

Regulation (EU) No 996/2010 of the European Parliament and of the Council of 20 October 2010 on the investigation and prevention of accidents and incidents in civil aviation and repealing Directive 94/56/EC (Text with EEA relevance)

*Article 8*

**Participation of <sup>F1</sup>the CAA] in safety investigations**

- 1 <sup>F2</sup>The CAA must, provided that the requirement of no conflict of interest is satisfied, appoint a representative to participate:]
- a as an adviser to the investigator-in-charge in any safety investigation under Article 5(1) and (2)<sup>F3</sup>... in the location referred to in Article 5(2) under the control and at the discretion of the investigator-in-charge;
  - b as an adviser appointed under this Regulation to assist accredited representative(s) <sup>F4</sup>... in any safety investigation conducted in a third country to which a safety investigation authority is invited to designate an accredited representative in accordance with international standards and recommended practices for aircraft accident and incident investigation, under the supervision of the accredited representative.
- 2 The participants referred to in paragraph 1 shall be entitled, in particular to:
- a visit the scene of the accident and examine the wreckage;
  - b suggest areas of questioning and obtain witness information;
  - c receive copies of all pertinent documents and obtain relevant factual information;
  - d participate in the read-outs of recorded media, except cockpit voice or image recorders;
  - e participate in off-scene investigative activities such as component examinations, tests and simulations, technical briefings and investigation progress meetings, except when related to the determination of the causes or the formulation of safety recommendations.
- 3 <sup>F5</sup>The CAA] shall support the investigation in which they participate by supplying the requested information, advisers and equipment to the safety investigation authority in charge.

**Textual Amendments**

- F1** Words in Art. 8 heading substituted (31.12.2020) by [The Aviation Safety \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/645\)](#), regs. 1, **42(2)** (with Sch. 3) (as amended by S.I. 2019/1098, regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)
- F2** Words in Art. 8(1) substituted (31.12.2020) by [The Aviation Safety \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/645\)](#), regs. 1, **42(3)(a)** (with Sch. 3) (as amended by S.I. 2019/1098, regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)
- F3** Words in Art. 8(1)(a) omitted (31.12.2020) by virtue of [The Aviation Safety \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/645\)](#), regs. 1, **42(3)(b)** (with Sch. 3) (as amended by S.I. 2019/1098, regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)
- F4** Words in Art. 8(1)(b) omitted (31.12.2020) by virtue of [The Aviation Safety \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/645\)](#), regs. 1, **42(3)(c)** (with Sch. 3) (as amended by S.I. 2019/1098, regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)
- F5** Words in Art. 8(3) substituted (31.12.2020) by [The Aviation Safety \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/645\)](#), regs. 1, **42(4)** (with Sch. 3) (as amended by S.I. 2019/1098, regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)

**Status:**

Point in time view as at 31/12/2020.

**Changes to legislation:**

There are currently no known outstanding effects for the Regulation (EU) No 996/2010 of the European Parliament and of the Council, Article 8.