrence to the Operating Nation(s) involved and other Involved Nations.
2. The notification shall only contain factual information and, as best as possible, be UNCLASSIFIED for rapid and efficient dissemination. It shall not speculate as to the potential cause(s) of the occurrence and refrain from providing personal or sensitive information which could detract from proper conduct of the ASIB.
3. For these reasons as required, a separate notification shall be sent to list the personnel involved and the nature and seriousness of any injuries, if any. A template for the Initial Accident Notification Form is available at SRD AFSP-1.3.1.1.

5.2 ACTIONS BY OPERATING NATION(S)

1. Upon being notified of an aviation occurrence, the Operating Nation(s) shall advise the Nation of Occurrence, as soon as possible, of the following:
 - a. All necessary information about potential hazardous condition concerning aircraft, missiles and/or UASs involved;
 - b. All information to preserve sensitive equipment specific security requirements and handling;
 - c. Their intentions concerning participation in the ASIB;
 - d. The names and the function of the personnel to be considered as members of the ASIB as member(s), adviser(s) and observer(s); and
 - e. Their intention regarding the conduct of the investigation.

5.3 ACTIONS BY NATION OF OCCURRENCE

1. Upon being notified of an aviation occurrence, the Nation of Occurrence shall, as soon as possible, initiate the following actions:
 - a. Establish the CC.
 - b. Appoint an officer to provide liaison between the ASIB and the civilian authorities of the Nation of Occurrence.
 - c. Provide interpretation/translation services as required.

- d. Provide logistical support and local expertise to allow/facilitate access to the investigation site.
- e. Protect and secure accident site. Protect classified/sensitive equipment as per Operating Nation(s)' instruction.

5.4 ASSISTANCE TO INJURED PERSONNEL

All necessary assistance shall be rendered to the injured. In the case of fatal accidents, an officer shall be provided by the Nation of Occurrence to initiate the necessary procedures required by the local authorities in close coordination with the Operating Nation(s).

5.5 HONOURS TO DECEASED PERSONNEL

The local military authorities shall accord the honours to fatalities prescribed by the Nation of Occurrence, and shall treat fatalities in accordance with the desires of their parent nation(s) as far as practicable.

5.6 INITIAL INVESTIGATION TEAM (IIT) AND ON-SCENE COMMANDER (OSC)

1. The Nation of Occurrence aviation investigative authority is normally responsible to designate an IIT with an OSC responsible for the crash site. The IIT shall be put in place as soon as possible after an aviation occurrence has taken place.

2. The OSC is responsible to provide the initial response on the site of the aviation occurrence and to facilitate the transition to the IIT and ASIB. The IIT does not have an investigation mandate. Its' primary role is to provide security to the site and collect and preserve all potentially relevant evidence. It also protects personnel from hazards associated with aviation accident sites. While many activities will take place concurrently, it will in priority aim to accomplish the following:

- a. Set a safe cordoned zone around the crash site.
- b. Provide the rescue team all relevant information for supporting wounded personnel in order to minimize injuries.
- c. Assist the Operating Nation personnel to safe the aircraft equipment and associated systems like weapons, ejection seats, etc.
- d. Assist the Operating Nation personnel to handle sensitive equipment in accordance with specific security requirements;
- e. Assist the Operating Nation to secure evidence, flight data and cockpit voice recorders.
- f. Take samples of engine fluid, fuel, and hydraulic fluid.

- g. Identify witnesses and ask to prepare/collect written statements.
- h. Capture sufficient photos of the accident scene from different angles and mark the AC debris.
- i. Limit access to the accident scene to those individuals required to conduct disaster response operations and collection/preservation of evidence.
- j. Transfer evidence and responsibility of the site to the ASIB President once in place and ready to take over the investigation responsibilities. Handover shall include an overview of the actions taken so far, a visit of the crash site, and most importantly a summary of all hazardous materiel present on the site.

5.7 SITE SECURITY AND SAFETY

1. The Nation of Occurrence shall be responsible for guarding the scene of the accident/incident throughout the investigation until the wreckage has been recovered and for ensuring that the scene of the accident/incident and the wreckage remain undisturbed until movement is authorized by the ASIB President.

2. When there is a reason to suspect the presence of hazardous conditions (explosives, radiation, chemicals, electricity, carbon fiber composites, etc.) an appropriate safety zone around the hazardous conditions shall be established in accordance with information and advice from the Operating Nation. Each nation shall provide appropriate protective equipment for its own on-site personnel.

3. Understanding that national laws always prevails, if the Operating Nation provides guards to assist in securing the scene of the accident/incident, these guards shall abide at all times by the laws and regulations of the Nation of Occurrence. If recovery of the wreckage is made by the Nation of Occurrence at the Operating Nation's request, the payment of recovery costs shall be in accordance with the provisions of STANAG 3113.

5.8 DISPLACEMENT OF AIRCRAFT, PARTS OR OTHER EVIDENCE

As best as possible, the aircraft(s) or parts thereof shall not be displaced. If the Nation of Occurrence authorities determine that any part of the wreckage must be moved, appropriate photographs, drawings and map marking shall be made before the wreckage is moved to permit a subsequent reconstruction of the scene of the accident/incident. This activity shall be done as much as possible by qualified personnel. Displacement of aircraft parts to another location shall be a last resort option done under the direction of the ASIB President or an appropriate aviation safety authority.

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CHAPTER 6 - ASIB REPORT

6.1 PRODUCTION OF REPORT

1. The ASIB shall prepare and publish a report as per SRD AFSP-1.3.1.8 which includes, but is not limited to, the following sections:
 - a. Factual Information;
 - b. Investigation and Analysis;
 - c. Findings and Cause(s); and
 - d. Recommendations.

6.2 REPORT COMPLETION

In the interest of accident prevention, the Final Report should be completed within a 12-month period from the occurrence date.

6.3 CONSENSUS ON CAUSE FACTOR(S) AND RECOMMENDATION(S)

1. The ASIB should ideally reach a consensus as to the cause(s) of the aviation occurrence incident and the recommendations. If the Members of the ASIB are unable to unanimously agree, the participating Nations may formally indicate their disagreement and their logic to reach such a conclusion.
2. Each Nation shall send representatives experienced with investigation activities and capable of composing "Reservations" at the conclusion of the investigation should they not agree with some aspects of the final report. Any reservations will be documented as an annex to the final report.

6.4 DISTRIBUTION

1. The report shall be distributed to the appropriate aviation safety authorities of the ASIB Nations.
2. Any Involved Nation which did not directly participate in the safety investigation may request copies of the original ASIB report. Copies shall be provided unless a restricted status precludes release of the report. In this case a sanitized version of the report shall be provided as soon as possible.
3. The Nation which provided the ASIB President will be considered as the owner of the final report. That Nation will be responsible to store, safeguard, and control the release of the report

6.4.1 Public release

As per para 3.15, all Involved Nations should agree on a sanitized version of the report that takes into consideration national policies (SRD AFSP-1.3.2), protects the testimonies and identities of people involved and ensure that the contents of the report will only be used for the sole purpose of education and accident prevention.

6.5 SAFETY RECOMMENDATION(S)

The military aviation safety authorities of the ASIB Nations are responsible for distribution of safety recommendations to the appropriate agencies.

6.6 IMMEDIATE SAFETY RECOMMENDATION(S)

The President of the ASIB can make immediate safety recommendations to the Nation(s) involved at any time during the conduct of the ASIB. In the case of critical aviation safety issues, the information shall be distributed using the quickest means possible through the appropriate aviation safety authorities.

6.7 PROTECTION OF RESTRICTED INFORMATION

The Nation which provided the ASIB President is responsible for protecting all information and any restrictions thereon, including information related to the deliberations of the ASIB, operationally sensitive information, personal information, medical information, etc.

6.8 MILITARY SENSITIVE INFORMATION

The reports produced under the guidance of this Standard shall omit any concrete references to military capabilities, military tactics and operations that could result in the disclosure of matters of national security. If a Final Report requires CLASSIFIED information to be comprehensive, it will be assigned an appropriate security classification. An UNCLASSIFIED version of the report shall be produced, if possible, for distribution in the interest of promoting aviation safety and for transparency.

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NATO UNCLASSIFIED

AFSP-1.3(B)(1)

NATO UNCLASSIFIED