



WORKING PAPER

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

Montréal, 13 to 18 October 2008

**Agenda Item 1: Annex 13
1.6: Final Report**

**DISTRIBUTION OF SAFETY RECOMMENDATIONS
AND SAFETY ACTIONS TAKEN**

(Presented by International Society of Air Safety Investigators)

SUMMARY

This paper discusses the need for States to forward a copy of safety recommendations to ICAO, as well as any safety actions taken, or the reasons why safety actions were not taken, for posting on an ICAO website, such as the ICAO Flight Safety Information Exchange (FSIX) website.

Action by the meeting is in paragraph 3.

1. INTRODUCTION

1.1 The International Society of Air Safety Investigators (ISASI) supports the proposed actions contained in ICAO AIG/08-WP/11 and AIG/08-WP/12 that enhance the provisions of Annex 13 regarding the tracking of safety recommendations and communication of safety actions taken.

1.2 However, ISASI believes that the proposed actions could be improved with the addition of two Recommended Practices in Annex 13. The intent of the additional Recommended Practices would be to require States to forward safety recommendations and safety actions taken, or the reasons why safety actions were not taken, to ICAO for posting on an ICAO website, such as the FSIX website.

2. DISCUSSION

2.1 The “*List of Accidents, State Recommendations, and ICAO Actions*” now posted on the FSIX website is a significant step forward to disseminate important safety information to States and other

organizations. However, the list is limited to safety recommendations by States that are directed to ICAO and safety action taken, or the reasons why no action was taken, by ICAO.

2.2 There currently is no global repository (database) for safety recommendations issued or safety actions taken by States as the result of accident/incident investigations or other safety-related analyses. Instances have occurred over the past several years in which well-supported safety recommendations were developed in one State; however, the lessons learned and proposed remedial actions were not made available globally and additional accidents/ incidents occurred in other States with similar or identical safety deficiencies apparent.

2.3 In some cases, a safety recommendation may not be implemented for various reasons, including lack of support for the proposed change, such as a lack of a trend. The reasoning for not implementing a safety recommendation may be important to other States, which may identify a similar safety deficiency, and the information about the previous occurrence might be useful as justification for a new safety recommendation.

2.4 Some safety recommendations and safety actions do not stem from incident/accident investigations; rather, they are generated by studies or analyses of incident data. Wide dissemination of such studies and related safety actions would be useful.

2.5 This matter was raised briefly during AIG/99; however, no consensus or recommendations for action were forthcoming. Part of the problem at that time was the lack of resources at ICAO to develop and manage the proposed database. However, ICAO now has the FSIX website, which is dedicated to aviation safety matters. ISASI believes that expanding this effort to include all safety recommendations issued by States and safety actions taken, or the reasons why safety actions were not taken, by States should take minimal effort and would provide an invaluable resource for all States to become aware of important safety issues identified during investigations or other safety analyses.

2.6 Several of the agenda items for AIG/08 are intended to “*increase safety data available for accident prevention.*” Considerable progress is being made to globalize accident and incident databases, as well as to improve the management and presentation of safety data. However, without a centralized collection of safety recommendations and safety actions taken, or the reasons why safety actions were not taken, for all States to review, important accident prevention information may not become known to others in a timely manner.

3. ACTION PROPOSED

3.1 The meeting is invited to consider two new Recommended Practices to Annex 13 as presented in the Appendix to this paper regarding the centralized collection of safety recommendations and safety actions taken or the reasons why safety actions were not taken.

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APPENDIX

PROPOSED AMENDMENT TO ANNEX 13

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CHAPTER 6. FINAL REPORT

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Safety recommendations

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6.X **Recommendation.** — *When a State issues safety recommendations, it should forward a copy of such recommendations to ICAO for posting on an ICAO website.*

6.Y **Recommendation.** — *A State that, as a result of a safety recommendation takes a safety action, should forward the substance of the action taken, or the reasons why safety actions were not taken, to ICAO for posting on an ICAO website.*

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