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STATUTORY INSTRUMENTS

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**2018 No. 321**

**The Civil Aviation (Investigation of Air  
Accidents and Incidents) Regulations 2018**

**PART 1**

**General**

**Interpretation**

**2.—(1) In these Regulations—**

“the Air Accidents Investigation Branch” means that part of the Department for Transport known by that name;

“Annex 13” means Annex 13 (Aircraft Accident and Incident Investigation) to the Chicago Convention<sup>(1)</sup> as that Annex has effect from time to time;

“Chief Inspector” means the Chief Inspector of Air Accidents appointed under regulation 9;

“Inspector” means a person appointed as an Inspector of Air Accidents under regulation 9;

“Investigating Inspector” means the investigator-in-charge and any other Inspector who is assisting the investigator-in-charge with a safety investigation by virtue of paragraph (6) of regulation 9;

“investigator-in-charge” means a person charged, on the basis of that person’s qualifications, with responsibility for the organisation, conduct and control of a safety investigation;

“Regulation 996/2010” means Regulation (EU) No 996/2010 of the European Parliament and of the Council on the investigation and prevention of accidents and incidents in civil aviation<sup>(2)</sup> and repealing [Directive 94/56/EC](#)<sup>(3)</sup>; and

“safety investigation” means a process conducted by the Air Accidents Investigation Branch for the purposes of accident and incident prevention, which includes the gathering and analysis of information, the drawing of conclusions (including the determination of causes and contributing factors) and, when appropriate, the making of safety recommendations.

**(2) In these Regulations the following words and expressions have the meanings given by Article 2 of Regulation 996/2010—**

“accident”;

“incident”;

“person involved”; and

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(1) See definition of “the Chicago Convention” in section 105 of the Civil Aviation Act 1982. The latest edition of Annex 13, which is published by the International Civil Aviation Organization, is the 11th edition, which applied from 10th November 2016 (ISBN 978-92-9249-968-6).

(2) OJ No L 295, 12.11.2010, p35, amended by Regulation (EU) No 376/2014 of the European Parliament and of the Council (OJ No L 122, 24.4.2014, p18). Regulation 996/2010 has been extended to the European Economic Area by the Decision of the EEA Joint Committee No 95/2014 (OJ No L 310, 20.10.2014, p60). It applies to Switzerland by virtue of Decision No 2/2014 of the Joint European Union/Switzerland Air Transport Committee (OJ No L 373, 31.12.2014, p24).

(3) OJ No L 319, 12.12.1994, p14.

“serious incident”.

(3) In these Regulations “aircraft” has the same meaning as in Regulation 996/2010.