



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

Tenth Meeting of the Regional Aviation Safety Group for the AFI Region (RASG-AFI/10)

7 November 2024

Agenda Item 4: Status of implementation of the GASP safety goals, targets and indicators including the priorities set for the RASG-AFI Region

EASA’S INCIDENT AND ACCIDENT INVESTIGATION ROLE AS RSOO

(Presented by EASA.)

| SUMMARY | |
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| This information paper presents the Agency's role in the field of aircraft accidents and incidents investigations. | |
| Action by the Meeting: To consider this information and request advice and support from EASA should they be interested to understand more. | |
| <i>Strategic Objectives</i> | - Safety |

1 INTRODUCTION

- 1.1 The Agency's role in the field of aircraft accidents and incidents investigations is focused mostly in:
- to follow the progress of aircraft accidents and incidents investigations,
 - to be represented in investigations and deliver technical expertise whenever needed,
 - to achieve the processing of Safety Recommendations addressed to the Agency and monitor its follow-up,
 - to provide progress reports and statistics on the Safety Recommendations processing,
 - to maintain a working coordination with European Union Accident Investigation Bodies,
 - to be aware of safety deficiencies and disseminate related information for establishing corrective actions.

2. DISCUSSION

- 2.1. EASA’s role within aircraft accident and incidents investigations is detailed by the Regulation (EU) No 996/2010 of the European Parliament and the Council of 20 October 2010 on the investigation and prevention of accidents and incidents in civil aviation, repealing Directive 94/56/EC.

It takes into account the Convention on International Civil Aviation signed in Chicago on 7 December 1944 and implements the latest provisions set in ICAO Annex 13 laying down international standards and recommended practices for aircraft accident and incident investigation.

- 2.2. It defines common principles governing the safety investigation of civil aviation accidents and incidents in EU Member States and requires the State of Occurrence or the State of Registry, to investigate accidents and incidents.
- 2.3. Since the entering into force of the Basic Regulation, EASA is the competent Community Aviation Authority for the safety of aviation. Results of air accident investigations should be acted upon as a matter of urgency, in particular when they relate to defective aircraft design and/or operational matters, in order to ensure consumer confidence in air transport without prejudice to Community law; thus, EASA is the recipient of safety recommendations within its remit. Under international and community law, all safety recommendations must be taken into full consideration by the entity to which they are addressed.
- 2.4. Furthermore, ICAO Annex 13 provides that the State of Registry, the State of Design, and the State of Manufacture shall each be entitled to appoint an accredited representative because of the function that have been attributed to each of those States with respect to the airworthiness of aircraft under ICAO Annex 8. Therefore, as the EASA is now carrying out on behalf of the Member States the functions and tasks of the State of Design, Manufacture and Registry whenever it related to Design approval, Regulation (EU) No 996/2010 entitles EASA to participate to investigations (appointing a Technical Advisor).
- 2.5. Whenever the investigation takes place in an EU Member State, EASA acts as advisor to the Investigator in charge. Outside an EU Member State, EASA advise the European Accredited Representative appointed by the State where the principal place of business of the manufacturer is.
- 2.6. Regulation (EU) No 996/2010 asks also to establish an EU network of safety investigation authority (ENCASIA) with the scope to enhance aviation safety investigations in EU (and at the international level) through active cooperation. ENCASIA was established in January 2011.
- 2.7. EASA is an ENCASIA (European Network of Civil Aviation Safety Investigation Authorities) observer and participate to the annual plenary meetings and the activities of the working groups as, for instance, the ENCASIA peer reviews which play an essential role in implementing regulation 996 in the EU Member States, and the European Union Mutual Support System (EMSS) which strive to improve aviation safety investigations through support and assistance to its members. Quite important the activity carried out by the WG6 on the management of the Safety Recommendation, using the ADREP software SRIS2.
- 2.8. ENCASIA activities include also:
 - Development of training activities,
 - Advising EU institutions on air accident investigation and prevention matters.
 - Promoting communication on safety related topics.

3 ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Identify and address the specific challenges that authorities may face in effectively implementing aircraft accident and incident investigation actions.
- b) Consider this approach and request advice or support from EASA should they be interested to understand more (EASA can be contacted at the EASA Safety investigation Section by email: investigation@easa.europa.eu)