



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

Montréal, 13 to 18 October 2008

(DRAFT) REPORT TO PLENARY ON AGENDA ITEM 2

Agenda Item 2: Recent Developments in Investigation and Prevention Matters

The meeting held one meeting on Agenda Item 2 on 17 October 2008.

N. Stoss
Chairman of the meeting

Agenda Item 2: Recent Developments in Investigation and Prevention Matters

2.1 INTRODUCTION

2.1.1 The meeting was presented with a review of recent work that has been done by ICAO in the field of accident investigation and prevention. This work includes the following subjects:

- a) *Hazards at Aircraft Accident Sites* (Circ 315)
- b) Model Memorandum of Understanding
- c) *Manual of Aircraft Accident and Incident Investigation* (Doc 9756)
- d) *Accident Prevention Manual* (Doc 9422)
- e) *Safety Management Manual (SMM)* (Doc 9859)
- f) Flight Recorder Panel (FLIRECP)

2.1.2 The *Manual of Aircraft Accident and Incident Investigation* (Doc 9756) was divided into four parts. Part I was published in 2000; Part II is to be published in 2009; Part III was published on the ICAO-NET in the English language in October 2008 and should be made available in “hard copy” in the near future; and, Part IV was published in 2003.

2.1.3 The model MoU was developed by the ICAO Secretariat with the assistance of the Funding of Accident Investigation Costs Study Group (FAICSG). The purpose of the model MoU is to assist States in arranging mutual assistance for the investigation of accidents. The model MoU was published on the ICAO-NET in 2007 and will be incorporated into Part I of the *Manual of Aircraft Accident and Incident Investigation*, in the next revision envisioned for 2010.

2.1.4 The Secretariat, with the assistance of the Hazards at Accident Sites Study Group (HASSG), developed guidance material on accident site hazards and documented the associated training requirements for rescue personnel and accident investigators. The material was published this year by ICAO in the circular on *Hazards at Aircraft Accident Sites* (Circ 315).

2.1.5 The *Accident Prevention Manual* (Doc 9422) was developed in 1984. Because ICAO decided to combine all information on safety management into one manual, the material of the *Accident Prevention Manual* was consolidated into the *Safety Management Manual* (Doc 9859) which was published in 2006.

2.1.6 The Flight Recorder Panel (FLIRECP) has held two meetings since AIG/99. During those meetings, the FLIRECP developed recommendations for amendments to Annex 6 — *Operation of Aircraft* related to the carriage requirements for flight recorders. It is anticipated that this work will be reviewed by the Air Navigation Commission in February 2009, and that amendments to the relevant Annexes will be adopted in November 2011.

2.1.7 The meeting was invited to note the recent developments by ICAO in the field of accident investigation and prevention, and agreed on a recommendation on the endorsement of the use of the model MoU by Contracting States.

2.2 DISCUSSION

2.2.1 The meeting noted the recent developments by ICAO in the field of accident investigation and prevention and acknowledged the value of the work done by ICAO in this area. One State wanted particularly to commend ICAO on its work on the *Safety Management Manual* (Doc 9859).

2.2.2 It was noted by a number of States that AIG/99 called for ICAO to undertake a study aimed at identifying solutions for the funding of large aircraft accident investigations, but this task had not been completed. The Secretariat explained that during the work of the FAICSG, it was assessed that this task was not achievable. Consequently, the group concentrated on formulating the model MoU. The meeting members agreed that ICAO should be reminded of the importance of the original mandate assigned to the FAICSG.

2.2.3 The meeting welcomed the model MoU and noted its usefulness in forming agreements between States. It was suggested that the word “framework” would be added to the model MoU to clearly indicate that it would be tailored to meet the needs of individual States. This proposal was agreed to. It was further suggested that the checklist on assistance, developed by the ECAC/AIG group and introduced in WP/36 be appended to the framework model MoU. The meeting agreed to this proposal on the understanding that ICAO might need to amend the “checklist” and tailor it to the needs of States.

2.2.4 Based on its consideration, the meeting made the following recommendations:

Recommendation 2/1 — Use of model MoU by Contracting States

That States endorse the use of the framework model MoU for arranging mutual assistance.

Recommendation 2/2 — Checklist on assistance

That ICAO revise as necessary and append the “Checklist on assistance” developed by the ECAC/AIG group to the framework model MoU.

2.2.5 An international organization informed the meeting that the FLIRECP is currently developing recommendations for amendments to Annex 6 — *Operation of Aircraft* related to flight recorders. The organization raised the issue of obsolete magnetic tape flight recorders that are still in operation even though such recorders do not comply with current Annex 6 requirements for protection, quantity and quality of recorded data. It was stressed that the operation of obsolete flight recorders can hamper or make impossible efficient aircraft accident and incident investigations. The issue of obsolete recorders is one of the items the FLIRECP has been working on and it was suggested that the meeting should express its support on the work of the panel. Two States also raised concerns about a rise in cases of malfunctioning flight recorders caused by improper maintenance. The meeting expressed widespread support for the work of the FLIRECP and noted that the recommendations of the FLIRECP will be reviewed by the Air Navigation Commission early next year.

2.2.6 Based on its consideration, the meeting made the following recommendations:

Recommendation 2/3 — Work of the Flight Recorder Panel

That States should actively promote the work of the FLIRECP by supporting the proposals for amendment of provisions for flight recorders in Annex 6 — *Operation of Aircraft*.

Recommendation 2/4 — Flight Recorders

That the ANC notes the concerns raised by AIG/08 regarding the improper maintenance of flight recorders and lack of compliance with Annex 6 provisions.

2.2.7 A State noted that the Safety Management Manual (SMM) is a clear and practice-oriented document. However, the State had three proposals for ICAO regarding the manual. First: that methodological support be provided for the implementation of proactive flight safety management methods in SMM; second, that training programmes be developed for risk managers; and third, that in order to avoid different interpretations of concepts and terminology, explanations be developed regarding the status and use of the Accident Prevention Manual in connection with the introduction of the SMM. The Secretariat informed the meeting that the first two proposals will be addressed in the new version of the SMM, to be issued towards the end of 2008. Regarding the third proposal, it was noted that the Accident Prevention Manual was consolidated into the SMM and that such information was provided in WP/15. Another State was of the opinion that not all of the relevant material from the Accident Prevention Manual had been moved to the SMM.

2.2.8 Based on its consideration, the meeting made the following recommendation:

Recommendation 2/4 – Work of the Flight Recorder Panel

That ICAO, using a unified approach, ensures consistency in the development and use of the Safety Management Manual and the Accident Prevention Manual.

2.2.9 The participant to AIG/08 indicated their willingness to assist ICAO in undertaking Recommendation 2/5.

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