



International Civil Aviation Organization
Asia and Pacific Office

ICAO

Eleventh Meeting of the Asia Pacific Accident Investigation Group (APAC-AIG/11)

(Singapore, 16 – 17 August 2023)

Agenda Item 4: Enhancing Accident Investigation Capabilities

THE ITEMS TO BE IMPROVED FOR THE ACCIDENT INVESTIGATION REPORT

(Presented by International Air Transport Association)

SUMMARY

This paper briefs the requirements of ICAO Annex 13 for thorough and timely publication of accident investigation reports. IATA data shows that a significant number of final accident investigation reports are not made available to the industry. IATA is asking ICAO to encourage States to follow Annex 13 obligations.

1. INTRODUCTION

1.1 Aircraft accident and incident investigation reporting standards and recommended practices were first stated by ICAO in Annex 13 in 1951, and then continuously revised;

1.2 In Annex 13, the standard pattern and time requirements of the submission of final reports, preliminary reports or interim statements are clearly stated;

- a) In chapter 7 of Annex 13, the preliminary report is required to be sent by facsimile, e-mail, or airmail within thirty days of the date of the accident unless the accident/incident data report has been sent by that time. When matters directly affecting safety are involved, it shall be sent as soon as the information is available and by the most suitable and quickest means available;
- b) In chapter 6 of Annex 13, In the interest of accident prevention, the State conducting the investigation of an accident or incident shall make the final report publicly available as soon as possible and, if possible, within twelve months;
- c) If the report cannot be made publicly available within twelve months, the State conducting the investigation shall make an interim statement publicly available on each anniversary of the occurrence, detailing the progress of the investigation and any safety issues raised;

2. DISCUSSION

2.1 IATA acknowledges standards and recommended practices concerning the aircraft accident investigation process required by ICAO Annex 13. Failure to publish thorough and timely accident investigation reports prevents operators, equipment manufacturers, regulators, infrastructure providers, and other concerned stakeholders from critical information that could make flying even safer.

2.2 At this stage a high percentage of the final reports, are not submitted or are not made available for the industry. IATA is undertaking an exercise and working with all concerned stakeholders to encourage thorough and timely publication of accident investigation reports.

2.3 As of 1 June 2023*, IATA data shows from 2018-2022 that:

- a) 214* accidents happened globally and 44 accidents happened in the ICAO APAC region;
- b) Out of the 214 accidents, 96 accident investigations are completed, 118 are with no final reports;
- c) from a regional basis, of the 44 accidents that happened in the ICAO APAC region, 16 are completed, 28 with no final reports;

2.4 “The accident investigation process is one of our most important learning tools when building global safety standards. But to learn from an accident, we need reports that are complete, accessible and timely,” said Willie Walsh, IATA’s Director General.

2.5 As an industry, we must raise our voices in defense of the accident investigation process mentioned in Annex 13.

3. ACTION BY THE MEETING

3.1 The Meeting is invited to:

- a) Note the information from the paper;
- b) The AIG to encourage all states in ICAO APAC region to publish the accident investigation report as per the associated timeline required in Annex 13; and
- c) Discuss any other relevant matters as appropriate.

* This data will be updated in September 2023.

* The number of accidents included in the three items above are the number of accidents according to the IATA classification of accidents, that all of the following criteria are satisfied, Person(s) have boarded the aircraft with the intention of flight (either flight crew or passengers); The intention of the flight is limited to normal commercial aviation activities, specifically scheduled/charter passenger or cargo service. Executive jet operations, training, and maintenance/test flights are excluded; The aircraft is turbine-powered and has a certificated Maximum Take-off Weight (MTOW) of at least 5,700 kg (12,540 lb.); The aircraft has sustained major structural damage that adversely affects the structural strength, performance or flight characteristics of the aircraft and would normally require major repair or replacement of the affected component exceeding \$1 million USD or 10% of the aircraft’s hull reserve value, whichever is lower, or the aircraft has been declared a hull loss;