



WORKING PAPER

**ACCIDENT INVESTIGATION AND PREVENTION (AIG)
DIVISIONAL MEETING (2008)**

Montréal, 13 to 18 October 2008

Agenda Item 1: Annex 13

1.5: Notification of accidents and serious incidents

NOTIFICATION OF ACCIDENTS

(Presented by the Secretariat)

SUMMARY

This paper discusses the issue of including a State having suffered fatalities or serious injuries to its citizens to the list of States to be notified of accidents by the State of Occurrence.

Action by the meeting is in paragraph 3.

1. INTRODUCTION

1.1 A State has suggested to extend paragraph 4.1 of Annex 13 — *Aircraft Accident and Incident Investigation* to include a State having suffered fatalities or serious injuries to its citizens to the list of States to be notified of accidents by the State of Occurrence.

2. DISCUSSION

2.1 Paragraph 4.1 of Annex 13 requires the State of Occurrence to forward notification of an accident or serious incident to the following States:

- a) State of Registry;
- b) State of the Operator;
- c) State of Design; and
- d) the State of Manufacture.

2.2 Paragraph 5.27 of Annex 13 states the following:

A State which has a special interest in an accident by virtue of fatalities or serious injuries to its citizens shall, upon making a request to do so, be permitted by the State conducting the investigation to appoint an expert who shall be entitled to:

- a) visit the scene of the accident;
- b) have access to the relevant factual information;
- c) participate in the identification of the victims;
- d) assist in questioning surviving passengers who are citizens of the expert's State; and
- e) receive a copy of the Final Report.

2.3 Annex 13 does not require the above-mentioned State to be notified of accidents by the State of Occurrence.

2.4 It may be difficult, in some cases, for the State of Occurrence to quickly establish the identities of people on board an aircraft involved in an accident (e.g. international occurrences), and this would usually require cooperation with the State of the Operator. In this connection, *Guidance on Assistance to Aircraft Accident Victims and their Families* (Circ 285), paragraph 5.5, states that the aircraft operator is normally the best entity to establish whether or not a person has been involved in an aircraft accident.

2.5 The Secretariat notes that the identities and/or citizenships of the people on board an accident aircraft might not be fully known by the State of Occurrence until several days after the accident.

3. ACTION PROPOSED

3.1 The meeting is invited to consider whether it is necessary to amend Annex 13 provisions to include a State having suffered fatalities or serious injuries to its citizens to the list of States to be notified of accidents by the State of Occurrence, and advise ICAO accordingly.

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