

**Aircraft Accident Investigation (AAI) Wreckage Examination course contract for
Zhenya Ter-Vardanyan, Head of Aviation Accidents and Serious Incidents
Investigation Division, Ministry of Territorial Administration and
Infrastructure of the Republic of Armenia.**

The Southern California Safety Institute (SCSI) undertakes to provide the following training to Zhenya Ter-Vardanyan. This proposal is based on discussions between Matt Robinson, President, Southern California Safety Institute, and Zhenya Ter-Vardanyan, indicating your desire to attend the Aircraft Accident Investigation (AAI) course in Vienna, Austria from June 16-27, 2025. The following serves as a contract for the AAI course. If this training is agreeable to Ministry of Territorial Administration and Infrastructure of the Republic of Armenia, the following information contained herein will constitute the essence of a formal contract agreement between the parties. The contract would terminate when SCSI receives the final payment for the training.

1. TRAINING COURSE:

The Aircraft Accident Investigation course consists of 9.5 training days (70) hours of classroom instruction including hands on lab work at the Vienna Crash Laboratory. Students receive a binder, note-pad and thumb drive with course notes and additional reference material and a Certificate of Completion. Classes begin daily at 09:00 and end at 17:00. SCSI has a limited number of digital cameras to provide for the course exercises but students are strongly encouraged to bring their own cameras.

SCSI administers a pre and post-test to evaluate a student's knowledge and as a metric for learning within the course. Students will also be required to formulate an improvement action plan to be implemented within their organization upon course completion. These plans are derived from the course content.

2. The Course Topics are attached as Appendix A.

3. **INSTRUCTOR:** SCSI will provide experienced and internationally respected instructors who have extensive experience aircraft accident investigation (See Appendix B).

4. TRAINING DATES AND LOCATION:

June 16-27, 2025, Federal Ministry Republic of Austria, Radetzkystraße 2, 1030 Vienna

5. **COURSE COST:** The SCSI course instruction cost includes delivery of the course, a flash drive containing electronic references supporting the instructional material, course notebooks, and a Certificate of Completion for each student.

ITEM	Cost in Euros (€)
INSTRUCTION	€4,000.00
VAT	€800.00
COURSE MATERIALS, THUMBDRIVES, CERTIFICATES	Included
TOTAL PRICE TO BE INVOICED BY SCSI	€4,800.00

TAXES: Any taxes, tariffs or fees imposed by any government agency or other group as a result of performing this course will need to be identified and added to the total price before training takes place.

6. **INVOICING:** SCSI will provide an invoice prior to course commencement (attached). Payment will be by electronic means for the appropriate amounts. The total amount shall be paid within thirty (30) days of course completion. A late fee of 1.5% will be invoiced for each 30 days past due. Please provide the following for invoicing:
- a. A copy of the signed contract;
 - b. The name of person accepting the invoice along with their e-mail address and phone number;
 - c. The full billing address; and
 - d. A purchase or contract number if this is required on the invoice.
7. **GOVERNING LAW AND VENUE:** This Agreement is to be governed by and construed in accordance with the laws of the State of California without regard to the conflicts of laws and principles thereof. The Parties agree that the only jurisdiction and venue for any controversy or dispute related to or arising out of this Agreement shall be the County of Los Angeles, California. The Parties further agree that in the event of a dispute, all reasonable attempts will be made to resolve the dispute amicably. In the event an amicable resolution is unreachable after all reasonable attempts, then the Parties agree to binding arbitration in Los Angeles, California as the only means of resolving the dispute. Should any portion of this agreement be deemed unenforceable, all remaining provisions in the agreement will remain in effect.
8. **LICENSING AND OWNERSHIP:** The Parties understand that although SCSI will provide the instructional material to conduct this course, that in no way grants, expresses, or implies any licensing or ownership transfer. SCSI maintains ownership of the course material and no license is granted, expressed, given or implied with regards to SCSI course material.

9. AGREEMENT:

PLACE: Torrance, California	PLACE: Yerevan, Armenia
DATE: 15 April 2025	DATE: 03 June 2025
FOR: Southern California Safety Institute Inc. 24325 Crenshaw Blvd, #226 Torrance, CA 90505 (310) 517-8844 Matthew Robinson, President, SCSi-Air Group	FOR: Ministry of Territorial Administration and Infrastructure of the Republic of Armenia Government House 3, 0010 Yerevan Artur Yeristyan, Secretary General
Printed Name of Authorized Signer: Matt Robinson, President, SCSi-Air Group	Printed Name of Authorized Signer: Artur Yeristyan, Secretary General
Signature: 	Signature: 



Billing, banking, and contact information of the "Client"
 Ministry of Territorial Administration and Infrastructure of Republic of Armenia
 Government House 3,
 Republic Square
 0010 Yerevan
 Republic of Armenia
 Phone number: +37410511306
 Bank Account: 900011018513
 TIN: 02815457

Payment shall be made by money transfer to the bank account of Southern California Safety Institute Inc.
 24325 Crenshaw Blvd, #226, Torrance, CA 90505
 (310) 517-8844:
 ACCT# 750142737
 ROUTING# 122016066
 SWIFTCODE: CINAUS6L
 BENEFICIARY: SOUTHERN CALIFORNIA SAFETY INSTITUTE

APPENDIX A

Course Topics

AAI:

In this course you will become familiar with the methods, techniques, and requirements for investigating, and reporting aircraft accidents applicable to ICAO Annex 13 states. Once you understand the reporting requirements, you will learn how to comply with the responsibilities to preserve and interpret evidence to the investigation. You will learn how to set up an interim response team that will collect and preserve evidence. You will learn what evidence to preserve and how to preserve it. You will also learn about the hazards at an accident site and how to protect yourself and your team.

ACSI's Aircraft Accident Investigation course provides a comprehensive and holistic approach to aircraft accident investigations in an effective, efficient, and enjoyable manner. Course material covers investigative procedures, requirements, and methodology for both civil and military aviation. The course begins with an overview of investigator expectations/characteristics then proceeds to preparation, response, analysis, and accident prevention. Students are provided with the most current investigative techniques, delivered by instructors who are active and experienced aircraft accident investigators from civil and military aviation organizations. The instructors bring their techniques, experience and "lessons learned" from the field to the classroom.

After receiving a solid foundation of investigative theory, case studies and practical application exercises are administered to replicate real-life scenarios as realistically as possible.

Upon completion, students will receive a bloodborne pathogens training certification card (ICAO requirement), certificate of completion, thumb drive with all course material, and note-taking binder. This is a hands-on course. Attendees will learn by doing, preparing, examining evidence, determining causes, developing findings, and developing an accident report. You will also review several actual accident reports from various countries. You will learn the strengths and weaknesses of each sample report and thereby be better able to produce a quality report when you participate as part of an investigation board.

You will learn the process of investigation from initial actions and set up to how to investigate each area of specialty, systems, structures, engines, and operations. You will be introduced to the areas of aircraft performance and structures that contribute to aircraft accidents and how they can be identified. You will also learn about specialized areas of investigation such as fire, midair collision, and in-flight explosion. You will learn how the use of recording devices and simulation have enhanced and improved the process of finding accident causes.

Human error is estimated to be a major cause in 85% of all aircraft accidents. You will learn Human Factors to help investigate possible human error. This portion of the course will

examine the role of psychological and physiological effects as well as the role of the aero-medical investigator.

It has been said that a picture is worth a thousand words. Accident (forensic) photography is used to document evidence and to illustrate the investigator's conclusions. In this course you will receive instruction in the use of digital forensic photography and have hands on experience with digital photography systems. Although digital cameras will be provided, you are encouraged to bring your own cameras.

- The Investigation Process
- International Investigation Procedures (ICAO)
- Investigation Preparation
- Safety at the Crash Site
- Blood-borne Pathogens
- Priorities and Initial Actions
- Reciprocating Engines
- Turbine Engines
- Oil and Fuel Analysis
- Structures/Materials
- Materials Laboratory Tour
- Fire Analysis
- Aircraft Systems
- Instruments
- Recording Devices
- Flight Data Analysis
- Military aspects and case studies
- Wreckage Recovery and Reconstruction
- Underwater Salvage
- Photography and Diagrams Midair Collisions
- Interviewing Witnesses
- Aircraft Performance Factors
- Computers and Simulation
- Human Factors and (HFACS 7.0)
- Aviation Maintenance
- Physiology
- Accident Pathology
- Analytical Techniques
- Legal Aspects
- Reporting Requirements
- Construction of Reports
- Investigation Management

WHO SHOULD ATTEND

New investigators, experienced investigators seeking an update of methodology and aviation safety professionals.

HOW YOU WILL BENEFIT

- This course covers all aspects of investigation from applicable rules and regulations through investigation technology, analysis and reports.
- The participant develops an understanding of the entire investigation process and is well prepared to participate in future investigations.
- This course is accepted by the Board of Certified Safety Professionals for Continuance of Certification Credit.
- SCSi will award 7.6 CEUs to each participant who successfully completes this course.

CRASH LAB

SCSI has assembled several exhibits from all over the world to allow our students a practical, hands-on approach to investigation training. Our crash lab exercises are administered to emulate the real investigative process. Students are expected to apply the classroom theory and table-top exercise lessons to the practical application in the field.

APPENDIX B

Instructors

Matt Robinson

Matt Robinson offers decades of knowledge and experience in myriad of aviation safety aspects. While on active duty at the Naval Safety Center, Matt was officially designated as a Lead Aircraft Accident Investigator. He led a multitude of investigations involving supersonic aircraft, tilt-rotors and helicopters in addition to aviation ground mishaps pertaining to maintenance and ground support equipment. Upon completing his Lead Investigator tour, Matt was hand-selected to teach at the Navy's School of Aviation Safety in Pensacola, FL. Attendees of the five-week Safety School included foreign safety officers, commanding officers and members of the Navy's Blue Angel flight demonstration team.



Matt's aviation career began in high school when he and seven other classmates constructed an actual experimental aircraft. The build process was followed and documented by KITPLANES magazine. He went on to receive a B.S. degree as a Professional Pilot before accepting a commission in the United States Marine Corps. Matt obtained his M.S. in Aviation System Safety from Embry-Riddle where he is now an Adjunct Assistant Professor.

Matt earned his Naval Aviator wings and became a CH-46E helicopter pilot. During his career in the Marines, Matt served as a helicopter aircraft commander, aviation Safety officer, and airframes, flight-line and maintenance quality assurance director. He was also a flight instructor,

pilot examiner, night systems (Night Vision Goggles) flight instructor and Crew Resource Management (CRM) Instructor.

Recently retired from the Marines, Matt now holds his Airline Transport Pilot & Certified Flight Instructor-Instrument (Rotorcraft) and Multi-Engine (Airplane) ratings. He is a full member of the International Society of Air Safety Investigators (ISASI) and a Certified Human Factors Analysis and Classification Professional (CHP). He lectures on behalf of the FAA's FFAST team and frequently writes on investigations and Aeronautical Decision Making (ADM).

Matt continues to actively investigate. This allows him to take the most recent techniques, experiences, and lessons-learned from the field and impart them into the classroom.

ARBEN DIKA



Arben is Investigator and a Member of the Aeronautical Accident and Incident Investigation Commission within the Prime Minister Office of Republic of Kosovo. He was appointed by the Government of Republic of Kosovo in 2016. Arben is responsible for investigating aeronautical accidents and incidents within territory of Republic of Kosovo. He has been involved in many investigations as Investigator in Charge (IIC) and issued many safety recommendations in the final reports.

Arben is elected a Committee Member of European Society of Air Safety Investigators ESASI. ESASI is the European chapter of the International Society of Air Safety Investigators (ISASI) with a particular focus on current European issues in the investigation and prevention of accidents and incidents. ESASI's mission is to promote air safety by the exchange of ideas, experiences and information about the findings from and outcomes of aircraft accident investigations, and to otherwise aid in the advancement of flight safety; to promote technical advancement by providing professional education through lectures, displays and presentations and by the exchange of information for mutual development of improved investigations; to broaden professional relationships among members; to maintain and increase the prestige, standing and influence of the Air Safety Investigator in matters of air safety.

His background is engineering and prior to accident investigation, Arben was Project Manager for many years and today he applies many Project Management techniques when investigating an accident/serious incident.

Dr. Thomas M. Friesacher



Dr. Thomas M. Friesacher is a globally recognized aviation safety expert with extensive experience in air accident investigation, forensic accident reconstruction, and aviation litigation. As the CEO of **AeroXpert Visuals**, he is a pioneer in next-level safety communication, transforming aviation accident investigation through advanced **visualization, 3D reconstruction, and safety communication strategies** that set new standards for future accident reporting.

Holding a **PhD in Safety and Accident Investigation from Cranfield University**, Dr. Friesacher has contributed to numerous **high-profile international accident investigations** for various **Transportation Safety Boards, aviation authorities, and airline internal investigations**. His expertise is widely sought after in **aviation safety management, forensic data analysis, and legal aviation consultancy**, serving as a **court-appointed legal expert for the Austrian Ministry of Justice**, specializing in high-level aviation cases, including **helicopter operations and rotorcraft accident analysis**.

With a distinguished flight career spanning **over 15,000 flight hours**, Dr. Friesacher has operated both **the Q400 Series and Airbus A320**, holding **instructor and check pilot privileges**.

Before joining the airlines, he worked as a flight instructor in the United States and later served as the CEO of a training organization specializing in airline pilot training. He has flown for **both a major national carrier and a low-cost operator**, providing him with a comprehensive understanding of diverse operational environments. Additionally, he holds a **U.S. Commercial Pilot License with Multi-Engine and Single-Engine Land ratings, as well as an IFR qualification**.

A dedicated researcher and industry leader, Dr. Friesacher is a **member of ISASI and ESASI** and actively contributes to the evolution of **accident report visualization and safety communication methodologies**. His company, AeroXpert Visuals, is shaping the future of

aviation safety reporting by integrating **high-fidelity animations, forensic accident analysis, and digital communication tools** to enhance safety awareness and accident investigation transparency.

Beyond his investigative work, Dr. Friesacher serves as an **external expert for the European Commission (Horizon research projects)** and is an **EASA-appointed independent expert and consultant** specializing in **safety management, regulatory oversight, and event response**. His expertise plays a key role in regulatory developments and safety improvements within European aviation.

Dr. Friesacher has also contributed to **academic research and education**, lecturing at universities on **aviation safety, crisis management, and intercultural cooperation**. His **conference presentations, media appearances, and academic publications** further establish him as a thought leader in the field.

With a career dedicated to **enhancing aviation safety through innovation, expertise, and strategic communication**, Dr. Thomas M. Friesacher remains at the forefront of global aviation accident investigation and safety practices.

Thomas Uihlein



Thomas Uihlein is a leading expert in the aviation sector. His 24-year career has been characterised by strategic innovation and an unwavering commitment to operational excellence under duress. His expertise in crisis management and business continuity has been acquired in leadership positions, notably as Managing Director of the International Crisis Academy, where he has been instrumental in leading organisations through transformative change and strengthening their resilience.

His 15 years of service with the German Armed Forces provided the foundation for developing and leading crisis response protocols, developing training initiatives for military and civilian contingents, and advising on global projects to improve organisational crisis preparedness.

As a certified EFQM auditor, Thomas Uihlein conducted various international projects, which are a testament to his ability to navigate and adapt to different cultural contexts. His language

skills not only improve communication but also ensure the effective cross-cultural dissemination of crisis management strategies and practices.