UPDATE ON ICAO AIG-RELATED REQUIREMENTS AND ACTIVITIES

Annex 13 Amendment 20

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Briefing focus

Key changes, implementation timelines, and actions for States

Purpose and key dates

Purpose of the briefing

- Present an overview of Amendment 20 to ICAO Annex 13
- Note the key change areas for accident and incident investigation
- Consider implementation actions ahead of applicability

Implementation runway



States have a defined transition window to review differences, update procedures, and prepare reporting arrangements.

23 Oct 2028
EFOD differences due before this date

23 Nov 2028
Applicability date

Background to Amendment 20

Recommendations from specialist panels

Accident Investigation Panel

AIGP/7 and AIGP/8

Safety Management Panel

SMP/5 and SMP/7

Scope of change

01 — Unlawful interference

02 — Conflict-of-interest investigations

03 — Evidential material

04 — ADREP and Final Report reporting

05 — Alignment with Annex 19 SSP provisions

Unlawful interference and investigation independence

The safety investigation remains prevention-focused — not blame or liability — even where unlawful interference is suspected.

Safety investigation

Continues in parallel

Objective: accident prevention and safety learning

Judicial / administrative proceedings

Separate process

May proceed, but must not absorb the investigation

Do not transfer the investigation in whole to judicial or aviation security authorities.

Credibility measures

Managing conflict-of-interest concerns

Attachment G introduces practical options to strengthen credibility where independence could be questioned.

NEW ATTACHMENT

01 Delegate

Delegate the investigation to another State or RAIO when appropriate.

02 Invite observers

Invite ICAO or a third-party State as observer or accredited representative.

03 Allow visibility

Allow involved States to observe selected aspects and receive relevant information.

Design intent: preserve confidence without compromising the prevention-focused investigation mandate.

Evidential material

States must ensure unrestricted access to all evidential material without delay.

All evidential material

Scope is broad: investigators need access to the full evidence base.

“Available” removed

Wording is strengthened by removing a qualifier that could narrow access.

Access reinforced

The investigator’s right to timely access is clarified and emphasized.

Operational implication: access arrangements should be explicit in national legislation, regulations, and inter-agency procedures.

ADREP and Final Report reporting changes

The amendment simplifies reporting while lowering key thresholds for ICAO Final Report submission.

Threshold shift

5,700 kg
Previous incident Final Report threshold

→

2,250 kg
New incident Final Report threshold

Process changes

- ADREP process simplified and reports to ICAO improved
- Preliminary ADREP Report requirement removed
- Accident/Incident Data Report required for aircraft over 2,250 kg
- Separate Incident Data Report for incidents over 5,700 kg deleted

State Safety Programme alignment

Consequential amendments align Annex 13 with Annex 19 Amendment 2 and updated State Safety Programme terminology.

SSP definition : an integrated set of laws, regulations, policies, objectives, processes, procedures and activities aimed at ~~*improving*~~ *managing* safety, at the State level.

Updated references

Doc 10159

Safety Intelligence Manual

SDCPS

Safety data collection and processing system

Chapter 8

References updated to match Annex 19 provisions

Action by the Meeting

The Meeting is invited to:

01	**Note**	Amendment 20 and its key changes
02	**Consider**	National implementation actions
03	**Inform ICAO**	Any differences through EFOD before 23 October 2028

EFOD deadline

23 Oct 2028

Submit differences before the applicability date.