

法規名稱：MEMORANDUM OF UNDERSTANDING BETWEEN THE TAIWAN TRANSPORTATION SAFETY BOARD OF THE REPUBLIC OF CHINA (TAIWAN) AND THE AIR ACCIDENTS INVESTIGATION BRANCH OF THE UNITED KINGDOM IN RELATION TO COOPERATION IN THE FIELD OF CIVIL AIRCRAFT ACCIDENT AND SERIOUS INCIDENT INVESTIGATION

簽訂日期：民國 108 年 12 月 06 日

生效日期：民國 108 年 12 月 06 日

1. Introduction

- 1.1 This Memorandum of Understanding (MoU) expresses the understanding of the Taiwan Transportation Safety Board of the Republic of China (Taiwan) and the Air Accidents Investigation Branch of the United Kingdom, hereafter referred to as the Participants to this MOU, concerning cooperation and assistance in the field of civil aircraft accident and serious incident investigations.
- 1.2 It is recognized that both Taiwan and the UK are Participants to the Convention on International Civil Aviation (The Chicago Convention) and that they have therefore agreed to act in accordance with the Standards and Recommended Practices contained in Annex 13 to the Convention (Aircraft Accident and Incident Investigation), as amended from time to time. Both Participants will advise each other of any differences filed between their national regulations and the Standards in Annex 13.
- 1.3 Both Participants to this MoU are authorised by their respective Governments to act as their national authority in respect of civil aircraft accident investigation matters.
- 1.4 Both Participants are committed to enhancing the capabilities of their respective organisations and to sharing knowledge and experience related to the conduct of effective investigations. They recognise a common interest in establishing a long-lasting framework of cooperation in accident investigation.
- 1.5 This MoU outlines the procedural arrangements for cooperation and assistance between the Participants pursuant

to Annex 13.

1.6 This Memorandum of Understanding will replace the Memorandum of Understanding between the Aviation Safety Council of the Republic of China (Taiwan) and the Air Accidents Investigation Branch of the United Kingdom signed on October 23rd, 2006.

2. Terminology

2.1 The words and phrases used in this document have the same meaning as that ascribed to them in Annex 13.

3. Purpose

3.1 The singular objective of this MoU is the improvement of aviation safety. The Participants reaffirm that the sole purpose of investigating accidents or serious incidents in accordance with Annex 13 is the prevention of accidents and serious incidents, without apportioning blame or liability.

4. Code of conduct

4.1 This MoU serves to foster cooperation and mutual assistance between the Participants in implementing the provisions of Annex 13. Each Participant will strive to overcome any challenges that may arise due to differences in language, national culture, legislative system or geographic location.

5. Scope of cooperation

5.1 The Participants will establish lines of communication and maintain regular contact to improve understanding of the investigation capabilities of the other Participant, as well as the scope and extent of any assistance that could be provided under given conditions. Visits and meetings may be arranged to exchange experiences, expertise and knowledge.

5.2 The Participants will cooperate in the investigation of aircraft accidents and serious incidents, in accordance with the Standards and Recommended Practices of Annex 13. On request, each Participant will provide such assistance as it deems appropriate and as resources permit. This may include the use of safety investigation facilities, the provision of equipment and deployment of personnel.

5.3 The Participants will cooperate in the provision of training and exchange of technical knowledge, relevant to the purpose of this MoU. This may include opportunities to attend, as an Observer, an investigation being conducted in the other Participant ' s State, to the extent permitted by the applicable regulations.

5.4 The Participants may establish additional areas of cooperation by mutual consent during the term of this MoU.

6. Confidentiality

6.1 Any materials received, including drafts and internal or working documents, will be handled in accordance with the requirements of Annex 13 and the respective domestic laws of the Participants, taking into account the confidentiality or proprietary status of the material. Where a contradictory requirement exists, the Participants will use their best endeavours to apply the most restrictive requirement of the two regimes, insofar as they are permitted to do so by law.

7. Coordination

7.1 The points of contact for the administration of this MoU are:

Mr. Wen-huan Chang	Mr. Nicholas Dann
Chief Investigator, Aviation Occurrence Investigation Division	International Manager
Taiwan Transportation Safety Board	Air Accidents Investigation Branch
11F, No.200, Sec. 3, Beixin Rd. Xindian Dist. 231 New Taipei City	Farnborough House Berkshire Copse Road Aldershot Hampshire



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	510300	
wen-huan@ttsb.gov.tw	ndann@aaib.gov.uk	

7.2 In the event of an accident or serious incident, the 24-hour points of contact for notification or requesting assistance are:

TTSB Duty Officer	AAIB 24-hour	
notification line	accident line	
+886-935628217	+44(0)1252 512299	

8. Financial Matters

8.1 Unless otherwise arranged, each Participant will bear its own cost for the implementation of the matters set out in this MoU.

9. Amendment

9.1 This MoU may be amended in writing at any time by mutual consent of the Participants.

10. Duration

10.1 This MoU will come into effect on the date of signing and will remain in force for a period of five years, unless either Participant terminates it sooner through written notification to the other Participant.

In witness whereof, the undersigned, being duly authorised there to have signed this MoU.

Done in duplicate at Taipei on the 6th day of December of 2019 in the English language.

For the Taiwan
Transportation Safety
Board
Taiwan

Wen-Lin Guan
Managing Director

For the Air Accidents
Investigation Branch
United Kingdom

J C M Orr
Chief Inspector of Air
Accidents