



**REGULATION ON AIRCRAFT ACCIDENT AND INCIDENT
INVESTIGATION**

CHAPTER ONE

GENERAL PROVISIONS

1.1 Purpose

1.1.1 The purpose of this Regulation is to regulate relations concerning the functions of the Aircraft Accident and Incident Investigation Bureau (hereinafter referred to as the "Bureau") as provided for in the Civil Aviation Law of Mongolia, and the conduct of aircraft accident and incident investigations.

1.2 Definitions

For the purposes of this Regulation, the following terms shall have the following meanings:

1.2.1 "Aircraft" means an aircraft as defined in Article 5.1.4 of the Civil Aviation Law of Mongolia.

1.2.2 "Aircraft commander" means the pilot appointed by the operator or in the case of general aviation by the aircraft owner, who is responsible for directing and safely conducting the flight.

1.2.3 "Observer" means a representative of a competent Bureau or another person authorized by a State to participate as an observer in the investigation of an aircraft accident or incident

1.2.4 "Dangerous goods" means articles or substances capable of posing a risk to health, safety, property or the environment.

1.2.5 "Operator" means a person or organization engaged in, or proposing to engage in, the operation of an aircraft.

1.2.6 "State of the Operator" means the State in which the operator's principal place of business is located or, if there is no such place of business, the operator's permanent residence.

1.2.7 "Safety recommendation" has the meaning assigned to it in Article 5.1.5 of the Civil Aviation Law of Mongolia.

1.2.8 "Document" includes correspondence, memoranda, books, plans, maps, drawings, diagrams, photographs, graphics, films, sound recordings, video recordings, electronic files, data and copies thereof.

1.2.9 "Crew member" means:

- a) a flight crew member or cabin crew member appointed by the operator

- b) a person performing duties related to the operation of the aircraft during the flight;
- c) a person undergoing training with the permission of the aircraft commander;
- d) an examiner pilot.

1.2.10 “State of Registry” means the State in which the aircraft is registered.

1.2.11 “Other reportable incident” means occurrences other than accidents or serious incidents that have affected or may affect flight safety.

1.2.12 “Regulation” means the principal document governing the investigation of aircraft accidents and incidents.

1.2.13 “Safety recommendation of international significance” means a safety recommendation related to systemic deficiencies that may result in serious consequences or recurrence and which is addressed to foreign civil aviation authorities or to the International Civil Aviation Organization.

1.2.14 “State of Design” means the State having jurisdiction over the organization responsible for the aircraft design.

1.2.15 “Adviser” means a person appointed by a State, based on professional qualifications, to assist its accredited representative.

1.2.16 “Incident” has the meaning assigned to it in Article 5.1.8 of the Civil Aviation Law of Mongolia.

1.2.17 “Interim statement” means an official statement issued by the Bureau informing the public of the progress of the investigation and any potential safety issues where the Final Report has not been issued within 12 months from the date of the occurrence.

1.2.18 “Accredited representative” means an investigator appointed by the Bureau, based on professional qualifications and experience, to participate in an investigation conducted by another State.

1.2.19 “Statement” means any oral, written or recorded testimony provided to the Bureau in connection with an aircraft accident or incident.

1.2.20 “Flight recorder” means any recording device installed on an aircraft for the purpose of assisting the investigation of accidents or incidents.

1.2.21 “Contributing factor” means actions, omissions, events or conditions which contributed to the occurrence of an accident or incident and whose elimination would reduce the likelihood of recurrence.

1.2.22 “Aerodrome operator” means a person, organization or enterprise engaged in the operation of an aerodrome.

1.2.23 “Air traffic services unit” means a generic term referring to an air traffic control unit, including an area control center, an approach control unit or an aerodrome control tower.

1.2.24 “Serious incident” means an incident involving circumstances indicating that an accident nearly occurred.

1.2.25 “Serious injury” means an injury sustained in an accident which:

1.2.25.1 requires hospitalization for more than 48 hours within seven days from the date the injury was received; or

1.2.25.2 involves a fracture of any bone except simple fractures of fingers, toes or nose; or

1.2.25.3 involves severe hemorrhage, nerve, muscle or tendon damage; or

1.2.25.4 involves injury to internal organs; or

1.2.25.5 involves second- or third-degree burns or burns affecting more than five percent of the body surface; or

1.2.25.6 involves verified exposure to infectious substances or harmful radiation.

1.2.26 “Accident” has the meaning assigned to it in Article 5.1.19 of the Civil Aviation Law of Mongolia.

1.2.27 “Participant” means a person appointed by the Bureau whose professional knowledge, skills or experience may contribute to the investigation.

1.2.28 “Director” means the person defined in Article 8.1.10 of the Civil Aviation Law of Mongolia.

1.2.29 “Occurrence” means any accident or incident associated with the operation of an aircraft.

1.2.30 “State of Occurrence” means the State in whose territory the accident or incident occurred.

1.2.31 “State” means a Member State of the International Civil Aviation Organization.

1.2.32 “State of Manufacture” means the State having jurisdiction over the organization responsible for the final assembly of the aircraft, engine or propeller.

1.2.33 “Annex 13” means Annex 13 to the Convention on International Civil Aviation entitled Aircraft Accident and Incident Investigation.

1.2.34 “Investigation” has the meaning assigned to it in Article 5.1.20 of the Civil Aviation Law of Mongolia.

1.2.35 “Cause” means actions, events, conditions or factors that contributed to an accident or incident.

1.2.36 “Investigator” means a person authorized by the Bureau to conduct accident or incident investigations.

1.2.37 “Investigator-in-charge” means an investigator appointed by the Director, based on professional qualifications and experience, to organize and conduct an investigation.

1.2.38 “Draft Final Report” means the draft investigation report circulated to relevant authorities and participating States for comments prior to publication.

1.2.39 “Final Report” means the investigation report issued by the Bureau containing information, analysis, conclusions and safety recommendations.

1.3. Conflict of Interest

1.3.1. Any official, investigator, advisor, or observer who has, or may reasonably be perceived to have, a conflict of interest in relation to a specific accident or incident shall promptly disclose such conflict in writing to the Authority and shall recuse themselves from participation in the investigation.

1.3.2. A conflict of interest includes, but is not limited to: employment relationships; contractual arrangements; provision of consultancy services; financial interests in entities related to the accident or incident; family or close personal relationships; prior involvement in inspections, approvals, or certification decisions; or any previously expressed public opinions or conclusions concerning the matter.

1.3.3. The Authority shall record all disclosures and recusal requests concerning conflicts of interest and shall determine appropriate measures, including replacement of the individual, restriction of the scope of participation, or full termination of involvement.

1.3.4. Prior to participating in an investigation, investigators, advisors, and observers shall sign and certify a declaration confirming the absence of any conflict of interest.

1.3.5. Where a conflict of interest exists, the Authority shall determine whether the individual shall be excluded from participation or, where justified, permitted to participate within a restricted scope.

1.3.6. Officials and investigators of the Authority shall not undertake or hold concurrent duties that may give rise to a conflict of interest in relation to civil aviation activities.

CHAPTER TWO

SCOPE OF INVESTIGATION

2.1 The Bureau shall investigate the following occurrences in accordance with the laws of Mongolia and applicable international treaties and agreements:

2.1.1 The Bureau shall investigate all aircraft accidents occurring within the territory of Mongolia.

2.1.2 The Bureau shall investigate serious incidents involving aircraft with a maximum take-off mass of more than 2,250 kg occurring within the territory of Mongolia and may investigate serious incidents or incidents involving aircraft with a maximum take-off mass of 2,250 kg or less where it considers such investigation necessary for the promotion of aviation safety.

2.1.3 The Bureau shall investigate accidents and serious incidents occurring outside the territory of Mongolia and involving aircraft registered in Mongolia or operated by a Mongolian air carrier, where such aircraft have a maximum take-off mass of more than 2,250 kg, in the following circumstances:

2.1.3.1 Where a Contracting State has delegated the investigation, in whole or in part, to Mongolia;

2.1.3.2 Where the occurrence took place in the territory of a non-Contracting State and that State does not conduct the investigation;

2.1.3.3 Where the occurrence took place in an area not under the sovereignty or jurisdiction of any State.

2.1.4 Where an aircraft registered in Mongolia, or operated by a Mongolian air carrier, is involved in an accident or serious incident occurring in the territory of another Contracting State, the Bureau shall participate in the investigation, as appropriate, in its capacity as the State of Registry or the State of the Operator, through the appointment of an accredited representative in accordance with Annex 13 to the Convention on International Civil Aviation.

2.2 Investigation of accidents and incidents involving leased or exchanged aircraft

2.2.1 Where a Mongolian air operator operates an aircraft under a lease or exchange arrangement, the investigation of accidents or incidents involving such aircraft shall be conducted in accordance with Annex A to this Regulation.

CHAPTER THREE

ACCIDENT AND INCIDENT REPORTING

3.1. Reporting Aircraft Accidents and Incidents

3.1.1. The persons specified in Article 40.1 of the Civil Aviation Law shall notify the Bureau as soon as possible of aircraft accidents and incidents listed in Annex B of this Regulation.

3.1.2 Even where it is unclear or doubtful whether the occurrence constitutes an accident or an incident, it shall nevertheless be reported in order to enable proper classification.

3.1.3. The reporter shall submit the following information regarding the accident or incident to the Bureau:

3.1.3.1. a brief description of the occurrence;

3.1.3.2. the extent of damage to the aircraft and other property;

3.1.3.3. the location of the occurrence (geographical coordinates if possible);

3.1.3.4. the aircraft type and registration mark;

3.1.3.5. the name of the air operator and owner;

3.1.3.6. the last point of departure and intended landing point;

3.1.3.7. the number of flight crew members and passengers;

3.1.3.8. the number of fatalities, serious and minor injuries, and information regarding any dangerous goods on board.

3.1.4 The Bureau shall maintain internal arrangements for the continuous 24-hour receipt of accident and incident notifications.

3.1.5. The internal arrangements shall include the following requirements:

3.1.5.1. a list of accidents and incidents requiring immediate notification (Annex B);

3.1.5.2. instructions for conducting an initial assessment where the classification of the accident or incident is unclear;

3.1.5.3. a process for evaluating the occurrence regardless of whether immediate notification is required, and calling the duty investigator if there is uncertainty in classification;

3.1.5.4. procedures and formats for delivering urgent notifications by telephone and subsequently confirming them in writing.

3.1.6. Initial measures for protecting the accident site and evidence shall include:

3.1.6.1. immediately switching off and preserving flight recordings upon completion of the flight and preventing their reactivation;

3.1.6.2. preventing accidental activation, deletion, or alteration of recordings by third parties;

3.1.6.3. regularly organizing training and exercises on transmitting and receiving notifications.

3.2. Notification to Other States and the International Civil Aviation Organization

3.2.1 In accordance with Annex 13 to the Chicago Convention, the Bureau shall notify the investigation authorities of the relevant States of accidents, serious incidents, and incidents requiring investigation, without delay and by the most rapid means available.

3.2.2 If the aircraft involved in the accident has a maximum take-off mass exceeding 2,250 kg, or is turbojet-powered, notification shall also be sent to the International Civil Aviation Organization (ICAO).

3.2.3. The notification shall be clear and concise. Lack of complete information shall not delay the notification. Missing information shall be provided as soon as possible.

3.2.4. Where possible, the notification shall be prepared in English, taking into account the language circumstances of the receiving State.

3.3. Occurrences outside the Territory of Mongolia

3.3.1. After receiving notification from a foreign State regarding an accident or serious incident, Mongolia, as the State of Registry or the State of the Operator, shall promptly provide the relevant information available in Mongolia (including information related to the flight crew, dangerous goods, State of Design, and manufacturer).

3.3.2. In the case of an accident or serious incident occurring in the territory of a non-Contracting State, or in an area not under the jurisdiction of any State, Mongolia may initiate or conduct an investigation in accordance with Annex 13 to the Chicago Convention, based on mutual agreement with the relevant State.

3.3.3. If the State in which the occurrence took place is not aware of the accident or serious incident, Mongolia shall send an official notification to that State.

3.4. Voluntary Reporting

3.4.1. Individuals and legal entities may voluntarily report to the Bureau any occurrence or condition that negatively affects or may affect aviation safety.

3.4.2. The channels, forms, registration procedures, and feedback mechanisms for receiving voluntary reports shall be regulated by the Bureau's internal documentation.

3.4.3. Voluntary reports may be used in accident and incident investigation processes, subject to the protection and use limitations specified in Chapter Six of this Regulation.

3.4.4. The Bureau shall protect the identity and information of the voluntary reporter and may disclose it only with the reporter's written consent or on legal grounds.

3.4.5. Voluntary reports shall not be used to impose disciplinary, labor, or administrative sanctions against the reporter. However, in cases involving intentional unlawful acts or actions posing a serious risk of harm to others, measures may be taken in accordance with relevant legislation.

3.5. Flight Crew Statements

3.5.1. Immediately after an aircraft accident or serious incident, each member of the flight crew shall submit a statement to the Bureau regarding the factual circumstances of the accident or serious incident. If a crew member is unable to provide a statement, it shall be submitted as soon as their physical condition permits.

CHAPTER FOUR

INVESTIGATION

4.1. The Bureau shall immediately initiate an investigation in the following cases of aircraft accidents and incidents:

4.1.1. An investigation shall be mandatory where an accident or serious incident involves an aircraft with a maximum take-off mass exceeding 2,250 kg.

4.1.2. The Bureau may conduct an investigation in the case of incidents involving an aircraft with a maximum take-off mass exceeding 2,250 kg; and accidents or serious incidents involving an aircraft with a maximum take-off mass of 2,250 kg or less.

4.1.3. In accordance with Annex 13 to the Chicago Convention, the Bureau may, by mutual agreement, delegate the whole or part of the investigation to another State.

4.2 The investigation shall be independent and, within the scope of this Regulation, the Bureau shall have full authority to conduct the investigation autonomously.

4.3. The investigation shall, at a minimum, include the following activities:

4.3.1. obtaining information, collecting, recording, preserving, and analyzing evidence;

4.3.2. determining the causes of the accident or incident and contributing factors;

4.3.3. where necessary, developing and issuing safety recommendations;

4.3.4. preparing a preliminary, final, or summary report.

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4.4. Any investigation conducted under this Regulation shall be separate and distinct from judicial or administrative proceedings.

4.4.1 Unless circumstances indicating a criminal offense have been established, the investigation conducted by the Bureau shall have the following priority over the activities of other organizations at the accident site:

4.4.1.1. the right of access to the accident site;

4.4.1.2. the right to obtain evidence;

4.4.1.3. the right to remove, move, or release aircraft wreckage from protection;

4.4.1.4. the right to decide on termination of on-site operations.

4.5. Investigation Team

4.5.1 Depending on the scope and complexity of the investigation, the Bureau shall establish an investigation team and appoint an investigator-in-charge.

4.5.2 Advisers, observers, participants, and experts involved in the investigation shall work under the direction and supervision of the investigator-in-charge.

4.6. Powers of the Investigator

4.6.1. In conducting the investigation, the investigator shall have the following powers in accordance with the law:

4.6.1.1. unrestricted access to the accident site, the aircraft, its wreckage, parts, cargo, and baggage;

4.6.1.2. to require that the accident site and evidence be secured;

4.6.1.3. to enter, seize, and seal premises or facilities where evidence may be located;

4.6.1.4. to detain the aircraft and place it under protection and storage;

4.6.1.5. to access flight data recordings, cockpit voice recordings, air traffic service recordings, and other relevant recordings;

4.6.1.6. to conduct tests and examinations and, where necessary, subject evidence to non-destructive testing;

4.6.1.7. to take witness statements and conduct interviews;

4.6.1.8. to review medical, toxicological, and autopsy results;

4.6.1.9. to request information, laboratory support, and equipment support from other States.

4.6.2. In carrying out the investigation, the principle shall be observed that normal aviation operations must not be unreasonably disrupted.

4.6.3. It is prohibited to obstruct or improperly influence the lawful activities of an investigator.

4.6.4. When carrying out the investigation, the investigator shall carry the identification card issued by the Bureau or an official letter of appointment.

4.6.5. When exercising the right to access and inspect the accident site, facilities, equipment, recordings, or documents, or to request information, the investigator shall present the official letter of appointment if requested.

4.6.6. The investigator shall be obliged to comply with the requirements of law and regulations.

4.6.7. Any person who receives a lawful requirement issued by the Bureau or an investigator under this Regulation (including to provide information, documents, recordings, to deliver or preserve evidence, or to allow access to the accident site) shall not refuse without justification and shall comply without delay.

4.7. Classification of Occurrences and Determination of Scope

4.7.1. Only the Bureau shall have the power to classify an occurrence as an accident, serious incident, or incident.

4.7.2. In determining the scope of the investigation, the following factors shall be comprehensively considered:

- 4.7.2.1. human factors;
- 4.7.2.2. organizational factors;
- 4.7.2.3. technical factors;
- 4.7.2.4. operational factors;
- 4.7.2.5. environmental factors.

4.8. Access to the Accident Site

4.8.1 Once search and rescue operations have been completed and the accident site has been formally handed over to the investigator-in-charge, the accident site shall come under the direct protection and control of the Bureau.

4.8.2 Access to the accident site and any activity within the accident area shall be permitted only with the written or official authorization of the investigator-in-charge.

4.8.3. In granting access to the accident site, the duties, scope of involvement, and safety requirements applicable to the person concerned shall be considered, and the following personal protective equipment shall be mandatory:

- protective helmet;
- safety footwear;
- protective gloves;
- eye and respiratory protection;
- other necessary protective equipment.

4.8.4 The investigator-in-charge shall officially record and document all entries to the accident site, including the date, time, and purpose of entry and exit.

4.9. Protection of the Accident Site

4.9.1. Except where strictly necessary for saving lives, firefighting, removal of dangerous goods, or elimination of secondary hazards or obstacles, it is prohibited to move or relocate wreckage, parts, or evidence at the accident site.

4.9.2. If the accident site, wreckage, parts, or evidence are moved due to necessity, the action shall be documented as follows:

- the original location shall be confirmed by photographs and video recordings;
- a site sketch and measurements shall be made;
- the reason, responsible person, date, and time shall be recorded.

4.9.3. Measures for protecting the accident site shall include:

- cordoning off and securing the accident area;
- preventing unauthorized access;
- protecting physical evidence from loss, damage, or contamination;
- protecting against environmental effects (weather, animals, third parties).

4.9.4. If the State of Registry, the State of the Operator, the State of Design, or the State of Manufacture requests that the aircraft, its parts, wreckage, or other evidence be preserved without disturbance, the Bureau shall take all practicable measures to comply.

4.10. Preservation, Protection, and Release of Evidence

4.10.1. It is prohibited to destroy, alter, damage, or copy flight recordings, air traffic service recordings, documents, digital information, or other evidence.

4.10.2. A chain of custody shall be established for each item of evidence, and the following information shall be documented:

- date and time the evidence was received;
- responsible person;
- storage location;
- each transfer, use, and return of the evidence.

4.10.3. Evidence storage facilities shall:

- have an access control system;
- be restricted to authorized persons;
- maintain records and logs;
- meet information security requirements.

4.10.4. Once evidence is no longer required for the investigation, it shall be released to its lawful owner or authorized person by decision of the investigator-in-charge.

4.10.5. When releasing evidence, the date and time of transfer, the recipient, the name, quantity, and condition of the evidence transferred shall be formally documented.

4.10.6. Release of evidence from protection shall not constitute grounds affecting the conclusions or report of the investigation into the accident or incident.

4.11. Testing, Examination, and Destructive Testing

4.11.1. Where tests, examinations, analyses, simulations, or other technical work on evidence, parts, systems, or materials are required for the purposes of the investigation, they shall be carried out under the direction of the investigator-in-charge.

4.11.2. Where destructive testing or testing that does not permit restoration to the original condition is required, the Bureau shall, to the extent practicable, notify in advance the lawful owner of the item, the operator, the accredited representative of the State of Manufacture or State of Design, and other relevant parties, and provide them the opportunity to participate or observe.

4.11.3. The process, results, methods used, measurements, and sampling information for tests and examinations shall be documented and entered into the record.

4.11.4. If protected information is generated during testing or examination, the requirements of Chapter Six of this Regulation shall apply.

4.12. Cooperation with Other Organizations

4.12.1. If it is established that the aircraft accident or incident may involve a criminal offense, the Bureau shall formally notify the relevant law enforcement authorities.

4.12.2. The investigation shall remain separate from criminal and administrative proceedings.

4.12.3. Arrangements to ensure that criminal and administrative proceedings do not interfere with the investigation shall be regulated through memoranda of understanding concluded by the Bureau with the relevant bodies.

4.12.4. Where a court or law enforcement body needs to obtain and use evidence, recordings, or other related documents, it shall submit a written request, and such request shall ensure that it does not adversely affect the progress, scope, or integrity of the investigation.

4.12.5. If a person refuses, delays, or obstructs compliance with a lawful requirement issued by the Bureau or the investigator-in-charge within the scope of powers provided by this Regulation and relevant legislation (including access to the accident site, protection of evidence, transfer of documents or property, storage, or provision of access for inspection), the Bureau shall have the right to petition the court for an order compelling compliance.

4.12.6. Where a court order has been issued, the relevant person shall comply with the requirement within the time and under the conditions specified in the order.

4.12.7. In carrying out the investigation, the Bureau shall take all practicable measures to coordinate its activities with rescue services, police, forensic authorities, and other organizations working at the accident site.

4.13. Accredited Representative

4.13.1. In accordance with Annex 13 to the Chicago Convention, the State of Registry, the State of the Operator, the State of Design, and the State of Manufacture shall have the right to appoint an accredited representative to participate in the investigation.

4.13.2 The accredited representative shall participate under the direction and supervision of the investigator-in-charge in the following capacities:

4.13.2.1. reviewing relevant documents and information;

4.13.2.2. providing technical comments and explanations in the investigation;

4.13.2.3. providing support to the investigation.

4.13.3 Under the direction and supervision of the investigator-in-charge, the accredited representative shall have the right:

4.13.3.1. to participate, to the extent possible, in site visits and relevant inspections, examinations, and tests;

4.13.3.2. to review factual information and documents necessary for the investigation;

4.13.3.3. to submit technical comments, explanations, and information;

4.13.3.4. to comment on the draft final report.

4.13.4. The accredited representative and his or her advisors are prohibited from:

4.13.4.1. participating in directing the investigation, making decisions, or drafting conclusions;

4.13.4.2. copying, distributing, or publicly disclosing protected information without authorization;

4.13.4.3. conducting or participating in witness interviews or the taking of statements.

4.13.5. Before participating in the investigation, the accredited representative and his or her advisers shall sign a declaration of non-disclosure and absence of conflict of interest.

4.13.6. If the Bureau considers that the accredited representative or advisor has violated this Regulation, confidentiality obligations, conflict-of-interest requirements, or created a risk of interference with the investigation, it shall have the right to restrict, suspend, or terminate that person's participation.

4.14. Advisor

4.14.1 The investigator-in-charge may appoint one or more experts specialized in the relevant field as advisers, based on their qualifications, experience, and capability, and may obtain their assistance.

4.14.2 Under the supervision of the investigator-in-charge, an adviser shall have the right to:

- enter the investigation site;
- review relevant investigation information and evidence;
- conduct necessary examinations, tests, and simulations;
- review interview materials and recorded materials;
- participate in investigation progress meetings and discussions.

4.14.3 The adviser shall present the results and conclusions of the assigned investigation work to the investigator-in-charge.

4.14.4. If an advisor is an employee of an interested organization whose operations, product, or functions were involved in the occurrence and who may provide technical support to the investigation, that advisor shall not be a person directly involved in the accident or incident.

4.14.5. The advisor shall sign and be bound by a declaration to protect and not disclose investigation information in accordance with Chapter Six of this Regulation.

4.15. Observer

4.15.1 The Bureau may permit a representative of a relevant domestic or foreign authority to participate in the investigation as an observer.

4.15.2. An observer shall participate only within the limits established by the Bureau and shall meet the following requirements:

4.15.2.1. not to interfere with, direct, make decisions in, or conduct the collection or processing of evidence in the investigation;

4.15.2.2. to review information and documents only to the extent permitted by the Bureau, and not to access, copy, or disclose information protected by law or by the Bureau's procedures;

4.15.2.3. to accept confidentiality and information-use conditions and, where necessary, provide a written confidentiality undertaking.

4.15.3. If the Bureau considers that an observer has violated this Regulation, confidentiality obligations, safety or security requirements, or created a risk of interfering with the investigation, it shall have the right to restrict, suspend, or terminate that observer's participation.

4.16. Participant

4.16.1. Taking into account the nature, scope, and technical complexity of the occurrence, the Bureau may designate organizations or specialist persons deemed necessary for the investigation as participants.

4.16.2. The purpose of a participant shall be solely to provide technical information, experience, and support, and the participant shall not have the right to direct the investigation, draft conclusions, or make decisions.

4.16.3 The rights, duties, and scope of participation of a participant shall be determined in writing by the investigator-in-charge. Within the approved scope, the participant shall have the right to:

4.16.3.1. review relevant factual information and documents;

4.16.3.2. provide technical comments and explanations;

4.16.3.3. where necessary, support testing, simulation, and analysis.

4.16.4. A participant shall ensure the confidentiality of protected information in accordance with Chapter Six of this Regulation and shall use such information only for the purposes and within the scope authorized by the Bureau.

4.16.5. If the Bureau considers that a participant has violated this Regulation, confidentiality obligations, or conflict-of-interest requirements, or created a risk of interfering with the investigation, it shall have the right to restrict, suspend, or terminate that participant's involvement.

4.17. Expert of a State Whose Citizens Were Affected

4.17.1. Where, as a result of an accident or serious incident, citizens of a State have died or sustained serious injuries, the Bureau may, at the request of that State, permit the participation of an expert. Such expert may:

4.17.1.1. visit the accident site;

4.17.1.2. receive factual information and information on the progress of the investigation that the Bureau has approved for public release;

4.17.1.3. participate in victim identification activities;

4.17.1.4. assist in interviewing surviving citizens/passengers of that State;

4.17.1.5. receive a copy of the final report or summary report.

4.17.2 The expert of the State whose citizens were affected shall participate subject to the scope and conditions determined by the investigator-in-charge.

4.18. Participation of a Specialist

4.18.1 A specialist from the State administrative body responsible for civil aviation matters may participate in the investigation under the direction of the investigation team, within a limited scope, for the purpose of providing technical information and explanations.

4.18.2. The specialist shall not participate in collecting evidence, drawing conclusions, or making decisions, and during the investigation period shall not exercise responsibilities connected with his or her own organization.

4.18.3. Where a specialist is involved in the investigation, a declaration of absence of conflict of interest shall be obtained from that person, and the person's duties, limitations, and confidentiality obligations shall be confirmed in writing.

4.19. Autopsy

4.19.1. In the case of an accident involving fatalities, if deemed necessary for the investigation, an autopsy shall be arranged in accordance with relevant legislation.

4.19.2. The autopsy shall be conducted for the purposes of the investigation, and its results shall be used in safety analysis.

4.19.3. The results of the autopsy shall constitute protected information and shall be used only in accordance with the grounds and procedures provided by law.

4.20. Medical Examination and Testing

4.20.1. The investigator-in-charge may request flight crew members and other relevant persons to undergo medical examination and toxicological testing for narcotic drugs, alcohol, and psychoactive substances. Such tests shall be conducted within 24 hours after the occurrence of the accident.

4.20.2. The results of medical examinations and tests shall constitute protected investigation information, and the use and transmission of such information shall be regulated in accordance with this Regulation and relevant legislation.

4.21. Termination of the Investigation

4.21.1. Where the Bureau terminates an investigation, it may document the grounds and reasons and notify the relevant organizations.

4.22. Costs

4.22.1. Direct costs related to the investigation shall be borne by the Bureau.

4.22.2. Other costs, including those related to aircraft wreckage, its transportation and storage (except where required by the Bureau), and restoration of the accident site, shall be resolved by the relevant parties within the framework of insurance arrangements.

CHAPTER FIVE

PARTICIPATION IN INVESTIGATIONS CONDUCTED BY OTHER STATES

5.1. In accordance with Annex 13 to the Chicago Convention, Mongolia shall participate, as the State of Registry or the State of the Operator, in investigations of accidents and serious incidents conducted by other States.

5.2. For the purpose of participation under this Chapter, Mongolia shall appoint an accredited representative through the Bureau.

5.3. Within the scope of the rights provided in Annex 13, the accredited representative shall have the right to:

- participate in the investigation;
- review relevant information and documents;
- provide technical comments and explanations;
- comment on the draft report,

but shall not have the right to direct the investigation or make final decisions.

5.4. The accredited representative and advisers shall sign an official undertaking on non-disclosure of information and absence of conflict of interest.

5.5. Transfer of an Investigation to Mongolia

5.5.1. The State in which the occurrence took place may, in accordance with Annex 13 to the Chicago Convention, request that the investigation of an accident or serious incident be transferred in whole or in part to Mongolia.

5.5.2. In the event of transfer of the investigation, the following matters shall be clearly determined in writing:

- 5.5.2.1. the scope of the investigation;
- 5.5.2.2. the allocation of duties and responsibilities;
- 5.5.2.3. arrangements for costs, logistics, and laboratory support;
- 5.5.2.4. preparation and distribution of the report, and reporting to the International Civil Aviation Organization;
- 5.5.2.5. procedures for protection of evidence and recordings.

5.5.3. Where an investigation has been transferred to Mongolia, all provisions of this Regulation shall apply in full.

5.6. Accidents and Serious Incidents Occurring in the Territory of a Non-Contracting State

5.6.1. Where an accident or serious incident occurs in the territory of a non-Contracting State, or in an area not under the jurisdiction of any State, and it is established that the State concerned does not conduct or is unable to conduct an investigation,

Mongolia may conduct an investigation based on available information in accordance with Annex 13 to the Chicago Convention.

5.6.2. In such case, the scope of the investigation shall be determined on the basis of the available evidence and the factual reliability of the information, and the sources used and limitations shall be formally documented.

5.6.3. Whether a report of an investigation conducted in a non-Contracting State shall be submitted to the International Civil Aviation Organization shall be decided in accordance with the procedures set out in Annex 13 to the Chicago Convention.

CHAPTER SIX

PROTECTED INFORMATION

6.1. The following information collected during the investigation shall constitute protected information:

6.1.1. flight data recordings, cockpit voice recordings, and any copies, transcriptions, conversions, or written transcripts thereof;

6.1.2. air traffic service recordings and their copies and transcripts;

6.1.3. witness statements, and audio, video, or written records of interviews;

6.1.4. internal notes of the investigation team, preliminary conclusions, and draft analyses;

6.1.5. cockpit image recordings and any other recordings visually depicting the activities of the flight crew, where available;

6.1.6. relevant results of medical examinations, tests, and autopsies;

6.1.7. other information capable of identifying an individual;

6.1.8. protected information shall not be used, disseminated, or publicly disclosed for purposes other than those provided in this Regulation.

6.2. Protected information shall be used only for the purpose of improving aviation safety.

6.3. Protected information shall not be publicly disclosed except in the following exceptional circumstances:

6.3.1. where directly provided by law;

6.3.2. pursuant to a valid decision of a competent court;

6.3.3. where disclosure does not adversely affect aviation safety, the public interest, or personal privacy.

6.4. Judicial and Other Proceedings

6.4.1. Any transfer of protected information for criminal, administrative, or other proceedings shall be decided within the framework of applicable legislation in a manner that minimizes any possible adverse impact on aviation safety.

6.4.2. Where a written request for information is received from a court or law enforcement Bureau, the following conditions shall be considered:

6.4.2.1. the purpose and necessity of the request;

6.4.2.2. the scope and time period of the information requested;

6.4.2.3. the potential impact on aviation safety;

6.4.2.4. the possibility of removing specific information.

6.4.3. The scope of use, storage, and non-disclosure conditions for transferred information shall be formally established.

6.5. Source of Information

6.5.1. If protected information is stored in copy form under the possession or control of the Bureau, but the information is requested from another organization, service provider, air operator, or third party, the Bureau may, where practicable, recommend that the request be directed to the source organization holding the information.

6.5.2. The classification of protected information and evidence, and the policies and procedures for their protection, are set out in Annex C, which shall form part of the organization's internal procedures.

6.6. Witness Statements and Interviews

6.6.1. A person giving an interview or statement shall have the right to be accompanied by a legal representative or counsel.

6.6.2. Interviews and statements shall be taken on a voluntary basis and without coercion.

6.6.3. Interview recordings and notes shall constitute protected information.

6.6.4. Principle of non-participation of third parties in interviews and statements:

6.6.4.1. accredited representatives, advisors, observers, participants, and other third parties shall not normally be permitted to take part in interviews or statement-taking;

6.6.4.2. if the investigator-in-charge considers participation necessary for the investigation, the name, role, and limitations of the participating person shall be determined in writing in advance, and such person may participate within a limited scope only with the consent of the interviewee;

6.6.4.3. paragraph 4.6.1.7 of Chapter Four shall not limit the right of the interviewee to have a legal representative or counsel.

6.7. Statements of Flight Crew Members and Their Protection

6.7.1. The Bureau shall have the right, for investigation purposes, to require statements, explanations, comments, recordings, and notes given by flight crew members in connection with an accident, serious incident, or incident, including those provided to or obtained at the initiative of an employer, operator, training organization, insurer, or law enforcement body.

6.7.2. The information referred to in paragraph 6.1.1 of Chapter Six shall constitute protected information and shall not be publicly disclosed except in the circumstances provided in paragraph 2.2 of Chapter Two of this Regulation.

6.7.3. The air operator of the aircraft shall preserve, without destruction, any statements, explanations, or notes obtained under its internal procedures and shall provide them without obstruction upon lawful request of the Bureau.

6.8. Access to, Recording of, and Retention of Protected Information

6.8.1. Only authorized persons shall have access to protected information.

6.8.2. All access to protected information shall be logged, including the date, time, person, and purpose.

6.8.3. The retention period, archiving, and destruction procedures for protected information shall be established by internal documentation.

6.9. Relations with the Media

6.9.1. Information provided to the public and media after an accident shall be limited to verified factual information and shall not disclose protected information.

6.9.2. Press releases shall be prepared so as not to:

6.9.2.1. affect the investigation;

6.9.2.2. disclose personal privacy;

6.9.2.3. create an impression that fault has been predetermined.

6.9.3. Official information shall be released only by the Bureau or a person authorized by it.

6.10. Unauthorized Disclosure, Alteration, or Destruction of Protected Information

6.10.1. Any person who unlawfully discloses, alters, destroys, or misuses protected information shall be held liable in accordance with applicable legislation.

CHAPTER SEVEN

REPORTS

7.1. Types of Reports and Timeframes

7.1.1. Depending on the progress and outcome of the investigation, the Bureau shall prepare the following reports and notifications:

- 7.1.1.1. Preliminary Report;
- 7.1.1.2. Interim Statement;
- 7.1.1.3. Final Report;
- 7.1.1.4. Summary Report (where necessary).

7.1.2. A preliminary report concerning an accident involving an aircraft with a maximum take-off mass exceeding 2,250 kg shall be prepared within 30 days of the accident and transmitted to the relevant States and the International Civil Aviation Organization.

7.1.3. The final report or summary report shall be issued within 12 months after completion of the investigation. If it is not possible to issue the report within that period, an interim statement shall be issued annually.

7.2. Preliminary Report and Interim Statement

7.2.1. The preliminary report shall include the facts established as of that time, initial information, the date, time, and place of the occurrence, basic information on the aircraft and the flight, the general nature of injuries and damage, urgent measures taken, and the plan for further investigation. The inclusion of conclusions or attribution of blame in the preliminary report is prohibited.

7.2.2. The interim statement may include the following information:

- 7.2.2.1. the progress of the investigation;
- 7.2.2.2. unresolved issues;
- 7.2.2.3. preliminary safety recommendations;
- 7.2.2.4. the expected timeframe for issuing the final report and the reasons for delay;
- 7.2.2.5. any necessary safety recommendations.

7.2.3. The preliminary report and interim statement shall be transmitted, in accordance with Annex 13 to the Chicago Convention, to the relevant States (the State of Occurrence, the State of Registry, the State of the Operator, the State of Design, and the State of Manufacture), their accredited representatives, experts, and such other States and organizations as may be necessary.

7.2.4. Information relating to issues of global civil aviation safety significance shall be transmitted to the International Civil Aviation Organization.

7.2.5. The Bureau shall make the interim statement publicly available on its official website.

7.2.6. In publishing such information, the relevant protection requirements set out in Chapter Six of this Regulation shall be observed.

7.3. Final Report and Summary Report

7.3.1. The final report shall, in accordance with the structure prescribed in Annex 13 to the Chicago Convention, contain at least the following principal parts:

7.3.1.1. factual information;

7.3.1.2. analysis;

7.3.1.3. conclusions, causes, and contributing factors;

7.3.1.4. safety recommendations, if any.

7.3.2. The summary report shall present the main findings of the investigation and the key safety recommendations, in a form understandable to the public.

7.3.3. The draft final report shall be sent for comments, in accordance with Annex 13 to the Chicago Convention, to the relevant States (the State of Occurrence, the State of Registry, the State of the Operator, the State of Design, and the State of Manufacture), their accredited representatives, experts, and such other States and organizations as may be necessary.

7.3.4. The period for comments on the draft final report shall be 60 days, and may be extended where necessary.

7.3.5. If comments are not received within the prescribed period, publication of the final report shall proceed.

7.3.6. The Bureau shall make the final decision on whether to accept or reject comments submitted by the States referred to in paragraph 7.3.3 of this Chapter. Comments not accepted may, where considered necessary, be appended to the report.

7.3.7. The draft final report is intended solely for the purpose of obtaining comments, and the recipient shall be prohibited from forwarding it to third parties, publicly disclosing it, or using it for any purpose other than the investigation.

7.3.8. When transmitting the draft final report, the Bureau shall ensure conditions for confidentiality and information protection.

7.3.9. Until the final report is issued by the Bureau, the draft shall not be published to the public, the media, or in electronic environments.

7.3.10. Paragraph 7.1.3 of this Chapter shall not restrict the Bureau to issue interim statements and safety recommendations.

7.3.11 The Final Report shall be transmitted to the relevant States and organizations in accordance with paragraph 3.2.1 of this Regulation.

7.3.12. The final report shall be made publicly available, but it is prohibited to publish protected information or information capable of identifying an individual.

7.3.13. A system shall be established for reporting the conclusions and safety recommendations of the final report into the accident and incident database.

7.4. Reopening of an Investigation

7.4.1. The Bureau shall reopen an investigation in accordance with Article 48 of the Civil Aviation Law.

CHAPTER EIGHT

SAFETY RECOMMENDATIONS

8.1. A safety recommendation is a document of a preventive nature intended to improve aviation safety by reducing or eliminating hazards, deficiencies, and risks identified as a result of the investigation of an accident, serious incident, or incident.

8.2. Safety recommendations may be issued at any stage of the investigation, including in the preliminary report, interim statement, before the final report, or after the final report.

8.3. A safety recommendation shall not determine the fault of any person, nor establish civil, administrative, or criminal liability, and shall not contain speculative or accusatory language.

8.4. Safety recommendations shall be developed on the basis of the following sources:

- 8.4.1. factual evidence and analysis from the investigation;
- 8.4.2. assessment of identified hazards and risks;
- 8.4.3. systemic and organizational deficiencies.

8.5. The content of safety recommendations may be directed to the following entities:

- 8.5.1. state oversight and regulatory authorities;
- 8.5.2. aircraft operators;
- 8.5.3. airports and air traffic service providers;
- 8.5.4. maintenance organizations;
- 8.5.5. the State of Design and the manufacturer;
- 8.5.6. other relevant domestic and foreign organizations.

8.6. Safety recommendations shall be communicated by official letter and, where necessary, by electronic means.

8.7 An authority or organization receiving a safety recommendation shall, within 90 days of receipt, provide the following information in writing:

- 8.7.1. action taken;
- 8.7.2. the timeframe for implementation; or
- 8.7.3. the grounds and explanation for not taking action.

8.8 The Bureau shall assess the response received from the standpoint of aviation safety and determine whether it is adequate.

8.9. A system shall be implemented to record, monitor, and evaluate the implementation of safety recommendations.

8.10. If a safety recommendation is not implemented, or is considered to have been inadequately implemented, the Bureau may:

- 8.10.1. issue a reminder;
- 8.10.2. issue an additional recommendation;
- 8.10.3. notify the oversight or regulatory Bureau.

8.11. Safety recommendations of global concern shall be classified as those that:

- 8.11.1. present a real risk of recurrence of accidents or incidents involving the same type of aircraft;

8.11.2. may result in serious adverse consequences to international civil aviation safety;

8.11.3. require urgent action without delay

8.12. Safety recommendations of global concern shall be immediately transmitted to the relevant States and organizations and shall be formally notified to the International Civil Aviation Organization.

8.13. The implementation of safety recommendations of global concern shall be monitored with particular attention, and regular information shall be provided to the International Civil Aviation Organization and relevant parties.

8.14. All safety recommendations issued, together with the responses received and their implementation status, shall be formally documented and retained in connection with the relevant reports and databases.

8.15. General information on the implementation of safety recommendations may be made available to the public, provided that protected information is not disclosed.

CHAPTER NINE

ACCIDENT/INCIDENT DATA REPORTING (ADREP)

9.1 The Bureau shall report aircraft accidents and incidents to the Accident/Incident Data Reporting (ADREP) system in accordance with the prescribed format, coding, and procedures.

9.1.2. Information concerning accidents and serious incidents involving aircraft with a maximum take-off mass exceeding 2,250 kg shall be mandatorily submitted to the ADREP system.

9.1.3. Information concerning accidents and serious incidents involving aircraft with a maximum take-off mass of 2,250 kg or less may be submitted to the ADREP system where considered necessary.

9.1.4. Information concerning incidents involving aircraft with a maximum take-off mass exceeding 5,700 kg may be submitted to the ADREP system where considered necessary.

9.2. Information submitted to the ADREP system shall be based on the following sources:

9.2.1. facts and evidence collected during the investigation;

9.2.2. preliminary, interim, and final reports;

9.2.3. flight recordings, air traffic service recordings, and other documents.

9.3. The Bureau shall be responsible for the accuracy and completeness of the information submitted to the ADREP system.

9.4. Where it becomes necessary to make corrections or amendments to the information, the revised information shall be updated and resubmitted to the ADREP system without delay.

9.5. Submission of information to the ADREP system shall take place in the following stages:

9.5.1. initial information, within a short period after the occurrence of the accident or serious incident;

9.5.2. supplementary and updated information during the course of the investigation;

9.5.3. final information, after publication of the final report.

9.6. The timeframe for submission of information shall comply with the time limits specified in Annex 13 to the Chicago Convention and with the instructions of the ADREP system.

9.7. Submission of information to the ADREP system shall be carried out through the electronic address authorized by the International Civil Aviation Organization.

9.8. The official responsible for ADREP reporting shall be designated by the Bureau's internal procedures.

9.9. Copies of the information submitted to the ADREP system, the date of submission, and the history of amendments shall be formally documented.

9.10. Information submitted to the ADREP system shall be subject to the provisions of Chapter Six of this Regulation.

9.11. Information submitted to the ADREP system shall be prepared in a manner that prevents disclosure, as it constitutes protected information.

CHAPTER TEN ACCIDENT PREVENTION

10.1 Prevention Based on Accident and Incident Information

10.1.1 The Bureau shall maintain an accident and incident database.

10.2. The accident and incident database shall be based on the following sources:

10.2.1. investigation reports, preliminary reports, and interim statements;

10.2.2. safety recommendations and information on their implementation;

10.2.3. the ADREP system;

10.2.4. information on similar accidents and incidents.

10.3. The Bureau shall carry out qualitative and quantitative analysis of the information collected and use it for the following purposes:

10.3.1. identifying recurring trends;

10.3.2. identifying emerging risks;

10.3.3. identifying systemic and organizational weaknesses;

10.3.4. developing accident prevention measures, proposals, and recommendations on the basis of the analysis.

10.4 The Bureau shall regularly provide investigation reports and safety recommendations to the competent body responsible for the implementation of civil aviation safety.

10.5. Information from investigation reports and safety recommendations shall be used for the following purposes:

10.5.1. establishing safety objectives and indicators;

10.5.2. developing risk management measures;

10.5.3. improving regulatory and oversight policies.

10.6. The Bureau shall not participate in, support, or perform regulatory and oversight functions relating to the implementation of civil aviation safety arrangements.

10.7. In promoting safety recommendations, the Bureau shall disseminate information without disclosing protected information, including through:

10.7.1. safety bulletins and notices;

10.7.2. training, seminars, and discussions;

10.7.3. reports and summary presentations of analyses.

10.8 The Bureau shall provide the organization responsible for implementing civil aviation safety arrangements with the information necessary to assess the effectiveness of issued safety recommendations and preventive measures.

10.9. The effectiveness assessment may include the following criteria:

10.9.1. whether the frequency of similar accidents and incidents has decreased;

10.9.2. whether the level of identified risk has decreased;

10.9.3. whether systemic weaknesses have been eliminated.

10.10. In the dissemination of accident and incident information, analyses, and recommendations, the principles relating to protected information set out in Chapter Six of this Regulation shall be observed.

ATTACHMENT A

GUIDELINES FOR THE EXERCISE OF PARTICIPATION, RIGHTS, AND OBLIGATIONS OF RELEVANT STATES IN ACCIDENTS AND SERIOUS INCIDENTS INVOLVING AIRCRAFT OPERATED UNDER LEASE OR EXCHANGE AGREEMENTS

Note: This attachment shall be used as guidance for the implementation of the provisions set out in paragraph 2.2 of this Regulation.

1. Purpose

The purpose of these guidelines is to define the participation, rights, and obligations of relevant States in the investigation of accidents and serious incidents involving aircraft operated under lease or exchange agreements, and to ensure cooperation in the investigation process.

2. Scope

These guidelines shall apply to the investigation of accidents and serious incidents involving aircraft operated under lease or exchange agreements.

3. Legal Basis

These guidelines are based on the following documents:

- a) Annex 13 to the Chicago Convention;
- b) The Law of Mongolia on Civil Aviation;
- c) The Regulation on the Investigation of Aircraft Accidents and Incidents.

4. General Provisions

4.1. In the case of accidents or serious incidents involving aircraft operated under lease or exchange agreements, the participation of relevant States in the investigation shall be ensured in accordance with Annex 13 to the Chicago Convention.

4.2. Where the State of Registry and the State of the Operator are different, the responsibilities related to aircraft operation, flight operations, airworthiness oversight, maintenance, and record keeping shall be determined in accordance with the relevant agreements, arrangements, and conditions established by the competent authorities.

5. Participation of States

5.1. A State that assumes full or partial responsibility for the safety of the aircraft under lease or exchange arrangements shall have the right to participate in the investigation of accidents or serious incidents within the scope of that responsibility.

5.2. The State conducting the investigation shall ensure that the relevant States have prompt access to documents, records, technical information, and other evidence related to the investigation.

6. Obligations of Relevant States

6.1. Relevant States shall carry out the following obligations:

- a) appoint accredited representatives and advisors to participate in the investigation;
- b) provide necessary information, documents, records, and technical data;
- c) preserve and protect evidence;
- d) provide necessary support for the investigation;
- e) exchange comments and views regarding the draft final report and the final report.

7. Determination of Responsibilities

7.1. Regardless of whether the flight crew is provided by the State of Registry or the State of the Operator, the rights and obligations for participation in the investigation shall be determined based on the actual responsibilities related to the operation and safety of the aircraft.

7.2. Where responsibilities related to airworthiness oversight, maintenance, and record keeping are divided among the State of Registry, the State of the Operator, or other parties, the relevant information and documents shall be obtained and assessed within the scope of those responsibilities during the investigation.

8. Responsibility for Conducting the Investigation

8.1. Where the exact location of the accident cannot be determined, the State of the Operator, in consultation with the State of Registry, may assume responsibility for conducting the investigation in whole or in part.

9. Other Provisions

9.1. Detailed arrangements related to the matters set out in these guidelines shall be implemented in accordance with agreements concluded between the parties, as well as the relevant laws, regulations, and procedures.

ATTACHMENT B

ACCIDENT/INCIDENT DATA REPORTING SYSTEM (ADREP)

I. GENERAL INFORMATION

No. Item Information

1. Report Number
2. Type of Report Preliminary Report Accident Data Report Incident Data Report
3. Type of Occurrence Accident Serious Incident
4. Date
5. Time
6. Location
7. State
8. Flight Number
9. Aircraft Type / Model
10. Registration Mark
11. Maximum Take-off Mass
12. Operator
13. State of Registry
14. State of the Operator
15. State of Design
16. State of Manufacture
17. State Conducting the Investigation Mongolia
18. Responsible Bureau
19. Responsible Officer
20. Contact Information

II. APPLICABLE CATEGORY

No. Category Selection

- B.1. Accident involving an aircraft with a maximum take-off mass exceeding 2,250 kg
- B.2. Accident involving an aircraft with a maximum take-off mass of 2,250 kg or less, where issues related to airworthiness or matters of general interest are involved
- B.3. Incident involving an aircraft with a maximum take-off mass exceeding 5,700 kg

III. RECIPIENTS OF NOTIFICATION

No.	Recipient	Notification Sent	Date	Method / Remarks
1.	State of Registry	<input type="checkbox"/>		
2.	State of the Operator	<input type="checkbox"/>		
3.	State of Design	<input type="checkbox"/>		
4.	State of Manufacture	<input type="checkbox"/>		
5.	State providing relevant information or experts	<input type="checkbox"/>		
6.	ICAO	<input type="checkbox"/>		

ATTACHMENT C

CHECKLIST FOR REPORTABLE ACCIDENTS AND SERIOUS INCIDENTS

I. GENERAL INFORMATION

Form Number: _____

Date: _____

Date and Time of Occurrence: _____

Location: _____

Aircraft Registration: _____

Aircraft Type / Model: _____

Reporting Organization / Person: _____

Responsible Officer: _____

2. CLASSIFICATION

C.1. All types of accidents

C .2. Serious incident

Not an accident or serious incident / Explanation:

3. SERIOUS INCIDENT CHECKLIST

No.	Verification	Item	Applicable
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C.2.1.	An action or maneuver necessary to avoid a collision, avoid a hazardous proximity, or recover from a hazardous situation.	<input type="checkbox"/>	
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- C.2.2. A collision not classified as an accident.
- C.2.3. An action taken to avoid a hazardous situation during controlled flight.
- C.2.4. Aborted take-off on a closed, occupied, or otherwise unsuitable runway or taxiway.
- C.2.5. Take-off performed from a closed, occupied, or otherwise unsuitable runway or taxiway.
- C.2.6. Landing on a closed, occupied, or otherwise unsuitable runway or taxiway, or a forced landing on a road or similar surface, or an attempt thereof.
- C.2.7. Landing with landing gear retracted or partially retracted, not classified as an accident.
- C.2.8. Wing tip, engine nacelle, or other aircraft component contacting the ground during landing without being classified as an accident.
- C.2.9. Failure or malfunction that becomes evident during take-off or initial climb preventing the aircraft from achieving required performance.
- C.2.10. Fire or smoke in the cockpit, passenger cabin, cargo compartment, or engine area, even if extinguished using fire extinguishing equipment.
- C.2.11. Situation requiring the flight crew to use emergency oxygen equipment.
- C.2.12. Structural damage or engine failure not classified as an accident, including uncontained gas turbine engine failures.
- C.2.13. Failure of one or more aircraft systems that could significantly affect aircraft operation.
- C.2.14. Incapacitation of a flight crewmember during flight:
 - (a) in single-pilot operations;
 - (b) in multi-pilot operations where the incapacitation affects flight safety or the performance of other crew members.
- C.2.15. A fuel emergency declared by the flight crew due to low fuel.
- C.2.16. Runway incursion classified as Category A.

B.2.17. Undershoot, runway overrun, or runway excursion during take-off or landing.

C.2.18. Difficulties in controlling the aircraft due to system failures, severe weather phenomena, or exceedance of approved flight limitations.

C.2.19. Failure of one or more backup systems required for flight control or navigation.

C.2.20. Accidental, emergency, or intentional jettison of an external load or sling load from the aircraft.

ATTACHMENT D

CHECKLIST FOR REPORTABLE ACCIDENTS AND SERIOUS INCIDENTS

I. GENERAL INFORMATION

Form Number: _____

Date: _____

Occurrence Date and Time: _____

Location: _____

Aircraft Registration: _____

Type / Model: _____

Reporting Organization / Person: _____

Responsible Officer: _____

2. CLASSIFICATION

D.1.1. All types of accidents

D.2. Serious incident

Not an accident or serious incident / explanation: _____

3. SERIOUS INCIDENT CHECKLIST

No. Assessment Criteria Applicable

D.2.1. Actions taken to avoid dangerous proximity, collision, or to recover from a hazardous situation

D.2.2. Collision not classified as an accident

- D.2.3. Avoidance of hazardous conditions during controlled flight
- D.2.4. Aborted take-off on a closed, occupied, or incorrect runway/taxiway
- D.2.5. Take-off from a closed, occupied, or incorrect runway/taxiway
- D.2.6. Landing or attempted landing on a closed, occupied, or incorrect runway/taxiway, or forced landing on a road or similar area
- D.2.7. Landing with landing gear retracted not classified as an accident
- D.2.8. Wing tip, engine nacelle, or other aircraft parts contacting the ground during landing without being classified as an accident
- D.2.9. Failure or malfunction identified during take-off or initial climb preventing achievement of required performance
- D.2.10. Fire or smoke in cockpit, passenger cabin, cargo compartment, or engine even if extinguished
- D.2.11. Situation requiring emergency use of oxygen by flight crew
- D.2.12. Structural damage or engine failure not classified as an accident, including unidentified gas turbine engine damage
- D.2.13. Failure of one or more systems significantly affecting aircraft operation
- D.2.14. Incapacitation of a flight crew member during flight
- D.2.15. Low fuel emergency declaration by the flight crew
- D.2.16. Category "A" runway incursion
- D.2.17. Undershoot, overrun, or runway excursion during take-off or landing
- D.2.18. Difficulty controlling the aircraft due to system failure, abnormal weather, or exceeding operational limits
- D.2.19. Failure of one or more required backup systems for flight control or navigation
- D.2.20. Unintentional, emergency, or intentional release of an external load

3. BRIEF DESCRIPTION / ADDITIONAL INFORMATION

Date Information Received _____

Officer Receiving the Information: _____

Reviewing Officer: _____

Signature: _____

Note: This form is used for the initial classification, registration, and control of accident and serious incident reporting.

ATTACHMENT E

FLIGHT RECORDER READOUT AND ANALYSIS CONTROL FORM

Purpose of the Form:

This form is used to plan, monitor, and document the readout and analysis of flight recorders, including the Flight Data Recorder (FDR), Cockpit Voice Recorder (CVR), and other relevant recordings.

I. GENERAL INFORMATION

Occurrence Number: _____

Date: _____

Aircraft Registration: _____

Investigator-in-Charge: _____

Organization / Laboratory: _____

II. CHECKLIST

No.	Assessment	Question	Yes	No
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Remarks

E.1.1 Was the readout and analysis of flight recordings organized as soon as possible after the accident/serious incident?

E.1.2. Was the need to evaluate temporary evidence at the accident site identified?

E.1.2.1 Was flight recorder information used early to guide the direction of the investigation?

E.1.2.2. Was sufficient basis established to issue urgent safety recommendations if required?

E.1.3. If domestic technical capability was insufficient, was assistance requested from another State with appropriate capability?

E.1.4. was the readout arranged promptly at a suitable organization or laboratory.

E.2.1. Was the most suitable organization or State selected to support the investigation?

E.2.2. Was reliance solely on standard replay equipment/software avoided?

E.2.3. If the recorder was damaged, were special recovery techniques used?

E.2.4. Was it verified whether severely damaged recorders could be disassembled and recovered?

E.2.4.b Can original recordings or memory modules be read without manufacturer duplication equipment?

E.2.4.c Can raw binary wave data be manually analyzed?

E.2.4. Is software available for digital audio enhancement?

E.2.4. Is there capability to graphically analyze and verify data and calculate additional parameters?

E.3.1. Was the need for participation of the State of Design or Manufacture identified?

E.3.2. If analysis is conducted in another State, were representatives of the State of Design or Manufacture invited?

E.4.1. Were operational characteristics and regulatory information of the State of the Operator considered?

E.4.2. Was participation of the State of the Operator arranged?

E.5.1. Were FDR and CVR read out by the same organization?

E.5.2. Were requirements followed prohibiting opening or powering the device before copying the original data?

E.5.3. Was the organization conducting the readout given the opportunity to comment on the draft final report?

E.5.4. Was technical support from the manufacturer or operator obtained if necessary.

E.5.5. Was the need to preserve original recordings or copies until the investigation is completed determined?

E.5.6. Does the organization storing the recordings have adequate security and protection procedures?

ATTACHMENT F

RECORD FORM FOR AGREEMENT ON THE DELEGATION OF AN INVESTIGATION

I. GENERAL INFORMATION

Form Number: _____

Date: _____

Occurrence Number: _____

Classification:

Accident

Serious Incident

Responsible State:

Mongolia / Other: _____

Type of Investigation:

Full delegation

Partial delegation

Related Documents:

MoU

Agreement

Official Letter

Other

Delegating Bureau / Entity: _____

Receiving State / RAIO: _____

Scope of Delegation: _____

Entity Responsible for Issuing the Final Report: _____

II. BASIS FOR DELEGATION

No. Requirement / Criteria Check Explanation / Evidence

F.1. The State in which the accident or serious incident occurred has the responsibility to initiate and conduct the investigation.

F.2. In cases occurring in the territory of a non-Contracting State or where the location is unknown, the possibility of delegation has been assessed.

F.3. It has been justified that the selected State / RAIO can conduct the investigation more efficiently.

F.4. It has been determined whether the responsible State lacks sufficient resources, capability, or capacity.

III. FORM AND SCOPE OF THE AGREEMENT

No. Requirement / Criteria Check Explanation / Evidence

F.5. The participating parties and the scope of delegation have been clearly defined.

F.6. If the investigation is delegated in full, a formal written agreement has been concluded.

F.7. If the investigation is delegated partially, the parties have agreed whether a formal agreement is required.

F.8. If the investigation is delegated in full, responsibility for the final report and ADREP reporting has been clearly defined.

F.9. If the investigation is delegated partially, the overall responsibility and reporting Bureau have been clearly defined.