



WORKING PAPER

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

Montréal, 13 to 18 October 2008

**Agenda Item 1: Annex 13
1.2: Chapter 5 of Annex 13**

INVESTIGATION OF ACCIDENTS IN GENERAL AVIATION

(Presented by Argentina)

SUMMARY

This document discusses the need to add a Recommendation, paragraph 5.1.2, to Annex 13 in order to give greater scope and depth to general aviation accident investigations.

Action by the meeting in is paragraph 3.

1. INTRODUCTION

1.1 In accordance with the Argentine definition of “accident” (notified as a difference to ICAO), in Argentina, an accident investigation is conducted for all nationally registered aircraft (involved in an occurrence), even if they have only sustained what can be considered minor damage.

1.2 This has provided general aviation with a wealth of experiential information. Fundamentally, it has given rise to extensive sampling which includes accidents involving very slight material damage; in many States, such events would not even be classified as incidents.

2. DISCUSSION

2.1 This experiential knowledge has led to the confirmation that, as general aviation instructors are subjected to requirements and are given training in specific programmes based on, among other information, the lessons drawn from accident investigations, the corresponding recommendations have immediately resulted in a decrease in the accident rate.

2.2 Flight personnel, particularly the younger members thereof, who are being trained and educated are the future source on which transport aviation will rely. It follows, then, that higher quality training, greater adherence to aeronautical Standards from the outset, and early correction of operational non-conformances will lead to greater professional competence and, therefore, better and safer transport aviation.

2.3 Likewise, as a consequence of the recommendations derived from the investigation of general aviation accidents, personnel working in small maintenance facilities, who will later be able to form part of the technical personnel at transport aviation organizations, will also receive important guidance and amass knowledge which will support a culture of safety.

3. **ACTION PROPOSED**

3.1 We therefore deem it useful to include, as a Recommendation numbered 5.1.2, the following text in Annex 13:

- a) “States should adapt their organizations so that they make it possible to conduct general aviation accident investigations of greater scope and depth, disseminating, particularly among flight instructors, the safety information obtained as a result.”

— END —