

## ORGANISATION OF THE TECHNICAL INVESTIGATION

The Airbus A 330-203, registered F-GZCP, operated by Air France as flight AF 447, disappeared during the night of 31 May to 1<sup>st</sup> June 2009. The airplane was carrying 216 passengers and 12 crew members and was flying the route from Rio-de-Janeiro (Brazil) to Paris-Charles de Gaulle (France).

Within the framework of the International Civil Aviation Organisation (ICAO), common provisions for organising investigations into aviation accidents and incidents have been adopted by all countries. These provisions are collected in Annex 13 to the Chicago Convention, entitled "Aircraft Accident and Incident Investigations". In this context it is specified that "When the location of the accident or serious incident cannot definitely be established as being in the territory of any State, the State of Registry shall institute and conduct any necessary investigation of the accident". Since it was confirmed that the airplane had disappeared in international waters and in accordance with the French Civil Aviation Code (Book VII), the BEA launched a technical investigation and a team was formed to conduct it.

In accordance with the provisions of Annex 13, Brazilian, American, British and German accredited representatives were associated with the investigation as the State of the engine manufacturer (NTSB) and because they were able to supply essential information to the investigation (CENIPA, AAIB and BFU). The Accredited Representatives participate in the activities of the investigation as well as in progress meetings. The Draft Final Report is submitted to them for comments.

The following countries also nominated observers as some of their citizens were among the missing: China, Croatia, Hungary, Ireland, Italy, Lebanon, Morocco, Norway, Republic of Korea, Russian Federation, South Africa and Switzerland

A large-scale technical investigation, based on complex and demanding work, takes some time. For example, the investigation into the accident on 17 July 1996 to a Boeing 747 on departure from New York required four years work, the final report being published at the end of 2004, and the investigation into the Concorde accident that occurred on 25 July 2000 took a year and a half.

At the end of the investigation, the BEA will publish a report on the circumstances and causes that can be determined by the investigators. One or more interim reports may also be published.