



*International Civil Aviation Organization*

**SECOND MEETING OF THE ASIA PACIFIC ACCIDENT INVESTIGATION  
GROUP (APAC-AIG/2)**

*(Hong Kong, China, 27 – 28 May 2014)*

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**Agenda Item 2: Report on recent accident/incident investigation related developments and activities**

**AMENDMENT 14 OF ANNEX 13**

(Presented by the Chairman of the APAC-AIG)

**SUMMARY**

This paper highlights the amendment introduced in Amendment 14 to Annex 13.

**1. INTRODUCTION**

1.1 Amendment 14 to Annex 13 became applicable on 14 November 2013.

**2. DISCUSSION**

2.1 The key changes introduced by Amendment 14 are:

- A definition of “contributing factors” was introduced, which is “Actions, omissions, events, conditions, or a combination thereof, which, if eliminated, avoided or absent, would have reduced the probability of the accident or incident occurring, or mitigated the severity of the consequences of the accident or incident. The identification of contributing factors does not imply the assignment of fault or the determination of administrative, civil or criminal liability.”
- Standard 3.2 (“States shall establish a State safety programme, in order to achieve an acceptable level of safety in civil aviation”) was deleted as the subject of State safety programme is now addressed in Annex 19 on Safety Management. (Standards 3.3, 3.4 and 3.5 are renumbered as 3.2, 3.3 and 3.4 respectively.)
- Attachment F to Annex 13 (“Framework for the State safety programme”) was transferred to Annex 19.

- Consequential to the creation of Annex 19, the provisions in Chapter 8 of Annex 13 have been substantially reduced. Only Standard 8.4 and Recommendation 8.8 were retained, with some editorial amendment where relevant. Standard 8.4 has become Standard 8.1 (“A State shall establish and maintain an accident and incident database to facilitate the effective analysis of information on actual or potential safety deficiencies to determine any preventive actions required.”). Recommendation 8.8 has become Recommendation 8.3 (“In addition to safety recommendation arising from accident and incident investigations, safety recommendations may result from diverse sources, including safety studies. If safety recommendations are addressed to an organisation in another State, they should also be transmitted to that State’s investigation authority.”). A new Recommendation 8.2 was also added (“State authorities responsible for the implementation of the SSP should have access to the accident and incident database referenced in 8.1 to support their safety responsibilities.”).
- The list of examples of serious incident in Attachment C to Annex 13 was expanded to include the following:
  - a) Collisions not classified as accidents
  - b) Fire and/or smoke in the cockpit
  - c) Fuel quantity level or distribution situations requiring the declaration of an emergency by the pilot, such as insufficient fuel, fuel exhaustion, fuel starvation, or inability to use all usable fuel on board
  - d) The unintentional or, as an emergency measure, the intentional release of a slung load or any other load carried external to the aircraft

3. **ACTION BY THE MEETING**

- 3.1 The meeting is invited to note the changes introduced by Amendment 14 to Annex 13.

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