



ASSEMBLY — 38TH SESSION

TECHNICAL COMMISSION

Agenda Item 31: Aviation Safety — Emerging Issues

**PROPOSAL TO HOLD ACCIDENT INVESTIGATION (AIG) DIVISIONAL MEETINGS
EVERY FIVE YEARS**

(Presented by Venezuela (Bolivarian Republic of))

EXECUTIVE SUMMARY

This working paper explains the need to resume the cycle of Accident Investigation and Prevention (AIG) Divisional Meetings and consider holding a meeting every five years, for the effective coordination of regional and global activities in air accident investigation, with global progress reports to help prevent accidents.

Action: The Assembly is invited to consider holding an Accident Investigation and Prevention (AIG) Divisional Meeting every five years.

<i>Strategic Objectives:</i>	This working paper relates to the Safety Strategic Objective.
<i>Financial implications:</i>	The activities referred to in this paper shall be carried out subject to the availability of funds under the Programme Budget for 2014-2016.
<i>References:</i>	Doc 9914, <i>Report of the Accident Investigation Divisional Meeting (2008)</i>

1. INTRODUCTION

1.1 From 13 to 18 October 2008, an Accident Investigation and Prevention Divisional Meeting was held, bringing together directors of accident investigation authorities from around the world. The meeting served to determine what prevention activities would consist of and what changes should be made, as well as to explore advanced accident investigation techniques to be used in future.

1.2 Previous Accident Investigation and Prevention Divisional Meetings had taken place in 1992 and 1999, creating initiatives and methods for structuring air accident investigation bodies.

1.3 Accident prevention and investigation workshops and seminars were once again held that were of benefit to many countries of the various regions, in light of the increased development of safety

¹ Spanish version provided by Venezuela

techniques and of aviation in general, furthered by the introduction of Annex 19 — *Safety Management*. The air accident investigation activities conducted by the accident investigation authorities in each State are administratively segregated from those of the aviation authority in accordance with the Standards and Recommended Practices (SARPs), in particular Annex 13 — *Aircraft Accident and Incident Investigation*, Chapter 3 – General. As such, it is necessary for the meetings that are intended to set targets, analyse air accident statistics and study accident prevention techniques to take place every five years. The meetings should establish short-, medium- and long-term objectives for activities to enhance and maintain safety.

2. THE IMPORTANCE OF PERIODIC ACCIDENT INVESTIGATION DIVISIONAL MEETINGS

2.1 Due to the dynamics of the aviation sector, which has seen exponential growth in operations and aviation technologies, it is essential to reduce the interval between meetings of the Accident Investigation Authorities of the International Civil Aviation Organization (ICAO) Member States. This is necessary in order to achieve the major objective of establishing, together with the aviation authorities, targets for providing the aeronautical sector with analytical and statistical data collected in the course of accident investigation activities. Such input will notably contribute to safety management, as set out in Annex 19 — *Safety Management*, and give rise to the information and recommendations issued to airlines, operators and air services in order for them to maintain the standards for safe and efficient air operations.

2.2 Regional training programmes in air accident investigation and prevention techniques need to be resumed, strengthened and brought up to speed with the changing international civil aviation sector. This is in line with Recommendations 3/1 and 3/2 of the *Report of the Accident Investigation Divisional Meeting (2008)* (Doc 9914) on seminars and workshops.

2.3 A conducive environment should be created to establish and strengthen regional bodies that will coordinate and cooperate in civil aviation accident investigation, with incentives for technical assistance and the harmonization of criteria across States for more standardized, efficient investigations as per Annex 13 — *Aircraft Accident and Incident Investigation*. In addition, implementation of Annex 19 — *Safety Management* should be fostered. These mechanisms will generate accident reports and statistical analysis and promote the use of the ECCAIRS data reporting programme.

3. CONCLUSIONS

3.1 With skyrocketing aviation activity and technological development comes the need for policies and strategies to be developed by accident investigation authorities, which co-exist with the aviation authorities in the different States, in keeping with the recommendations of Annex 13 — *Aircraft Accident and Incident Investigation*. States need to be able to join forces at regional level and implement policies at the global level to improve accident investigation outcomes and heighten safety.

3.2 Continuing workshops and courses on accident investigation methods and techniques will be of assistance to the talented professionals who go on the scene of air accidents and subsequently analyse them with a view to preventing future such occurrences and enhancing safety.

3.3 Regular Accident Investigation and Prevention Divisional Meetings will serve to close gaps in terms of the material, capabilities and methods of the accident investigation authorities in Member

States, and help create a robust and uniform approach to air accident investigations. It will also be possible to present regional statistical analyses on accidents at subsequent ICAO Council and Assembly sessions as required.

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