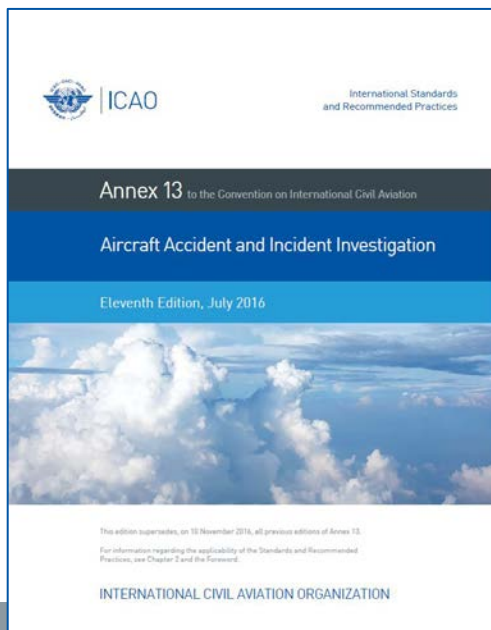


Updates on Work Done by ICAO Accident Investigation Panel (AIGP)

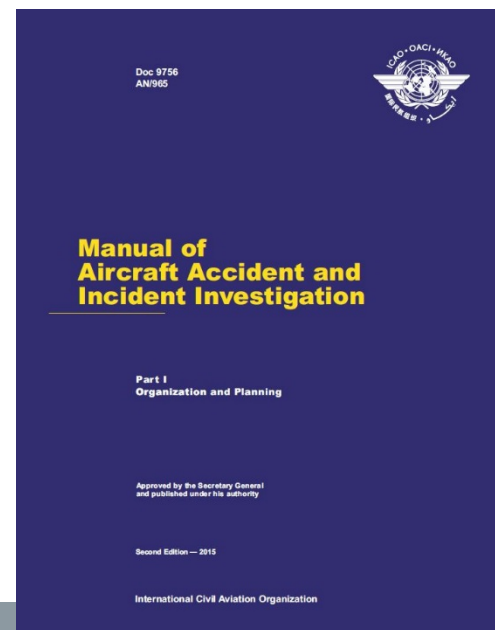
Olivier FERRANTE

Bureau d'Enquêtes et d'Analyses, France



**RASG EUR ACCIDENT INVESTIGATION
(AIG)
AND ECCAIRS USER WORKSHOP**

Neuilly, 8-10 April 2019



List of Members

- Chairman: Olivier Ferrante (BEA)
- Vice-Chairman: Yanfeng Mao (CAAC)
- Secretary: André de Kock (ICAO)
- Membership:
 - 29 States
 - 4 International Organizations
 - 50 members and advisers (approx.)



Active Work Programme

3.1 Investigation procedures, techniques and methodologies

3.1.1 Training guidelines (WG-02)

3.2 Investigations involving UAS (WG-08)

3.3 Accident site environmental care (WG-12)

3.4 Accident investigation responsibilities – AIA versus CAA (WG-13)

3.5 Safety recommendations of global concern (WG-14)

3.6 Availability and protection of flight recorder data – GADSS requirement (WG-18)

3.7 Preliminary report (WG-16)



New AIGP Work Programme Items for Consideration

- 4.1 Consultation period of draft Final Reports (WG-17)
- 4.2 Safety recommendation – Updating Annex 13, 5.12
- 4.3 Research reasons why Final Reports are not released
- 4.4 Cyber security



Training Guidelines (WG-02)

Objective (Job card AIGP.001.05):

- Address the guidelines of competency-based training (CBT) for investigators

Lead & members:

- Ibrahim Addasi (GCAA) & 9 members

Task:

- WG-2 proposes draft guidance material for Investigator Job Analysis. The training guidance material should not be overly prescriptive, and should remain as an option for the States if it is seen fit.



Investigations Involving UAS (WG-08)

Objective (Job card AIGP.006.03):

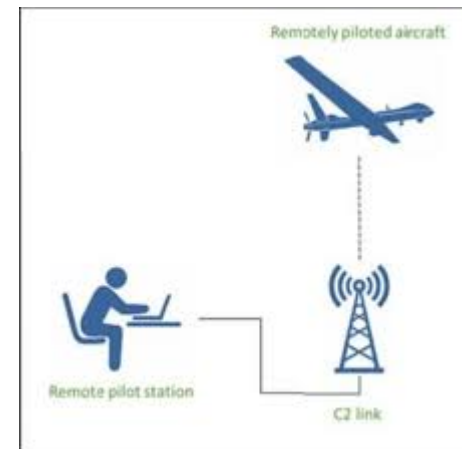
- Revise definition for UAS accidents and options as to how the provisions in Annex 13 could be developed to clarify when UAS accident investigation is required

Lead & members:

- Crispin Orr (AAIB) & 14 members

Tasked with improvements of:

- Annex 13
- Doc 9756, Part 1, Chapter 4 Notification
- Doc 9756, Part 2, Chapter 1 Investigation Mandate



Investigations Involving UAS (WG-08)

The WG proposes to amend the following:

- Improvement of the definitions in light of UAS investigations (manned vs unmanned)
- Use of Type Certificate or other design approval required by the State instead of mass break categories
- A person fatally or seriously injured or a high risk of a person being fatally or seriously injured is another criteria for the investigation
- Recommendations for investigation of UAS accident

Accident site environmental care (WG-12)

Objective (Job card AIGP.013.02):

- Need for guidance material regarding cooperation between the AIA and the authority responsible for environmental protection, during on-scene investigations

Lead & members:

- Philippe Plantin de Hugues (BEA) & 6 members

Tasked with improvement of:

- Doc 9756, Part I, Chapter 5
- Doc 9962

Accident Investigation Responsibilities

ALA versus State aviation authority (WG-13)

Objective (Job Card AIGP.014.01):

- Agreement between ALA and civil aviation authority with respect to flexibility on investigation

Lead & members:

- Loren Groff (NTSB) & 6 members

Task:

- Consider the possibilities for simplifying the sharing of information by accredited representatives and advisers especially during incident investigations. Review guidance material in Doc 9756 and Doc 9859

Safety Recommendations of Global Concern (WG-14)

Objective (Job card AIGP.015.02):

- Address the SRGC needs in Annex 13 and in Doc 9756, Part IV (*Manual of Aircraft Accident and Incident Investigation, Part IV — Reporting*)

Lead & members:

- Philippe Plantin de Hugues (BEA) & 13 members

Task:

- Propose amendment to Doc 9756, Part IV

SRGC Updates (WG-14)

The WG proposes amending the following paragraphs:

Chapter 1: The final report

1.6: Release and distribution of safety recommendations

- 1.6.3 to 1.6.7 to align with the new SRGC SARPs & to better explain the purpose of the ICAO SRGC central database

Appendix 1 to Chapter 1: Format & content of the final report

- 4.10 and 4.14 to better explain the purpose of SRGC & to invite AIA to better explain the rationale of the SRGC

Appendix 6 to Chapter 1: Guidelines on the identification, drafting and follow-up of safety recommendations

- 3.1.3, 4.1, 4.3.2, 5.3.3 to align with the new SARPs & to provide an updated list of examples of SRGC (what is & is not a SRGC)

Availability & Protection of Flight Recorder Data – GADSS Requirement (WG-18)

Objective (Jobcard AIGP.017.01 & GADSS.001.01):

- Review the provisions in Annex 13 and Doc 9756 in relation to the GADSS environment

Lead & members:

- Loren Groff (NTSB) & 13 members

Task:

- Propose amendment to Doc 9756, Part III

Availability & Protection of Flight Recorder Data – GADSS Requirement (WG-18)

Updates:

The primary objectives of the GADSS is the location of an aeroplane in distress, location of the wreckage under water and tracking of the aircraft.

The WG proposes guidance amendments to include an assessment of the GADSS performance in accident investigation reports.

Ensure Annex 13 provisions are adequate for a “cloud” environment (WG-18)

Objective:

- Review of current Annex 13 SARPs on sharing and protection of flight recorder data to ensure they are adequate for a “cloud” environment in particular

Lead & members:

- Loren Groff (NTSB) & 13 members

Task:

- No proposed amendments yet

Ensure Annex 13 provisions are adequate for a “cloud” environment (WG-18)

Updates:

One of the primary objectives of the GADSS is to ensure timely retrieval of flight recorder data.

Annex 6 SARPs allow for the continuous or triggered streaming of flight recorder data from the aeroplane to the ground.

The AIGP may need to consider reviewing the current Annex 13 provisions on the sharing and protection of flight recorder data given this changing environment.

Preliminary Report (WG-16)

Objective (Job card AIGP.018.01):

- Review and follow-up of Preliminary Reporting and ADREP requirements.

Lead & members:

- Gijsbert Vogelaar (DSB) & 4 members

Task:

- Improve the ICAO ADREP documentation in Doc 9756 and/or Doc 9859 and make recommendations to improve analysis of the ADREP data sent by Contracting States

Consultation Period of Draft Final Reports (WG-17)

Objective:

- It was proposed that the AIGP considers reducing the consultation period for draft Final Reports from 60 days to 30 Days.
- The AIGP agreed to form a WG, to do an impact assessment on timelines for this coordination period.

Research reasons why Final Reports are not released

Objective:

- A worldwide review has shown that 59% of fatal accidents that occurred to civil-operated aircraft with a mass over 5,700 kg between 1990 and 2016 have not resulted in a publicly-available Final Report.
- An AIGP WG will probably to be tasked to analyse the data and research the reasons why a number of final reports were not published.

Cyber-security

Objective:

- The AIGP to evaluate the potential needs to propose amendments to Annex 13 and/or DOC 9756 regarding cyber resilience and the detection of cyber-security issues during an aircraft accident investigation.

Next meeting (AIGP/5), Montréal: 29 April -> 2 May 2019

Thank you for yor attention,

Questions?

olivier.ferrante@bea.aero