

**61<sup>ST</sup> CONFERENCE OF  
DIRECTORS GENERAL OF CIVIL AVIATION  
ASIA AND PACIFIC REGION**

*Kuala Lumpur, Malaysia  
7 – 11 September 2026*

**AGENDA ITEM 3: AVIATION SAFETY**

**IMPLEMENTATION OF SAFETY RECOMMENDATIONS MADE IN  
ACCIDENT/INCIDENT INVESTIGATION REPORT**

(Presented by India)

**SUMMARY**

Under the State Safety Programme (SSP), the implementation of safety recommendations constitutes an essential component of the safety risk management process. It involves the identification of hazards, assessment of associated safety risks, and implementation of appropriate mitigation measures. However, some recommendations are drafted without considering practical feasibility, resulting in cases where no constructive action can be taken.

At present ICAO Doc 9756 provides a detailed and structured framework for identifying, drafting, and following up on Safety Recommendations of Global Concern (SRGCs), it leaves a gap at the state level for identification, drafting and follow-up of national safety recommendations. This highlights a critical need for structured, State-level guidance to ensure local recommendations are effectively implemented. The structured process will significantly enhance the quality of safety recommendations and will ensure future safety recommendations meets the regulatory compliance standards while remaining highly practical, scalable, and intuitive for stakeholders to execute.

## **IMPLEMENTATION OF SAFETY RECOMMENDATIONS MADE IN ACCIDENT/INCIDENT INVESTIGATION REPORT**

### **1. INTRODUCTION**

1.1 Safety recommendations derived from investigations are issued by accident investigation authorities with the intention of preventing accidents and incidents.

1.2 According to standard 6.8 of Annex 13, the accident investigation authority of the State conducting the investigation shall recommend in a dated transmittal correspondence to the appropriate authorities, including those in other States, any preventive action that it considers necessary to be taken promptly to enhance aviation safety.

1.3 Standard 6.10, 6.11 and 6.12 of ICAO Annex 13, also defines the responsibility of the Aircraft Accident Investigation Authorities and the Civil Aviation Authorities for the implementation of safety recommendations.

1.4 Para 4.8 of ICAO Doc 9756 Part IV states that a safety recommendation should be performance-based and should identify the safety objectives of the recommendation, in particular mitigating the risks underlying the recommendation. This approach to recommendations will also facilitate the evaluation, by both the safety investigation authority and the addressee of the recommendation, as to whether and to what degree the action taken or planned will mitigate the deficiency upon which the recommendation was made.

1.5 Para 4.12 along with Appendix 6 of Chapter 1 of the same Doc provides detailed guidance for safety recommendations of Global concern.

### **2. DISCUSSION**

#### **2.1 Implementation of Safety Recommendation**

2.1.1 ICAO Annex 13 establishes a structured framework for managing safety recommendations by imposing clear obligations on both the proposing and receiving States. A State receiving a safety recommendation is required to evaluate it and formally reply within 90 days, outlining whether corrective actions have been implemented, are currently under review. Furthermore, the receiving State must establish procedures to monitor the progress of the action taken in response to that safety recommendation.

2.1.2 In alignment with these global standards, India has structured a collaborative framework between its independent Accident Investigation Authority (the Aircraft Accident Investigation Bureau, or AAIB) and its regulatory body, the Directorate General of Civil Aviation (DGCA). This is driven by regular coordination meetings between the AAIB and the DGCA to evaluate proposed safety measures for implementation of safety recommendations. Furthermore, on a case-by-case basis, these meetings are expanded to include industry stakeholders, allowing for the direct resolution of any practical challenges in the implementation process.

2.1.3 This collaborative mechanism has increased the implementation of safety recommendations in their true spirit.

#### **2.2 Effective implementation score of CE8 of AIG**

2.2.1 According to the Asia-Pacific Regional Aviation Safety Plan (2026–2028) heat map, the overall score for Critical Element 8 (CE-8) in the AIG area is critically low at just 41%. This deficiency indicates an urgent need for States to enhance their capabilities and requires member States to establish a robust

national frameworks for resolving safety concerns. Specifically, it demands a concerted effort by State authorities to standardize how safety recommendations are formulated, tracked, and implemented.

## **2.3 Harmonizing framework for Identification, Drafting, and Follow-Up Global (SRGCs) with National Safety Recommendations**

2.3.1 Preferably, a safety recommendation should be performance-based, clearly defining its safety objectives and focusing on mitigating the underlying risks. This approach allows both the safety investigation authority and the addressee to accurately evaluate whether, and to what extent, the proposed or taken action resolves the identified deficiency. However, some recommendations are drafted without considering practical feasibility, resulting in cases where no constructive action can be taken.

2.3.2 While Chapter 1 of ICAO Doc 9756 provides a detailed and structured framework for identifying, drafting, and following up on Safety Recommendations of Global Concern (SRGCs), it leaves a gap at the state level for identification, drafting and follow-up of national safety recommendations. Without a harmonized framework, national-level recommendations are often inconsistently formulated, tracked, and monitored. This highlights a critical need for structured, State-level guidance to ensure local recommendations are effectively implemented. The structured process will significantly enhance the quality of safety recommendations and will ensure future safety recommendations meets the regulatory compliance standards while remaining highly practical, scalable, and intuitive for stakeholders to execute.

## **3. ACTION BY THE CONFERENCE**

3.1 The Conference is invited to:

- a) note the information contained in this Paper;
- b) Conference may agree to invite DGCA India, in coordination with AAIB India, to present this proposal to APAC-AIG/14 meeting, for its consideration, with the outcome reported to DGCA/62; and
- c) encourage States to follow the SRGC procedure when drafting their own recommendations.

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