

**59th CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS**

*Cebu, Philippines
14 to 18 October 2024*

AGENDA ITEM 3: AVIATION SAFETY

**POSITIVE SAFETY CULTURE BENEFITS OF IFALPA
INVOLVEMENT IN AVIATION SAFETY OCCURRENCE
MANAGEMENT**

(Presented by IFALPA)

DISCUSSION PAPER

SUMMARY

This paper introduces IFALPA's Accredited Accident Investigator scheme and promotes early collaboration between Member States and IFALPA in various aspects of aviation safety. IFALPA and its Member Associations have developed a range of programs designed to support Member States and operators in safe management of personnel-related risks. These include the Accredited Accident Investigator scheme, which is designed to provide operational input of active line pilots on specific aspects of occurrence investigation to support Member States in fulfilling their obligations under Annex 13.

POSITIVE SAFETY CULTURE BENEFITS OF IFALPA INVOLVEMENT IN AVIATION SAFETY OCCURRENCE MANAGEMENT

1. INTRODUCTION

1.1 ICAO Annexes 13 and 19 contain a number of provisions that set out standards and recommended practices in relation to the investigation of accidents and incidents and to general safety management including the collection of voluntary and mandatory safety reports.

1.2 Annex 13, para. 3.1 provides that the sole objective of the investigation of an accident or incident shall be the prevention of accidents and incidents. It clarifies that it is not the purpose of such investigations to apportion blame or liability.

1.3 Annex 19, para. 5.1 provides for the establishment of safety data collection and processing systems to capture, store, aggregate and enable the analysis of safety data and safety information for the purposes of maintaining and improving safety. Safety data and safety information collected, stored or analyzed under those provisions should not be made available for other purposes.

1.4 IFALPA is an international aviation safety organization set up by national Pilots Associations to advocate for the promotion of the highest level of safety worldwide. Many of the Member Associations of IFALPA provide programs in partnership or in coordination with national aviation authorities which are designed to improve safety. IFALPA has a range of resources available for Pilot Associations and Member States that wish to utilize such programs to improve aviation safety.

2. DISCUSSION

Accident Investigation Assistance

2.1 Annex 13 5.24 provides,

a State entitled to appoint an accredited representative shall also be entitled to appoint one or more advisers to assist the accredited representative in the investigation.

2.2 The following note clarifies that,

nothing in the above provisions is intended to preclude a State participating in an investigation from calling upon the best technical experts from any source and appointing such experts as advisers to its accredited representative.

2.3 IFALPA has long been aware of the ultimate cost to crew that can arise from aviation accidents. As such, since 1948, IFALPA has been involved in closely monitoring a vast number of accident investigations conducted around the world in a wide range of regulatory environments. During this time, IFALPA has observed a broad diversity of practices and procedures for the investigation of aviation accidents and incidents.

2.4 Various National Accident Investigation Agencies (NAIAs) have found that collaboration with Pilots Associations (and with IFALPA) can provide meaningful assistance in the development of complete, comprehensive and clear final investigation reports. This includes ensuring that operational expertise is consulted in understanding how regulations and procedures are implemented in practice.

2.5 In particular, in regulatory environments where NAIAs suffer from resource constraints, collaboration and consultation with IFALPA-Accredited Accident Investigators can provide meaningful insights, including with the assistance of experts with experience of investigation procedures in other jurisdictions. Noting the value of harmonizing and sharing such expertise, IFALPA has developed its own Accredited Accident Investigator (AAI) scheme.

2.6 The AAI scheme is designed to be a pool of active line pilots who have been through expert international-level training and are familiar with the multiple processes related to the investigation of aviation occurrences. NAIAs have expressed to IFALPA the benefit to them of having access to active line pilots who are rated and current on the aircraft type relevant to an investigation, and who are able to provide their operational expertise in a professional, impartial and confidential manner.

2.7 To be granted accreditation by IFALPA, pilots must successfully complete an internationally recognized accident investigation course. They must then be formally nominated by their peers at national level to submit their application for accreditation to IFALPA. IFALPA, in turn, carefully reviews their suitability, training, qualifications, experience and independence before granting accreditation. Accreditation remains valid for a period of five years during which these pilots must remain current by fulfilling a number of requirements. On the expiration of these five years, should they wish to maintain their accreditation by IFALPA, they must submit an application for reaccreditation, including relevant evidence of their ongoing involvement in safety investigation activities at national and/or international level.

2.8 Commensurate with the progress made by the AAI scheme, IFALPA has recently signed a Memorandum of Understanding with the Civil Aviation Authority of Singapore to initiate formal collaboration with CAAS in relation to training programmes, seminars and workshops related to aviation safety; is developing a pool of instructors and resource persons for the delivery of aviation safety programmes; and is utilizing outreach platforms to promote aviation safety and institute a strong and positive aviation safety culture.

2.9 Furthermore, the Ministry of Land, Infrastructure and Transport of Korea appointed four IFALPA-Accredited Accident Investigators from our Member Association in the Republic of Korea, ALPA-K, as advisers.

2.10 Likewise, in Indonesia, the Komite Nasional Keselamatan Transportasi (KNKT) recently informed the ICAO Asia Pacific Accident Investigation Group of its successful conclusion of a Memorandum of Understanding with the Indonesia Pilot Association (a member of IFALPA).¹ That MoU will provide for the appointment of several active line pilots as investigators to assist the KNKT.

2.11 Similarly, in Australia, the Australian Federation of Air Pilots has developed a Safety Occurrence Guide to inform pilots of what they should do following a safety related occurrence, including an accident, incident or performance event. This includes a checklist that can be downloaded by relevant personnel through an internet link, as well as an emergency telephone number.

Other Activities Promoting Positive Safety Culture

2.12 Also in Australia, pilot associations (which are IFALPA members) have introduced the Continuous Resilience Development program, in which the Civil Aviation Safety Authority is participating.²

2.13 This program is designed as a service for pilots seeking to enhance their skills and confidence. It provides a no jeopardy environment for pilots to develop competencies and behaviors.

2.14 The resource can be helpful for pilots who are looking to upgrade their skills or rank, facing post-operational events or performance challenges, or who are new CPL holders looking to get exposure to multi-crew operations. Such a tool can provide a significant boost to confidence and self-belief for pilots who are returning to operations following an occurrence or time away from flying (for whatever reason).

2.15 The resource focuses on five non-technical ICAO competencies: leadership and teamwork; problem solving and decision making; communication; situational awareness; and workload management. The program is available through an ongoing monthly subscription and is modeled on a program offered in the United Kingdom.

1 APAC-AIG/12-IP/2 Bangkok, Thailand, 28-29 August 2024

2 www.resilientpilot.com/afapcrd

2.16 IFALPA Member Associations are also involved around the world in advocacy for safety with International Organizations, Regulators and judicial systems.

Conclusion

2.17 IFALPA continues to support the promotion of a positive safety culture through various means across a number of Member States. IFALPA is heartened by the collaboration, support and understanding of Regulators and other administrative bodies in Australia, Indonesia, Singapore and South Korea.

2.18 The promotion of a positive safety culture is an activity best achieved through collaboration. Such collaboration can be between a Member State and its local national Pilot Association. Member States are also welcome to engage directly with IFALPA. Likewise, Member States may find that measures taken by other Member States provide lessons that are helpful within their own distinct regulatory environment.

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to:

- a) note the information contained in this Paper, and
- b) encourage Member States to recognize the value of the IFALPA Accredited Accident Investigation scheme in the management of safety occurrences, and
- c) Consider recognizing the use of IFALPA-related programs and tools for the promotion of positive safety culture.

— END —