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**PROCEDURE FOR RESPONSE TO
ACT OF UNLAWFUL INTERFERENCE**

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PROCEDURE FOR ACTION IN THE EVENT OF AN ACT OF UNLAWFUL INTERFERENCE

ONE. GENERAL PROVISIONS

1.1. This procedure regulates the actions to be followed when unlawful interference has been established or is suspected, based on Annex 13 to the Chicago Convention, paragraphs 5.10, 5.11, and 5.12, Doc 9962, relevant civil aviation regulations, and the guidance for the safety investigation of aircraft accidents and incidents.

1.2. This procedure applies to the safety investigation of accidents and serious incidents that occurred within the territory of Mongolia, as well as accidents and incidents that occurred in the territory of a foreign State but involved an aircraft registered in Mongolia or operated by a Mongolian air carrier.

1.3. The purpose of this procedure is to ensure notification, protection of evidence, coordination among relevant organizations, preservation of the independence of the safety investigation, and the unhindered preparation of the final report when circumstances indicating unlawful interference are identified.

1.4. For the purposes of this procedure, "unlawful interference" means sabotage, placement of an explosive or incendiary device, arson, intentional damage to an aircraft, or any other act that may have criminally affected flight safety.

1.5. A safety investigation shall be conducted separately and independently from judicial or administrative proceedings aimed at determining culpability or imposing liability.

TWO. NOTIFICATION AND INITIAL MEASURES

2.1. If, during the course of an investigation, circumstances suggesting possible unlawful interference are identified or reasonable suspicion arises, the investigator in charge shall immediately notify the team leader, the Chief Investigator, and the Head of Office.

2.2. The team leader shall make a preliminary assessment of the situation and urgently notify the competent aviation security authority, the police, the prosecutor, and any other necessary law enforcement authorities and ensure that appropriate measures are taken.

2.3. If the accident or incident occurred in the territory of a foreign State, or if the interests of more than one State are affected, prompt communication shall be established through designated channels with the relevant aviation security authority of that State, the competent investigation authority, and the competent authorities of other participating States.

2.4. The date and time of the notification, the recipient, the means by which the information was communicated, and the measures taken shall be fully recorded in the investigation log.

2.5. If there is a risk of destruction or alteration of flight recorders, air traffic control records, security video recordings, communication recordings, baggage, or evidence related to passengers and crew members, such evidence shall be secured immediately.

THREE. ORGANIZATION OF THE INVESTIGATION

3.1. Where unlawful interference has been established or is suspected, the Aircraft Accident and Incident Investigation Office shall continue the safety investigation without interruption.

3.2. The team leader shall ensure coordination with the courts and law enforcement authorities, with particular attention to the prompt recording, protection, and examination of evidence necessary for successful investigation findings.

3.3. The relevant authorities shall ensure unhindered and prompt access to all evidence, recordings, documents, wreckage, and other relevant materials used in the investigation.

3.4. Coordination may be made with the judicial authorities regarding readout of flight recorders, examination of wreckage, inspection of physical evidence, and victim identification activities; however, this shall not constitute grounds for delaying the safety investigation.

3.5. If oversight by investigative or judicial authorities is required in relation to the storage, transport, or forensic examination of evidence, cooperation shall be organized in a manner consistent with the law, while preserving the integrity of the evidence and the chain of custody.

FOUR. PROTECTION OF EVIDENCE, RECORDS, AND CONFIDENTIALITY

4.1. The following information, documents, and recordings that may be related to unlawful interference shall be used solely for the purposes of the safety investigation: all statements, communication recordings, air traffic control records, medical and personal information, flight recorder readout materials, expert conclusions, analyses, and drafts of the final report.

4.2. The above records, recordings, and documents shall not be disclosed to the public except as provided by law, and where necessary the matter shall be resolved through the originating organization.

4.3. The names and personal information of persons involved in the accident or incident shall not be made public.

4.4. Protection, transport, storage, and photographic or video documentation of evidence and records shall be carried out in accordance with the relevant procedures and instructions of the Office.

4.5. Archiving, classification, use, and movement of materials collected in relation to unlawful interference shall be maintained in a special register.

FIVE. REPORTING, COOPERATION, AND THE FINAL REPORT

5.1. Where unlawful interference has been established or is suspected, preliminary information, interim information, and safety recommendations from the safety investigation shall be promptly communicated to the relevant authorities as required.

5.2. Reporting on aviation security, additional protective measures, and information relating to national security shall be handled by the competent aviation security authority in accordance with its applicable procedures and international obligations.

5.3. The fact that judicial and criminal investigations are proceeding in parallel shall not constitute grounds for suspending the preparation of the final report or the formulation of safety recommendations.

5.4. The final report shall be prepared and validated in accordance with the relevant rules on the investigation of aircraft accidents and incidents, ICAO Annex 13, and the Office's procedures and instructions.

5.5. Safety recommendations may be issued before the final report is completed in order to eliminate immediate hazards and vulnerabilities identified during the investigation.

SIX. OVERSIGHT AND IMPLEMENTATION

6.1. Oversight of the implementation of this procedure shall be exercised, within their respective mandates, by the Head of Office, the Chief Investigator, and the team leader.

6.2. Training and briefings related to compliance with this procedure shall be organized for investigators and specialists as necessary.

6.3. Proposals to update and improve this procedure shall be developed based on lessons learned from actual cases, internal oversight, and changes in international standards, and shall be reviewed and revised annually or as necessary.

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