





AIB Aviation Safety Investigation Obligations

In accordance with EC Regulation No 996/2010¹ and the Danish Air Navigation Act, the Accident Investigation Board shall investigate the following accidents or serious incidents:

- 1) accidents involving civil aircraft registered in Denmark or foreign state when the accident occurs over or on Danish territory,
- 2) accidents involving civil aircraft registered in Denmark when the accident occurs outside any state's territory or over or on a territory where the state in question has not committed itself to investigate,
- 3) serious incidents involving civil aircraft with a maximum take-off mass above 2,250 kg when the serious incident occurs over or on Danish territory, and
- 4) serious incidents outside Danish territory involving civil aircraft registered in Denmark with a maximum take-off mass above 2,250 kg, unless it has been agreed with foreign state that this state carries out the safety investigation.

The AIB may decide to investigate occurrences other than those referred to in paragraphs 1 to 4, when the AIB expects to draw safety lessons from them. It could be theme safety investigations or safety investigations on serious incidents involving civil aircraft with a maximum take-off mass equal to or less than 2,250 kg.

NOTE¹ Not applicable in Greenland and on the Faroe Islands



Accidents or serious incidents involving civilian registered aircraft. The exemption is microlight aircraft.



Any person involved who has knowledge of the occurrence of an accident or serious incident shall notify without delay the AIB.

Without delay is defined as a telephone call within 30 minutes of the time of the occurrence.

The AIB may request involved personnel, airlines, airports, air traffic services, flying organizations etc. to fill out a written form and forward it to the AIB within 8 days of the time of the occurrence.



INVESTIGATION

With reference to article 5 of EC Regulation No 996/2010 and §138 of the Danish Air Navigation Act, the AIB determines the extent of the safety investigation.

The extent of the AIB safety investigation takes into consideration the type and seriousness of the accident or serious incident, the expected flight safety value of the investigation compared to the expenses, the importance of the task compared to other work incumbent on the AIB at the time in question, available resources and the like.

The AIB may conduct a complete safety investigation, a limited safety investigation or a theme safety investigation.



RESULT

With reference to article 16 of EC Regulation No 996/2010 and §142 and §143 of the Danish Air Navigation Act, the AIB concludes every binding safety investigation with a written presentation in a form appropriate to the type and seriousness of the accident or serious incident.

The AIB may decide to produce a full ICAO Annex 13 report, a bulletin in a limited ICAO Annex 13 format, a short statement presenting the factual sequence of events or a theme safety letter.

The written presentations may contain, where appropriate, safety recommendations.



CONSULTATION

The AIB forwards full ICAO Annex 13 reports to involved parties for a consultation period of 60 days, unless other agreements exist.

The AIB may forward bulletins to involved parties for a limited consultation period appropriate to the type and seriousness of the accident or serious incident.

As a rule, there will be no consultation on statements.



PUBLICATION

Upon completion of the consultation period, the AIB publishes the safety investigation results at the AIB website.