

Agenda item: Recent developments and experiences

## Interstate Aviation Committee



### Basic activities

1. On March 2018 a meeting of the 36th Session of the Interstate Council on Aviation and Use of Airspace was held in its headquarters in Baku. Representatives of almost all countries of the Region took part in the meeting. Dr. Tatyana Anodina presented a report on the results of the activities, programs, innovations and initiatives of the Interstate Council/IAC on the implementation of the decisions of the 35-th Session of the Interstate Council and of the 39th Session of the ICAO Assembly.  
The regional cooperation in the area of the flight safety, including air accidents investigation, was one of the key issue of the discussion. Taking into consideration the scope of the future flight safety oversight system GASOS, announced by ICAO, the sharing of resources and avoiding of the duplication were considered by the participants of the Session as crucial elements of the redundant flight safety system in the region. The leading role in the future GASOS system was given to regional organizations, like EASA, IAC and etc. Today there are 15 regional organizations (RSOO, RAIO) which are covering more than 70 states of the world. And there is a strong demand on expanding of such a regional cooperation in view of the doubling of the air traffic within the next 15 years.  
IAC today is developing a serious of innovative programs covering the personal training, scientific & technical research, development of the common framework and guidance materials dealt with the flight safety assurance and risk management.  
The detailed information on the 26-th Session is publicly available at [IAC website](#).
2. The following major accidents were in the scope of recent activities:
  - a. An-148 of Saratov Airlines near Domodedovo (Russia) on 11.02.2018 – ongoing;
  - b. L-410 of Khabarovsk Airlines near Nelkan (Russia) on 15.11.2017 – ongoing;
  - c. MI-8 AMT of Convers Avia near Barentsburg (Norway) on 26.10.2017 – ongoing;
  - d. B-747 of Turkish Act Airlines at Bishkek (Kyrgyzstan) on 16.01.2017 – finalized;
  - e. B-737 of FlyDubai at Rostov (Russia) on 19.03.2016 – drafted;
  - f. A-321 of Metrojet in Egypt on 31.10.2015 – ongoing (ACREP).
  - a. An-148-100V RA-61704 aircraft (Saratov Airlines) was conducting the domestic flight from Moscow (Domodedovo airport, RF) to Orsk (Orenburg region, RF) when collided with the ground few minutes after takeoff. There were 65 passengers and 6 crew members onboard. Based on the analysis of the recorded data and the studies of the similar accidents in past, it could be concluded that the inflight emergency situation might have been caused by the incorrect speed readings shown on the cockpit instrument panel, which in their turn could be related to the Pitot probes' iced condition with the heating system set to OFF. The factual information was released. An investigation is going on with the cooperation of the Ukrainian colleagues.
  - b. On 15.11.2017 in the Khabarovsk Territory (far east of Russia) the accident with L-410 RA-67047 aircraft operated by Khabarovsk Airlines occurred. 2 crew members and 5

passengers were on board. 2 crew members and 4 passengers were killed, one passenger was seriously injured, the aircraft sustained substantial damage.

it is found that during the final stage of the approach to Nelkan landing site, at height of 150 meters, the abnormal situation developed, related to the right power plant operation.

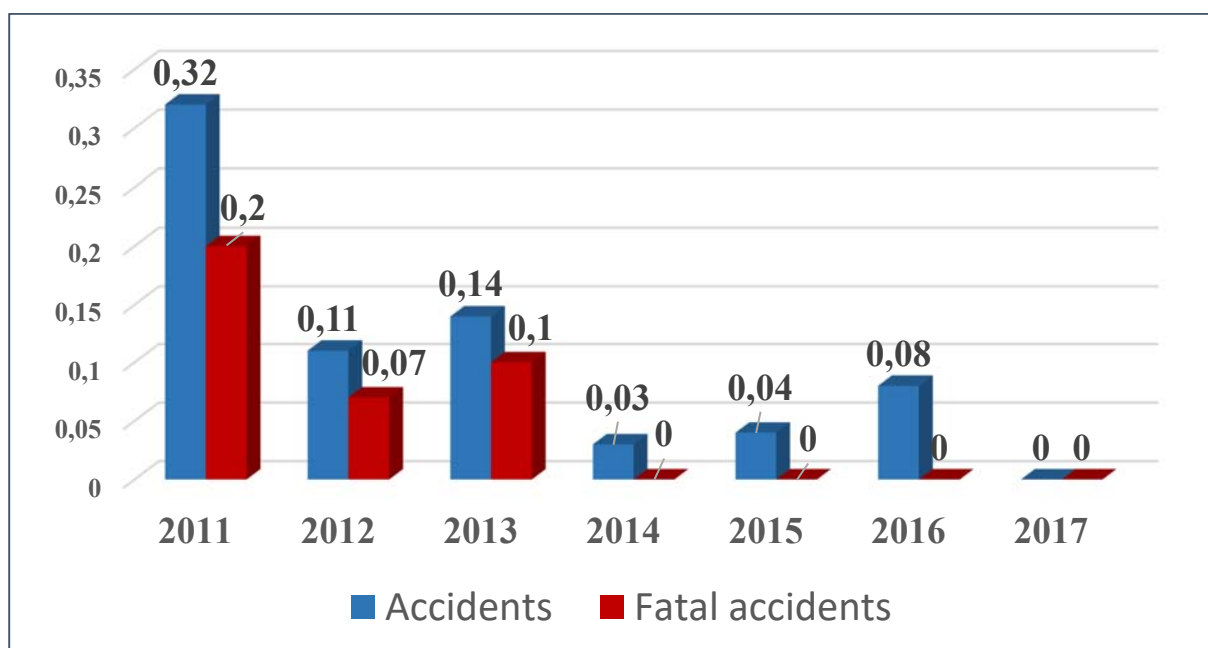
Further, the aircraft lost the speed, the right roll was developed (the FDR recorded the bank angle over 180 degrees), and with-the-ground collision occurred. The flight crew attempts to counteract the roll tendency had failed. The left engine was operating normally. There was no engines' in-flight shutdown. All the necessary information for the flight safety measures implementation has been provided to the competent civil aviation authorities.

The Investigation team together with the accredited representative of the Czech Republic and specialists from the aircraft (Aircraft Industries) and engine manufacturers continues to work out all possible circumstances of the fatal accident.

c. On 26.10.2017 in the area of Barentsburg locality (Spitsbergen, Norway) the accident with Mi-8AMT RA-22312 helicopter operated by Convers Avia Airline occurred. According to the notification of the accident received from Accident Investigation Board Norway (AIBN), in course of flight via route Piramida locality - Barentsburg locality the helicopter sank in the sea at distance just a few nautical miles from the destination. 8 persons were on board, nobody survived. An investigation is headed by the AIBN of Norway. The IAC is participating providing the necessary assistance in flight recorders readout, information supply and research activities.

### Flight safety statistical analysis.

58 accidents including 32 fatal accident with 72 fatalities occurred in civil aviation of Contracting States of the Agreement in 2017. There were no accidents with heavy passenger aircraft in 2016.



*The number of accidents and fatal accidents per 100 thousand flight hours with heavy transport aircraft with take-off mass more than 10 tones during all types of transportation in civil aircraft of Contracting States of the Agreement (without GA).*

See all the flight safety review and recommendations in the [Annual safety report 2017](#).

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## Scientific & technical center.

In February 2018 the new laboratory of the Scientific & technical center of the IAC was opened.



The laboratory consists of the areas for the flight recorders and equipment research, disassembly and readout, and is the fifth reincarnation of the IAC facilities during the 25 years history.

Today the laboratory can provide investigators with an extended number of instruments for getting the data from the various sources of the information, like flight recorders, GPS devise, cell phones, cameras, EGPWS, TAWS, TCAS and flight computer modules. Using of the X-ray equipment, soldering/unsoldering automatic stations allow to recover the data from badly damaged devices directly from memory chips, even broken and heated.

Newly manufactured flight recorders devises, hardware and software (Honeywell, L3, Penny&Giles, ...) were received by the laboratory during the last years to fit with the rising requirements of the fleet in operation in states-participants of the Agreement.

An extension of the laboratory for more than 300 square meters did not influence the activity over the old-fashioned, obsolete recorders, which are still under the coverage of the IAC capabilities.

Using of the newly-purchased UAVs became it available to do the mapping of the accident site with high precision in 3D mode, allowing investigators to complete the job in a more expedite and qualitative manner.

The scientific & research center today is one of the unique centers capable to provide qualified expertise in the field of the accident investigation, forensic investigation and flight safety research.