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

Montréal, 13 to 18 October 2008

(DRAFT)REPORT TO PLENARY ON AGENDA ITEM 1.3

Agenda Item 1: Annex 13
1.3 Chapter 7 of Annex 13

The meeting held one meeting on Agenda Item 1.3 on 14 October 2008.

N. Stoss
Chairman of the meeting

Agenda Item 1: Annex 13
1.3 Chapter 7 of Annex 13

1.3.1 **NOTIFICATION TO ICAO OF VERY LIGHT JETS OF 2 250 KG OR LESS**

1.3.1.1 The increasing operation of very light jets (VLJs) is likely to have a significant operational impact, which requires that ICAO be notified of accidents and serious incidents involving this type of aircraft. Some of the VLJs have a maximum mass equal to or below 2 250 kg and are not covered by the current notification provisions in Annex 13. The meeting was presented with a proposal to include all turbojet aircraft, independent of their mass category, in the notification requirements of Annex 13.

1.3.1.2 The meeting considered an amendment proposal to paragraph 4.1 which included an addition to the end of the sentence in 4.1 e) in the form of "or is turbojet powered and of a maximum mass of 2 250 kg or less." The meeting was informed that "VLJ" is a commercial term and is therefore not usable in the context of the ICAO provisions, thus, the term "turbojet-powered" should be used in the proposed amendment.

1.3.1.3 There was widespread support for the proposed addition to paragraph 4.1 e); however, the view was raised that the last part of the proposal "and of a maximum mass of 2 250 kg or less" was redundant and could be deleted without changing the substance of the provision. The meeting supported this view.

1.3.1.4 A State cautioned the meeting that this notion would increase the burden for investigations to include serious incidents below the mass of 2 250 kg. It was pointed out that the proposal deals only with notification of accidents and serious incidents.

1.3.1.5 A State suggested changing the phrasing in the description in the proposal to "turbine powered aircraft". The Secretariat stated that the intention of the proposed amendment is to include only the aeroplanes commonly known as VLJs and that ICAO does not have the resources to collect data on all turbine-powered aircraft, as this would include helicopters and aircraft fitted with turbo-propeller engines. The meeting supported this view.

1.3.1.6 The meeting reached consensus that the phrase in paragraph 4.1 e) of the proposed amendment "and of a maximum mass of 2 250 kg or less" will be removed and that reference in 4.1 e) to "turbojet powered" will be changed to "turbojet-powered aeroplanes".

1.3.1.7 Based on its consideration of the proposals for amendments to paragraph 4.1, the meeting made the following recommendation:

RSPP

Recommendation 1.3/1 – Amendments to paragraph 4.1

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CHAPTER 4. NOTIFICATIONS

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Forwarding

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4.1 The State of Occurrence shall forward a notification of an accident or serious incident with a minimum of delay and by the most suitable and quickest means available to:

a) the State of Registry;

b) the State of the Operator;

c) the State of Design;

d) the State of Manufacture; and

e) the International Civil Aviation Organization, when the aircraft involved is of a maximum mass of over 2 250 kg or is a turbojet-powered aeroplane.

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