

**CIVIL AVIATION REGULATIONS**

**SURINAME**

**PART 14 – AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION**

**VERSION 2.0**

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## PART 14 – AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION

### 14.1 GENERAL

#### 14.1.1.1 APPLICABILITY

- (a) This part prescribes:
- (1) requirements for the activities following accidents, serious incidents, and incidents with any aircraft occurring in Suriname or with a Surinamese registered aircraft occurring in another State or outside the territory of any State.

*Note: Only certified remotely piloted aircraft (RPA) shall be the subject of an investigation under these Regulations.*

- (2) obligations and requirements for:
  - i. the notification of accidents, serious incidents and incidents of aircraft occurring in the territory of Suriname including the territorial waters and of aircraft Surinamese registered aircraft abroad; and
  - ii. the preservation of aircraft, aircraft wreckage, aircraft contents and all types of aircraft records after an accident, serious incident and incident;
  - iii. the preservation of all documentation related to the air operator, service provider, aircraft owner and aeronautical personnel involved; and
  - iv. any other obligation or requirement that the investigation process demands.

#### 14.1.1.2 DEFINITIONS

- (a) Definitions are contained in Part 1 of these regulations.

#### 14.1.1.3 ABBREVIATIONS

- (a) The following abbreviations are used in this part:
1. AIA – Accident Investigation Authority
  2. CASAS - The Civil Aviation Safety Authority Suriname
  3. ICAO – International Civil Aviation Organization
  4. IIC – Investigator in Charge

#### 14.1.1.4 INVESTIGATION RESPONSIBILITY

- (a) In accordance with Article 18, Chapter 5 of the Civil Aviation Act of Suriname, the Attorney General shall appoint a commission and adopt procedures to investigate the circumstances of any aircraft accident that occurred in Suriname.

The Civil Aviation Safety Authority Suriname (CASAS) is charged with the supervision and inspection of compliance with Civil Aviation Legislation, and is in addition thereto responsible for all other tasks related to aviation safety and security regarding the services offered. Based on this obligation, CASAS is responsible for the investigation of all incidents and serious incidents that occur in Suriname and CASAS shall appoint a commission to investigate the circumstances of such occurrences.

- (b) When the location of the accident, serious incident or incident with a Surinamese registered aircraft cannot definitely be established as being in the territory of any State, the Attorney General/CASAS shall institute and conduct any necessary investigation of the occurrence.
- (c) When an accident occurs in international waters near the territory of Suriname, the Attorney General/CASAS shall provide such assistance as they are able and shall respond to requests by the State of Registry.
- (d) The Attorney General/ CASAS may delegate the whole or any part of the conducting of an accident or incident investigation to another State or a regional accident and incident investigation organization (RAIO) by mutual arrangement and consent. In any event, Attorney General/ CASAS shall use every means to facilitate the investigation.
- (e) The Attorney General/CASAS shall designate the head of the investigation commission as the investigator-in-charge, who shall initiate the investigation immediately.
- (f) The commission appointed by the Attorney General/CASAS shall have independence in the conduct of the investigation and have unrestricted authority over its conduct. The investigation shall normally include:
  - (1) the gathering, recording and analysis of all relevant information on that accident or incident;
  - (2) the protection of certain accident and incident investigation records in accordance
  - (3) timely, public dissemination of factual information, as appropriate;
  - (4) if appropriate, the issuance of safety recommendations;
  - (5) if possible, the determination of the causes and/or contributing factors; and
  - (6) the completion of the Final Report.

#### 14.1.1.5 OBJECTIVE OF THE INVESTIGATION

- (a) The sole objective of the investigation of an accident or incident shall be the prevention of accidents and incidents. It is not the purpose of this activity to apportion blame or liability.
- (b) It is of utmost importance that investigators detect deficiencies within the systems being investigated and promptly issue safety recommendations in order to establish measures for their mitigation. These safety recommendations shall at the most soonest opportunity be implemented by those concerned.
- (c) The Final Report is a technical document that reflects the conclusions of the investigation conducted by the commission appointed by the Attorney General/CASAS regarding the circumstances in which the accident/incident occurred including the determination of causes and/or contributing factors and, when appropriate, the making of safety recommendations.
- (d) The results of the investigation conducted by the commission appointed by the Attorney General/CASAS regarding the circumstances in which the accident/incident occurred shall not influence or prejudice the outcome of any other administrative or judicial proceeding that may be initiated in relation to the accident/incident.
- (e) Any investigation conducted in accordance with the rules and procedures of the commission appointed by the Attorney General/CASAS under these Regulations shall be separate from any judicial or administrative proceeding to apportion blame or liability.

## 14.2 NOTIFICATION

**14.2.1.1 ACCIDENT NOTIFICATION**

- (a) The air navigation service provider, any air operator, any owner or pilot-in-command of an aircraft, any operational aviation personnel who are involved in an accident or if an aircraft is missing, shall report the occurrence to CASAS directly as soon as possible and by the quickest means available. CASAS shall forward this notification to the Attorney General for accident investigation.
- (b) The notification to CASAS according to paragraph (a) shall, in so far as possible, contain the following information:
  - (1) date and time of the accident;
  - (2) place of the occurrence or location of the aircraft with reference to a geographical point of easy identification;
  - (3) aircraft data, registration, aircraft type;
  - (4) damage to the aircraft;
  - (5) personnel data: name of the pilot in command of the aircraft and other crew members;
  - (6) number of persons on board the aircraft;
  - (7) number of crew members and passengers or third parties killed or seriously injured;
  - (8) flight data: last departure point of the aircraft, next planned landing point of the aircraft;
  - (9) name of the operator or owner of the aircraft;
  - (10) description of the weather conditions in the place (rain, wind, fog, etc.)
  - (11) presence of dangerous goods on board the aircraft and description of them; and
  - (12) details and contact information of the notifying person.
- (c) CASAS shall forward the notification received under paragraph (a) and (b) to the Attorney General when the occurrence has been classified as an accident or if the aircraft is missing.

**14.2.1.2 SERIOUS INCIDENT NOTIFICATION**

- (a) The air navigation service provider, any air operator, any owner or pilot-in-command of an aircraft, any operational aviation personnel who are involved in or has knowledge of circumstances that indicate that there was a high probability of an accident occurring, shall notify the occurrence to CASAS directly as soon as possible and by the quickest means available.

*Note: A list of examples of a serious incident can be found in IS 14.2.1.2*

- (b) The notification to CASAS according to paragraph (a) shall, in so far as possible, contain the following information:
  - (1) date and time of the serious incident;
  - (2) place of the occurrence or location of the aircraft with reference to a geographical point of easy identification;
  - (3) aircraft data, registration number, aircraft type;
  - (4) damage to the aircraft;
  - (5) personnel data: name of the pilot-in-command of the aircraft or crew;
  - (6) number of persons on board the aircraft;
  - (7) number of crew members and passengers or third parties with injuries;
  - (8) flight data: last departure point of the aircraft, next planned landing point of the aircraft;

- (9) name of the operator or owner of the aircraft;
- (10) description of the weather conditions on site (rain, wind, fog, etc.); and
- (11) details and contact of the person notifying.

#### 14.2.1.3 INCIDENT NOTIFICATION

- (a) The air navigation service provider, any air operator, any owner or pilot-in-command of an aircraft, any operational aviation personnel who are involved in or aware of an aviation occurrence, excluding accidents, which affects or could affect the safety of operations, shall notify CASAS directly within 48 hours using the most appropriate means.
- (b) The notification to CASAS according to paragraph (a) shall, in so far as possible, contain the following information:
  - (1) date and time of the incident;
  - (2) place of the occurrence or location of the aircraft with reference to an easily identifiable geographical point;
  - (3) aircraft data, registration number, aircraft type;
  - (4) damage to the aircraft;
  - (5) personnel data: name of the pilot-in-command of the aircraft or crew;
  - (6) number of persons on board the aircraft;
  - (7) number of crew members and passengers or third parties with injuries;
  - (8) flight data: last departure point of the aircraft, next planned landing point of the aircraft;
  - (9) name of the operator or owner of the aircraft;
  - (10) description of the weather conditions on site (rain, wind, fog, etc.); and
  - (11) details and contact of the person notifying.

#### 14.2.1.4 FORWARDING THE NOTIFICATION

- (a) When an accident, a serious incident, or an incident has occurred in Suriname, CASAS shall forward a notification of that accident, serious incident, or incident to be investigated within the context of these Regulations, with a minimum of delay and by the most suitable and quickest means available, to:
  - (1) the state of registry;
  - (2) the state of the operator;
  - (3) the state of design;
  - (4) the state of manufacture; and
  - (5) the ICAO, when the aircraft involved is of a maximum mass of over 2 250 kg or is a turbojet-powered aeroplane.
- (b) When an aircraft registered in Suriname or an aircraft operated by a Surinamese air operator is involved in a serious incident or an incident outside Suriname, CASAS shall forward a notification of the occurrence to the state of design, the state of manufacture and the state of occurrence.
- (c) When an accident, a serious incident, or an incident has occurred in the territory of a non-contracting State or outside the territory of any State with an aircraft registered in Suriname and the Attorney General/CASAS institutes an investigation, CASAS shall forward a notification, in accordance with sub

section 14.2.1.5, with a minimum of delay and by the most suitable and quickest means available, to:

- (1) the state of the operator;
- (2) the state of design;
- (3) the state of manufacture; and
- (4) the ICAO, when the aircraft involved is of a maximum mass of over 2 250 kg or is a turbojet-powered aeroplane.

#### 14.2.1.5 FORMAT AND CONTENT OF THE NOTIFICATION

- (a) The notification shall be in plain ENGLISH and contain as much of the following information as is readily available, but its dispatch shall not be delayed due to the lack of complete information:
  - (1) for accidents the identifying abbreviation ACCID, for serious incidents SINCID, for incidents INCID;
  - (2) manufacturer, model, nationality and registration marks, and serial number of the aircraft;
  - (3) name of owner, operator and lessor, if any, of the aircraft;
  - (4) qualification of the pilot-in-command, and nationality of crew and passengers;
  - (5) date and time (local time or UTC) of the accident or incident;
  - (6) last point of departure and point of intended landing of the aircraft;
  - (7) position of the aircraft with reference to some easily defined geographical point and latitude and longitude;
  - (8) number of crew and passengers; aboard, killed and seriously injured; others, killed and seriously injured;
  - (9) description of the accident or incident and the extent of damage to the aircraft so far as is known;
  - (10) an indication to what extent the investigation will be conducted or is proposed to be delegated by Suriname;
  - (11) physical characteristics of the accident or incident area, as well as an indication of access difficulties or special requirements to reach the site;
  - (12) identification of the originating authority and means to contact the investigator-in-charge and the accident investigation authority of the state of occurrence at any time; and
  - (13) presence and description of dangerous goods on board the aircraft.
- (b) CASAS shall dispatch the details omitted from the notification as well as other known relevant information as soon as it is possible to do so.

#### 14.2.1.6 RECEIPT OF THE NOTIFICATION

- (a) When the Attorney General/CASAS have been notified by another State of an accident, a serious incident, or an incident with an aircraft registered in Suriname or with an aircraft operated by a Surinamese air operator, that has occurred in the territory of a contracting state or a non-contracting state or outside the territory of any state, CASAS shall acknowledge receipt of the notification on behalf of Suriname.

- (b) Upon receipt of the notification under paragraph (a), CASAS shall, as soon as possible, provide the state of occurrence or the state of registry, whichever is applicable, with any relevant information available to them regarding the aircraft and flight crew involved in the accident or incident. CASAS shall also inform the state of occurrence or the state of registry, whichever is applicable, whether Suriname intends to appoint an accredited representative and if such an accredited representative is appointed, the name and contact details; as well as the expected date of arrival if the accredited representative will travel to be present at the investigation.
- (c) Upon receipt of the notification under paragraph (a), CASAS shall with a minimum of delay and by the most suitable and quickest means available, provide the state of occurrence or the state of registry, whichever is applicable, with details of dangerous goods on board the aircraft.

### 14.3 COLLECTION AND PRESERVATION OF EVIDENCE

#### 14.3.1.1 COLLECTION OF EVIDENCE

- (a) The commission appointed by the Attorney General/CASAS shall require any air operator, the air navigation service provider, aircraft owner, and any other organization or aviation personnel that has pertinent information necessary for the investigation of the occurrence to provide such information.
- (b) The commission appointed by the Attorney General/CASAS shall request any other State that has pertinent information which is necessary for the investigation of the occurrence to provide such information.
- (c) The commission appointed by the Attorney General/CASAS shall visit the accident scene when feasible and examine the aircraft wreckage, collect and record all possible evidence, and take statements from personnel involved, witnesses, and anyone else the commission deems appropriate. It shall also determine the extent of the investigation and the procedure to be followed in carrying out the investigation depending on the lessons it expects to draw from the investigation for the improvement of safety.
- (d) Any service provider, air operator, aircraft owner, and any other organization or person involved in an accident, serious incident, or incident shall allow the commission appointed by the Attorney General/CASAS immediate and unrestricted access to any aircraft, wreckage, records, facilities and any other available evidence material deemed relevant to the investigation.

#### 14.3.1.2 PRESERVATION OF THE SITE, THE AIRCRAFT INCLUDING CONTENTS AND RECORDS

- (a) The Authority with jurisdiction at the scene of the occurrence, the air operator or owner of the aircraft shall preserve and maintain safe custody of the aircraft, remains of the aircraft, its contents and evidence for such a period as may be necessary for the purposes of the investigation as determined by the Investigator in Charge.
- (b) The protection of evidence shall include the preservation, by photographic or other means, of any evidence, prior to its removal, or which might be affected, lost, or destroyed.
- (c) Safe custody shall include protection against further damage, access by unauthorized persons, pilfering and deterioration.

*Note 1: In case the delay poses an immediate danger to life or physical integrity, any person who is at the scene may carry out the necessary rescue actions to rescue people or animals from the accident/incident aircraft.*

*Note 2: Prior to removing bodies or remains, in so far as possible, the position and location in which they were left should be recorded by photograph or video, in coordination with the commission appointed by the Attorney General.*

**14.3.1.3 ACCESS TO AN AIRCRAFT INVOLVED IN AN ACCIDENT/SERIOUS INCIDENT OR INCIDENT**

- (a) Any Authority, air operator, aircraft owner or service provider shall, for the purposes of the investigation, grant unrestricted access to the Investigator in Charge and the investigators of the commission appointed by the Attorney General/CASAS to inspect, secure or remove an aircraft or its contents when involved in an accident, serious incident or incident and to access all other available evidential material without delay.

**14.3.1.4 INVESTIGATOR IN CHARGE (IIC) – ACCESS AND CONTROL**

- (a) Any Authority, air operator, aircraft owner or service provider shall, for the purpose of the investigation, grant unrestricted access to the Investigator in Charge and investigators of the commission appointed by the Attorney General/CASAS, to the wreckage of the aircraft, and all relevant material, including flight recorders and Air Traffic Services (ATS) records immediately, and they shall have control over it, in order to ensure that the authorized personnel participating in the investigation proceed, without delay, to a detailed examination, in coordination with other State authorities which may be acting in parallel.

**14.3.1.5 RECORDED DATA — ACCIDENTS AND INCIDENTS**

- (a) The investigation commission appointed by the Attorney General/CASAS shall make effective use of flight recorders and available ground-based recordings in the investigation of an accident or an incident.
- (b) The Attorney General/CASAS shall arrange for the read-out of the flight recorders without delay using the available facilities of other States, thereby taking into consideration:
  - i. the capabilities of the read-out facility;
  - ii. the timeliness of the read-out; and
  - iii. the location of the read-out facility.

**14.3.1.6 RECORD PRESERVATION**

- (a) CASAS shall preserve and make available to the appointed investigation commission all documents, records and files of the air operator, aircraft owner, crew, air navigation service provider, relating to the accident/serious incident or incident immediately after becoming aware of the occurrence.
- (b) The air operator or aircraft owner, the air navigation service provider or any other organization or person involved in an accident, serious incident, or incident shall immediately preserve and make available all relevant records, including voice, data, and image recordings, logbook entries, electronic records, technical data, and any other pertinent information for at least 60 days after becoming aware of the occurrence unless otherwise directed by the appointed investigation commission and if necessary they shall also provide technical and logistical support to the commission for the investigation.

**14.3.1.7 REQUEST FROM STATE OF REGISTRY, STATE OF THE OPERATOR, STATE OF DESIGN OR STATE OF MANUFACTURE**

- (a) If a request is received by the Attorney General/CASAS from the State of Registry, the State of the Operator, the State of Design or the State of Manufacture that the aircraft, its contents, and any other evidence remain undisturbed pending inspection by an accredited representative of the requesting State, the Attorney General/CASAS shall take all necessary steps to comply with such request, so far as this is reasonably practicable and compatible with the proper conduct of the investigation; provided that the aircraft may be moved to the extent necessary to extricate persons, animals, mail and valuables, to prevent destruction by fire or other causes, or to eliminate any danger or obstruction to air navigation, to other transport or to the public, and provided that it does not result in undue delay in returning the aircraft to service where this is practicable.

**14.3.1.8 RELEASE FROM CUSTODY**

- (a) Subject to the provisions of paragraph 14.3.1.2 and 14.3.1.7, Attorney General/CASAS shall release custody of the aircraft, its contents or any parts thereof as soon as they are no longer required in the investigation, to any person or persons duly designated by the State of Registry or the State of the Operator, as applicable. For this purpose the Attorney General/CASAS shall facilitate access to the aircraft, its contents or any parts thereof, provided that, if the aircraft, its contents, or any parts thereof lie in an area within which the Attorney General/CASAS finds it impracticable to grant such access, it shall itself effect removal to a point where access can be given.

**14.4 SPECIAL EXAMS AND COORDINATION**

**14.4.1.1 AUTOPSY**

- (a) When an accident involving fatalities occurs in Suriname, the Attorney General in coordination with CASAS, will arrange for a complete autopsy examination of fatally injured flight crew members and, subject to the particular circumstances, of fatally injured passengers and cabin attendants by a pathologist, preferably experienced in accident investigation. These examinations shall be expeditious and complete.

**14.4.1.2 MEDICAL AND TOXICOLOGICAL EXAMINATIONS**

- (a) Any member of the crew and all aviation personnel involved in an accident or incident under investigation shall, if requested by the appointed investigation commission, cooperate to undergo medical and toxicological examinations by a physician, preferably experienced in accident investigation. These examinations shall be expeditious and shall be conducted to aid the technical investigation.

**14.4.1.3 PROTECTING RECORDS OF ACCIDENT AND INCIDENT INVESTIGATIONS**

- (a) All State authorities, the air navigation service provider, air operators, aircraft owners, aviation personnel are prohibited from disclosing the following records related to an aviation accident or incident for purposes other than accident or incident investigation:
  - (1) cockpit voice recordings and airborne image recordings and any transcripts from such recordings; and
  - (2) records in the custody or control of the investigation commission appointed by the Attorney General/CASAS being:
    - i. all statements taken from persons by the commission in the course of their investigation;
    - ii. all communications between persons having been involved in the operation of the aircraft;
    - iii. medical or private information regarding persons involved in the accident or incident;
    - iv. recordings and transcripts of recordings from air traffic control units;
    - v. analysis of and opinions about information, including flight recorder information, made by the investigation commission and accredited representatives in relation to the accident or incident; and
    - vi. the draft Final Report of an accident or incident investigation.
- (b) The records listed in paragraph (a) shall be included in the Final Report or its appendices only when pertinent to the analysis of the accident or incident. Parts of the records not relevant to the analysis shall not be disclosed.

*Note: The records listed in paragraph (a) include information relating to an accident or incident. The disclosure or use of such information for purposes where the disclosure or use is not necessary in the interest of safety may mean that, in the future, the information will no longer be openly disclosed to investigators. Lack of access to such information would impede the investigation process and seriously affect aviation safety.*

- (c) The Attorney General, CASAS, the investigation commission, the investigator in charge are prohibited from disclosing the names of the persons involved in the accident or incident to the public.
- (d) Requests for records in the custody or control of the Attorney General/CASAS or the investigation commission shall be directed to the original source of the information.
- (e) The Attorney General/CASAS/the investigation commission shall retain, where possible, only copies of records obtained in the course of an investigation.

#### **14.4.1.4 COORDINATION WITH JUDICIAL AUTHORITIES**

- (a) The investigator in charge shall coordinate with the judicial authorities to ensure access to evidence that requires prompt recording and analysis for the investigation to be successful, such as medical certificates and medical records, the examination and identification of victims, flight recorder data and any other device deemed necessary (e.g., cell phones, video cameras, etc.).

#### **14.4.1.5 OTHER TYPES OF INVESTIGATIONS**

- (a) When the Attorney General appoints a commission to investigate an accident, the appointed members shall not be involved in any other type of investigation about the same occurrence during the course of the accident investigation.
- (b) All actions, tests or examinations conducted by the appointed commission shall not impede other types of investigations related to the accident or serious incident.

#### **14.4.1.6 INFORMING AVIATION SECURITY AUTHORITIES**

- (a) If, in the course of an accident or incident investigation by the Attorney General/CASAS it becomes known, or it is suspected, that an act of unlawful interference was involved, the investigator in charge shall immediately inform the aviation security authorities of all the States concerned through the appropriate channels.

#### **14.4.1.7 PARTICIPATION OF THE STATE OF REGISTRY, THE STATE OF THE OPERATOR, THE STATE OF DESIGN, THE STATE OF MANUFACTURE AND ANY OTHER STATE PROVIDING INFORMATION, FACILITIES OR EXPERTS.**

- (a) The State of registry, the State of the operator, the State of design, the State of manufacture shall have the right to appoint an accredited representative to participate in the investigation conducted by the Attorney General/CASAS.
- (b) The State which, at the request of the Attorney General/CASAS provides information, facilities or experts, shall each have the right to appoint an accredited representative to participate in the investigation.
- (c) A State entitled to appoint an accredited representative under these regulations shall also be entitled to appoint one or more advisers to assist the accredited representative in the investigation.
- (d) When Suriname has specifically been requested to appoint an accredited representative by a State conducting an investigation of an accident with an aircraft of a maximum mass of over 2 250 kg that is registered in Suriname or operated by a Surinamese air operator, CASAS shall appoint an accredited representative to participate in the investigation.
- (e) When CASAS has appointed an accredited representative to participate in an investigation involving a Surinamese registered aircraft or a Surinamese air operator, CASAS shall also appoint one or more

advisers, proposed by the operator to assist its accredited representative.

- (e) The State of design and the State of manufacture shall have the right to appoint one or more advisers proposed by the organizations responsible for the type design and final assembly of the aircraft to assist their accredited representatives in an investigation conducted by the Attorney General/CASAS.
- (f) Advisers assisting the accredited representatives shall be permitted, under the accredited representatives' supervision, to participate in the investigation, as soon as necessary and to the extent necessary, to ensure that the participation of such representatives is effective.
- (g) Participation in the investigation shall confer the right to participate in all aspects of the investigation, under the control of the investigator in charge, and in particular to:
  - (1) visit the scene of the accident;
  - (2) examine the wreckage of the aircraft;
  - (3) obtain witness information and suggest areas of questioning;
  - (4) have full access to all relevant evidence as soon as possible;
  - (5) receive copies of all pertinent documents;
  - (6) participate in read-outs of recorded media;
  - (7) participate in investigation activities carried out outside the accident site, such as component examinations, technical briefings, tests and simulations;
  - (8) participate in meetings on the progress of the investigation, including discussions related to analysis, findings, causes, contributing factors and safety recommendations; and
  - (9) provide information regarding the various elements of the investigation.

Participation of States other than the State of registry, the State of the operator, the State of design and the State of manufacture shall be limited to those matters which entitled such States to participation under paragraph 14.4.1.7 (b).

- (h) Accredited representatives and their advisors shall provide the Attorney General/CASAS with all relevant information at its disposal and shall not disclose information about the progress and the findings of the investigation to any person, without the explicit consent of the Attorney General/CASAS.

#### **14.4.1.8 STATES HAVING SUFFERED FATALITIES OR SERIOUS INJURIES TO THEIR CITIZENS**

- (a) A State which has a special interest in an accident investigation by virtue of fatalities or serious injuries to its citizens shall be entitled to appoint an expert who shall be entitled to:
  - (1) visit the scene of the accident;
  - (2) have access to relevant factual information which is approved for public release; and information on the progress of the investigation; and
  - (3) assist in the identification of victims;
  - (4) assist in questioning survivors who are citizens of the State, and
  - (5) receive a copy of the Final report.

#### **14.4.1.9 REQUEST FOR INFORMATION — ACCIDENTS AND INCIDENTS**

- (a) When the Attorney General/CASAS receives a request from a State that is conducting an investigation of an accident or an incident, the Attorney General/CASAS shall provide that State with all the relevant

information available to it; The Attorney General/CASAS shall, in consultation with the authorities of that State, determine the limitations on disclosure or use that will be applicable to the information before it is exchanged between them for the purposes of an accident or incident investigation.

- (b) If the facilities or services in Suriname have been used by an aircraft prior to the occurrence of an accident or an incident outside Suriname and if the Attorney General/CASAS have information pertinent to the investigation that will be conducted then CASAS shall, on behalf of Suriname, provide such information to the State conducting the investigation.
- (c) When an accident or a serious incident has occurred with a Surinamese registered aircraft or a Surinamese air operator outside Suriname and the aircraft lands in a State other than the State of Occurrence, the Attorney General/CASAS shall provide the State conducting the investigation with the flight recorder records and, if necessary, the associated flight recorders if this has been requested by the latter State and pertinent information on any organization whose activities may have directly or indirectly influenced the operation of the aircraft.

## 14.5 REPORTS

### 14.5.1.1 FORMAT OF THE FINAL REPORT

- (a) The format of the Final Report in IS 14.5.1.1 shall be used. However, it may be adapted to the circumstances of the accident or incident.

### 14.5.1.2 RELEASE OF INFORMATION — CONSENT

- (a) No person who has participated in an investigation on behalf of Suriname shall circulate, publish or give access to a draft report or any part thereof, or any documents obtained during an investigation of an accident or incident, without the express consent of the State which conducted the investigation, unless such reports or documents have already been published or released by that latter State.

### 14.5.1.3 FINAL REPORT

- (a) In the interest of accident prevention, CASAS shall make the Final Reports of all accident-, serious incident- and incident investigations that it has conducted or have been conducted by the Attorney General publicly available on its website as soon as possible, and if possible, within twelve months of the occurrence.
- (b) If the Final Report cannot be completed within twelve months, CASAS shall make an interim statement publicly available on its website on each anniversary of the occurrence, detailing the progress of the investigation and any identified safety issues.
- (c) The Final Report of the investigation conducted by the Attorney General/CASAS shall be sent with a minimum of delay by CASAS to:
  - i. the State that instituted the investigation; (if applicable)
  - ii. the State of Registry;
  - iii. the State of the Operator;
  - iv. the State of Design;
  - v. the State of Manufacture;
  - vi. any State that participated in the investigation;
  - vii. any State having suffered fatalities or serious injuries to its citizens; and
  - viii. any State that provided relevant information, significant facilities or experts.
- (d) When the Attorney General/CASAS has conducted an investigation into an accident or an incident involving an aircraft of a maximum mass of over 5 700 kg and has released a Final Report, CASAS shall send a copy of the Final Report to the ICAO.

#### 14.5.1.4 DRAFT FINAL REPORT

- (a) CASAS shall send a copy of the draft Final Report of all accident-, serious incident- and incident investigations that it has conducted or have been conducted by the Attorney General to the following States inviting their significant and substantiated comments on the report as soon as possible:
  - (1) the State that instituted the investigation;
  - (2) the State of Registry;
  - (3) the State of the Operator;
  - (4) the State of Design;
  - (5) the State of Manufacture; and
  - (6) any State which on request provided information, facilities or experts to the investigation.
- (b) Recipients shall be allowed 30 days from the date of the transmittal letter to comment on the draft Final Report. This consultation period may be extended to 60 days if the State invited to comment notifies the investigating commission of the need for additional time. The investigating commission of the Attorney General/CASAS will then either incorporate the substance of the comments into the draft or append them to the Final Report if requested by the State that provided the comments. If no comments are received within the consultation period, the Final Report will be published as is, unless an additional extension has been granted.
- (c) The comments to be attached to the Final Report will be restricted to the specific technical aspects, other than of an editorial nature, on which consensus could not be reached.

#### 14.5.1.5 SAFETY RECOMMENDATIONS

- (a) The Attorney General/CASAS shall issue safety recommendations in a dated transmittal correspondence to the appropriate authorities, including those in other States, at any stage of an accident or incident investigation to ensure that timely and effective preventive measures are taken to enhance aviation safety.
- (b) When CASAS participates in an investigation conducted by another State it shall be entitled to issue safety recommendations in the interest of safety, after coordinating with that State.
- (c) When the Attorney General/CASAS has conducted an investigation of an accident or incident it shall address, when appropriate, any safety recommendations arising out of its investigations in a dated transmittal correspondence to the accident investigation authorities of other State(s) concerned and, when ICAO documents are involved, to ICAO.

*Note: When Final Reports contain safety recommendations addressed to ICAO, because ICAO documents are involved, these reports must be accompanied by a letter outlining the specific action proposed.*

- (d) If the Attorney General/CASAS has issued a safety recommendation of global concern (SRGC), it shall inform ICAO of the issuance of that recommendation and its responses in dated transmittal correspondence, even when the SRGC is not addressed to ICAO.

#### 14.5.1.6 ACTION ON SAFETY RECOMMENDATIONS

- (a) The recipient of a safety recommendation issued by the Attorney General/CASAS shall be allowed a maximum period of 90 calendar days from the date of receipt of the recommendation to inform the Attorney General/CASAS of the preventive measures taken or planned to be taken, or the reason why no action will be taken.
- (b) Where CASAS receives safety recommendations from an Accident Investigation Authority of another

State, it shall forward these recommendations to the applicable entity. The recipient of a safety recommendation issued by an Accident Investigation Authority of another State through CASAS shall be allowed a maximum period of 90 calendar days from the date of receipt of the recommendation to inform the CASAS of the preventive measures taken or planned to be taken, or the reason why no action will be taken. CASAS will forward this response to the appropriate foreign Accident Investigation Authority.

#### **14.5.1.7 RELEASE OF FACTUAL INFORMATION**

- (a) The Attorney General/CASAS shall release, at least during the first year of the investigation, the established factual information and indicate the progress of the investigation in a timely manner.

#### **14.5.1.8 REOPENING OF THE INVESTIGATION**

- (a) Once an investigation of an accident has been completed and closed, the air navigation service provider, air operators, aircraft owners, aviation personnel who were involved in the accident, and who have obtained new and significant evidence and/or new elements emerge that may modify the conclusions of the investigation, shall provide them to the Attorney General who will reopen the investigation.
- (b) Once an investigation of a serious incident or incident has been completed and closed, the air navigation service providers, air operators, aircraft owners, aviation personnel who were involved in the incident, and who have obtained new and significant evidence and/or new elements emerge that may modify the conclusions of the investigation, shall provide them to CASAS who will reopen the investigation.

### **14.6 ADREP REPORTING**

#### **14.6.1 PRELIMINARY REPORT**

##### **14.6.1.1 ACCIDENTS TO AIRCRAFT OVER 2 250 KG**

- (a) When the aircraft involved in an accident in Suriname is of a maximum mass of over 2 250 kg, CASAS shall send the Preliminary Report to:
  - (1) the State of Registry;
  - (2) the State of the Operator;
  - (3) the State of Design;
  - (4) the State of Manufacture;
  - (5) any State that provided relevant information, significant facilities or experts; and
  - (6) the ICAO.

##### **14.6.1.2 ACCIDENTS TO AIRCRAFT OF 2 250 KG OR LESS**

- (a) When an aircraft is involved in an accident in Suriname, not covered under 14.6.1.1, and when airworthiness or matters considered to be of interest to other States are involved, CASAS shall forward the Preliminary Report to:
  - (1) the State of Registry or the State of Occurrence, as appropriate;
  - (2) the State of the Operator;
  - (3) the State of Design;
  - (4) the State of Manufacture; and
  - (5) any State that provided relevant information, significant facilities or experts.

##### **14.6.1.3 LANGUAGE**

- (a) The Preliminary Report shall be submitted to appropriate States and to the ICAO in English.

**14.6.1.4 DISPATCH**

- (a) The Preliminary Report shall be sent by CASAS by facsimile, e-mail, or airmail within 30 days of the date of the accident unless the Accident/Incident Data Report has been sent by that time. When matters directly affecting safety are involved, it shall be sent as soon as the information is available and by the most suitable and quickest means available.

**14.6.2 ACCIDENT/INCIDENT DATA REPORT**

**14.6.2.1 ACCIDENTS TO AIRCRAFT OVER 2 250 KG**

- (a) When the Attorney General is conducting an investigation into an accident involving an aircraft of a maximum mass of over 2 250 kg, CASAS shall send, as soon as practicable after the investigation, the accident data report to the ICAO.

**14.6.2.2 INCIDENTS TO AIRCRAFT OVER 5 700 KG**

- (a) If CASAS conducts an investigation into an incident to an aircraft of a maximum mass of over 5 700 kg, CASAS shall send, as soon as is practicable after the investigation, the incident data report to the ICAO.

**14.7 ACCIDENT PREVENTION MEASURES**

**14.7.1.1 DATABASE AND PREVENTIVE ACTIONS**

- (a) CASAS shall establish and maintain an accident and incident database to facilitate the effective analysis of information on actual or potential safety deficiencies and to determine any preventive actions required.
- (b) When Attorney General/CASAS address safety recommendations to an organization in another State, the Attorney General/CASAS shall also transmit these to that State's accident investigation authority.

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## CIVIL AVIATION REGULATIONS

### SURINAME

## PART 14 – IMPLEMENTING STANDARDS

**VERSION 2.0**

**JULY 2024**

For ease of reference the number assigned to each IS corresponds to its associated regulation. For example, IS 14.2.1.3 reflects a standard required by 14.2.1.3 of this part.

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## PART 14 – IMPLEMENTING STANDARDS

### IS 14.5.1.1      FORMAT OF THE FINAL REPORT

#### PURPOSE

The purpose of this format is to present the final report in a convenient and uniform manner.

*Note: detailed guidance on completing each section of the final report is found in the manual of aircraft accident and incident investigation (doc 9756).*

#### FORMAT

**Title.** The final report begins with a title comprising:

name of the operator; manufacturer, model, nationality and registration marks of the aircraft; and place and date of the accident or incident.

**Synopsis.** Following the title is a synopsis describing briefly all relevant information regarding:

notification of accident to national and foreign authorities; identification of the accident investigation authority and accredited representation; organization of the investigation; authority releasing the report and date of publication; and concluding with a brief résumé of the circumstances leading to the accident.

**Body.** The body of the final report comprises the following main headings:

1. factual information
2. analysis
3. conclusions
4. safety recommendations

each heading consisting of a number of subheadings as outlined in the following.

**Appendices.** Include as appropriate.

*Note: in preparing a final report, using this format, ensure that:*

- a) *all information relevant to an understanding of the factual information, analysis and conclusions is included under each appropriate heading;*
- b) *where information in respect of any of the items in 1.— factual information, is not available or is irrelevant to the circumstances leading to the accident, a note to this effect is included under the appropriate subheadings.*

### 1. FACTUAL INFORMATION

1.1 **History of the flight.** A brief narrative giving the following information:

- flight number, type of operation, last point of departure, time of departure (local time or utc), point of intended landing.
- flight preparation, description of the flight and events leading to the accident, including reconstruction of the significant portion of the flight path, if appropriate.
- location (latitude, longitude, elevation), time of the accident (local time or utc), whether day or night.

1.2 **Injuries to persons.** Completion of the following (in numbers):

INJURIES	CREW	PASSENGERS	OTHERS
FATAL			
SERIOUS			
MINOR/NONE			

*Note: fatal injuries include all deaths determined to be a direct result of injuries sustained in the accident. Serious injury is defined in CARS Part 1.*

1.3 **Damage to aircraft.** brief statement of the damage sustained by aircraft in the accident (destroyed, substantially damaged, slightly damaged, no damage).

1.4 **Other damage.** brief description of damage sustained by objects other than the aircraft.

1.5 **Personnel information:**

- a) pertinent information concerning each of the flight crew members including: age, validity of licences, ratings, mandatory checks, flying experience (total and on type) and relevant information on duty time.
- b) brief statement of qualifications and experience of other crew members.
- c) pertinent information regarding other personnel, such as air traffic services, maintenance, etc., when relevant.

1.6 **Aircraft information:**

- a) brief statement on airworthiness and maintenance of the aircraft (indication of deficiencies known prior to and during the flight to be included, if having any bearing on the accident).
- b) brief statement on performance, if relevant, and whether the mass and centre of gravity were within the prescribed limits during the phase of operation related to the accident. (if not and if of any bearing on the accident give details.)
- c) type of fuel used.

1.7 **Meteorological information:**

- a) brief statement on the meteorological conditions appropriate to the circumstances including both forecast and actual conditions, and the availability of meteorological information to the crew.
- b) natural light conditions at the time of the accident (sunlight, moonlight, twilight, etc.).

1.8 **Aids to navigation.** pertinent information on navigation aids available, including landing aids such as ils, mls, Ndb, par, vor, visual ground aids, etc., and their effectiveness at the time.

1.9 **Communications.** Pertinent information on aeronautical mobile and fixed service communications and their effectiveness.

- 1.10 **Aerodrome information.** Pertinent information associated with the aerodrome, its facilities and condition, or with the take-off or landing area if other than an aerodrome.
- 1.11 **Flight recorders.** Location of the flight recorder installations in the aircraft, their condition on recovery and pertinent data available therefrom.
- 1.12 **Wreckage and impact information.** General information on the site of the accident and the distribution pattern of the wreckage, detected material failures or component malfunctions. details concerning the location and state of the different pieces of the wreckage are not normally required unless it is necessary to indicate a break-up of the aircraft prior to impact. Diagrams, charts and photographs may be included in this section or attached in the appendices.
- 1.13 **Medical and pathological information.** Brief description of the results of the investigation undertaken and pertinent data available therefrom.

*Note: medical information related to flight crew licences should be included in sub 1.5 — personnel information.*

- 1.14 **Fire.** If fire occurred, information on the nature of the occurrence, and of the firefighting equipment used and its effectiveness.
- 1.15 **Survival aspects.** Brief description of search, evacuation and rescue, location of crew and passengers in relation to injuries sustained, and failure of structures such as seats and seat-belt attachments.
- 1.16 **Tests and research.** Brief statements regarding the results of tests and research.
- 1.17 **Organizational and management information.** Pertinent information concerning the organizations and their management involved in influencing the operation of the aircraft. The organizations include, for example: the operator; the air traffic services; airway, aerodrome and weather service agencies; and the regulatory authority. the information could include, but not be limited to, organizational structure and functions, resources, economic status, management policies and practices, and regulatory framework.
- 1.18 **Additional information.** Relevant information 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 the investigation, briefly indicate the reason for using these techniques and refer here to the main features as well as describing the results under the appropriate subheadings 1.1 to 1.18.

## 2. ANALYSIS

Analyse, as appropriate, only the information documented in 1. — factual information and which is relevant to the determination of conclusions and causes and/or contributing factors.

### 3. CONCLUSIONS

List the findings, causes and/or contributing factors established in the investigation. the list of causes and/or contributing factors should include both the immediate and the deeper systemic causes and/or contributing factors.

*Note: as stated in paragraph 14.5.1.1, the final report format presented in this Implementing Standard may be adapted to the circumstances of the accident or incident. thus, states may use either “causes” or “contributing factors”, or both, in the conclusions.*

### 4. SAFETY RECOMMENDATIONS

As appropriate, briefly state any recommendations made for the purpose of accident prevention and identify safety actions already implemented.

### APPENDICES

Include, as appropriate, any other pertinent information considered necessary for the understanding of the final report.

#### IS 14.2.1.2 REPORTING SERIOUS INCIDENTS

#### EXAMPLES OF SERIOUS INCIDENTS

1. The term "serious incident" is defined as follows:

**Serious incident.** An incident involving circumstances indicating that there was a high probability of an accident and associated with the operation of an aircraft which, in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time as it comes to rest at the end of the flight and the primary propulsion system is shut down.

2. There may be a high probability of an accident if there are few or no safety defences remaining to prevent the incident from progressing to an accident. To determine this, an event risk-based analysis (that takes into account the most credible scenario had the incident escalated and the effectiveness of the remaining defences between the incident and the potential accident) can be performed as follows:

(a) consider whether there is a credible scenario by which this incident could have escalated to an accident; and

(b) assess the remaining defences between the incident and the potential accident as:

— effective, if several defences remained and needed to coincidentally fail; or

— limited, if few or no defenses remained, or when the accident was only avoided due to providence.

2.1 Consider both the number and robustness of the remaining defences between the incident and the potential accident. Ignore defences that failed, and consider only those that worked and any subsequent defences still in place.

*Note 1: The most credible scenario refers to the realistic assessment of injury and/or damage resulting from the potential accident.*

*Note 2: Defences include crew, their training and procedures, ATC, alerts (within and outside the aircraft), aircraft systems and redundancies, structural design of the aircraft and aerodrome infrastructure.*

2.2 The combination of these two assessments helps determine which incidents are serious incidents:

		<b><i>b) Remaining defences between the incident and the potential accident</i></b>	
		<b><i>Effective</i></b>	<b><i>Limited</i></b>
<b><i>a) Most credible scenario</i></b>	<b><i>Accident</i></b>	Incident	Serious Incident
	<b><i>No Accident</i></b>	Incident	

3. The incidents listed are examples of what may be serious incidents. However, the list is not exhaustive and, depending on the context, items on the list may not be classified as serious incidents if effective defences remained between the incident and the credible scenario.

- Near collisions requiring an avoidance manoeuvre to avoid a collision or an unsafe situation or when an avoidance action would have been appropriate.
- Collisions not classified as accidents.
- Controlled flight into terrain only marginally avoided.

- Aborted take-offs on a closed or engaged runway, on a taxiway<sup>1</sup> or unassigned runway.
- Take-offs from a closed or engaged runway, from a taxiway<sup>2</sup> or unassigned runway.
- Landings or attempted landings on a closed or engaged runway, on a taxiway<sup>3</sup>, on an unassigned runway or on unintended landing locations such as roadways.
- Retraction of a landing gear leg or a wheels-up landing not classified as an accident.
- Dragging during landing of a wing tip, an engine pod or any other part of the aircraft, when not classified as an accident.
- Gross failures to achieve predicted performance during take-off or initial climb.
- Fires and/or smoke in the cockpit, in the passenger compartment, in cargo compartments or engine fires, even though such fires were extinguished by the use of extinguishing agents.
- Occurrences requiring the emergency use of oxygen by the flight crew.
- Aircraft structural failures or engine disintegrations, including uncontained turbine engine failures, not classified as an accident.
- Multiple malfunctions of one or more aircraft systems seriously affecting the operation of the aircraft.
- Flight crew incapacitation in flight:
  - a) for single pilot operations (including remote pilot); or
  - b) for multi-pilot operations for which flight safety was compromised because of a significant increase in workload for the remaining crew.
- Fuel quantity level or distribution situations requiring the declaration of an emergency by the pilot, such as insufficient fuel, fuel exhaustion, fuel starvation, or inability to use all usable fuel on board.
- Runway incursions classified with severity A. The ICAO Manual on the Prevention of Runway Incursions (Doc 9870) contains information on the severity classifications.
- Take-off or landing incidents. Incidents such as under-shooting, overrunning or running off the side of runways.
- System failures (including loss of power or thrust), weather phenomena, operations outside the approved flight envelope or other occurrences which caused or could have caused difficulties controlling the aircraft.
- Failures of more than one system in a redundancy system mandatory for flight guidance and navigation.
- The unintentional or, as an emergency measure, the intentional release of a slung load or any other load carried external to the aircraft.

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<sup>1</sup> Excluding authorized operations by helicopters.

<sup>2</sup> Excluding authorized operations by helicopters.

<sup>3</sup> Excluding authorized operations by helicopters.