



AIG/08-WP/79
17/10/08

**ACCIDENT INVESTIGATION AND
PREVENTION (AIG)
DIVISIONAL MEETING (2008)
(AIG/08)**

REPORT

Montréal, 13 to 18 October 2008

LETTER OF TRANSMITTAL

To: The President, Air Navigation Commission

From: The Chairman, Accident Investigation and Prevention (AIG) Divisional Meeting (2008) (AIG/08)

I have the honour to submit the report of the eighth meeting of the Accident Investigation and Prevention (AIG) Divisional Meeting (2008) (AIG/08) which was held in Montréal, 13 to 18 October 2008

A handwritten signature in black ink, consisting of several fluid, overlapping strokes that form a stylized representation of the name N. Stoss.

N. Stoss
Chairman

Montréal, 18 October 2008

TABLE OF CONTENTS**Page****LIST OF RECOMMENDATIONS****HISTORY OF THE MEETING**

1. Duration
2. Representation
3. Officers
4. Secretariat
5. Adoption of the Agenda
6. Working arrangements
7. Opening remarks by the Secretary General
8. Address by the President of the Air Navigation Commission

LIST OF REPRESENTATIVES**AGENDA OF THE MEETING****GLOSSARY OF TERMS****REPORT ON THE AGENDA**

- | | |
|----------------|---|
| Agenda Item 1: | Annex 13 |
| | 1.1: Chapter 1 of Annex 13 |
| | 1.2: Chapter 5 of Annex 13 |
| | 1.2.1: Investigation of accidents and serious incidents |
| | 1.2.2: Independence of the investigation |
| | 1.2.3: Use of information from flight data recorder (FDR) |
| | 1.2.4: Participation of States in investigations |
| | 1.3: Chapter 7 of Annex 13 |
| | 1.4: Format of the Final Report in Annex 13 |
| | 1.5: Notification of accidents and serious incidents |
| | 1.6: Final Report |
| | 1.6.1: Safety recommendations |
| | 1.6.2: Action on safety recommendations |
| | 1.6.3: Release of Final Reports |
| | 1.7: Attachment E to Annex 13 |
| Agenda Item 2: | Recent developments in investigation and prevention matters |
| Agenda Item 3: | Cooperation among States in investigations |
| Agenda Item 4: | Management of safety data and representation |

Agenda Item 5:	Conduct of the investigation
Agenda Item 6:	Regional cooperation in accident and incident investigations
Agenda Item 7:	Resolving deficiencies identified during ICAO audits

LIST OF RECOMMENDATIONS¹

RSPP	1.1/1	Inclusion of Unmanned Aircraft Systems (UAS)
RSPP	1.1/2	Amendment to definition of Accident, related to aircraft damage
RSPP	1.1/3	New Attachment X – Guidance for the determination of aircraft damage
RSPP	1.1/4	Amendment to the definition of Serious incident
RSPP	1.1/5	Amendment to Attachment C in Annex 13
RSPP	1.1/6	Amendment to the definition of Safety Recommendation
RSPP	1.1/7	The addition of a Note to paragraph 6.8
RSPP	1.1/8	Amendment to the definition of Accredited representative
RSPP	1.2/1	List of Examples of Serious Incidents
RSPP	1.2/2	Amendment to Chapter 5, paragraphs 5.1.1 and 5.4 (paper with Andre)
RSPP	1.2/3	Amendment to Chapter 5, paragraphs 5.4.1
RSPP	1.2/4	New Recommended Practice
RSPP	1.2/5	Amendment to Chapters 4 and 5, paragraphs 4.2 and 5.12.1
RSPP	1.2/6	Amendment to Chapter 5, paragraph 5.27 and addition of new paragraph 5.28
RSPP	1.3/1	Amendments to Chapter 4, paragraph 4.1
RSPP	1.4/1	Amendments to the definition of Causes and to the Appendix
RSPP	1.4/2	Development of a definition
	2/1	Use of model MoU by Contracting States

¹ Recommendations annotated “RSPP” relate to proposals for amendment of Standards, Recommended Practices, Procedures for Air Navigation Services or guidance material in an Annex.

	2/2	Checklist on assistance
	2/3	Work of the Flight Recorder Panel
	2/4	Flight recorder maintenance
	2/5	Safety Management Manual
	3/1	Revival of ICAO AIG Workshops
	3/2	Reach-out Workshops
RSPP	4/1	Amendments to Annex 13, Chapters 7 and 8
	4/2	Use of ADREP compatible systems to collect and share safety data
	4/3	Publication of safety data
RSPP	5/1	Amendment to Chapter 5
	5/2	Accident Investigation Policies and Procedures Document
RSPP	5/3	Amendment related to coordination with the judicial authorities
RSPP	6/1	Amendment to Chapter 5, paragraphs 5.1 and 5.1.1
	6/2	Guidance on the establishment and management of a regional accident and incident investigation system
	6/3	Regional cooperation in accident investigation
	6/4	Project of creating a regional investigation commission in the Central American Region
	7/1	Resolution of Annex 13-related deficiencies identified during USOAP audits

HISTORY OF THE MEETING

1. DURATION

1.1 The Accident Investigation and Prevention (AIG) Divisional Meeting (2008) (AIG/08) was opened by the Secretary General, Dr.Taïeb Chérif, at 1000 hours on 13 October 2008 in the Assembly Hall of the Headquarters of the International Civil Aviation Organization in Montreal. At the first Plenary, the meeting was also addressed by the President of the Air Navigation Commission, Mr. Omari Nundu. The closing Plenary was held on 18 October 2008.

2. REPRESENTATION

2.1 The AIG/08 Divisional Meeting was attended by 224 participants and observers from seventy five Contracting States and twelve International Organization, as well as by advisers and others. A list of participants is found on pages iii ...to iii.

3. OFFICERS

3.1 The following officers were elected at the first Plenary meeting:

Chairman:	N. Stoss (Canada)
First Vice-Chairman:	W.K. Chan (Singapore)
Second Vice-Chairman	J.D. Engroba (Argentina)

4. SECRETARIAT

4.1 The Secretary of the meeting was Mr. M. Costa, Chief, Accident Investigation and Prevention (AIG) Section. The Deputy Secretaries were Mr. T. Thormodsson, Technical Officer (AIG), Mr. A. Kock, Technical Officer (AIG). They were assisted by Mr. Duncan Monaco, Technical Officer, Flight Safety Section (FLS); Dr. Stewart Schreckengast, Implementation Support Officer (ISD), Safety, Mr. Nicolas Rallo, Technical Officer, Safety Oversight Audit (SOA) Section, Mr. Yuri Fattah, Air Navigation Programme Officer and Mr. Caj Frostell, Consultant. Mr. Paul Lamy, Deputy Director, Air Navigation Bureau, attended the meeting for consultation and advice.

Agenda Item	Item Secretary	Assisted by
1.1	C. Frostell	A. de Kock
1.2.1	T. Thormodsson	C. Frostell
1.2.2	A. de Kock	C. Frostell
1.2.3	T. Thormodsson	D. Monaco
1.2.4	T. Thormodsson	N. Rallo
1.3	A. de Kock	D. Monaco
1.4	C. Frostell	A. de Kock
1.5	T. Thormodsson	D. Monaco
1.6	A. de Kock	C. Frostell
1.6.1	A. de Kock	T. Thormodsson
1.6.2	A. de Kock	T. Thormodsson
1.6.3	N. Rallo	C. Frostell
1.7	C. Frostell	T. Thormodsson
2	T. Thormodsson	D. Monaco
3	A. de Kock	N. Rallo
4	Y. Fattah	A. de Kock
5	C. Frostell	T. Thormodsson
6	N. Rallo	S. Schreckengast
7	N. Rallo	T. Thormodsson

4.2 General administrative arrangements and language services for the meeting were provided under the direction of Mrs. Fang Liu, Director, Bureau of Administration and Services assisted by Mrs. D. Rahmani, Document Control Officer, and Mrs. E. McCarthy, Acting Chief, Interpretation.

4.3 The physical arrangements for the meeting were made by Mr. Mike Blanch, Chief, Conference and Office Services Section. The printing services were made by Mr. J.D. Daoust, Chief, Reproduction and External Distribution. Other specialist officers of the ICAO Secretariat provided advice to the meeting including Mr. O. Fabrici, Chief, Records Management Section and Mr. D. Savic, Chief, Web and Documentation Management.

5. **ADOPTION OF THE AGENDA**

5.1 The agenda transmitted to the meeting by the Air Navigation Commission was adopted at the opening Plenary meeting.

6. WORKING ARRANGEMENTS

6.1 The organization plan submitted to States in advance of the meeting was accepted at the opening Plenary meeting.

6.2 The President of the Council, under delegated authority, decided to suspend the issuance of minutes for the AIG/08 Divisional Meeting.

6.3 A coordinating group was established in accordance with the *Directives to Divisional-type Air Navigation Meetings and Rules of Procedure for their Conduct* (Doc 8143), and met throughout the meeting. The members were the Chairman of the meeting, the Secretary of the meeting, the deputy secretaries and agenda item secretaries, when necessary, and representatives of the various Secretariat services catering to the meeting. The group was able to coordinate the activities of the meeting using the services and accommodations available.

7. OPENING REMARKS BY THE SECRETARY GENERAL, DR.TAÏEB CHÉRIF

It is an honour and a privilege for me to welcome you to the 2008 Accident Investigation and Prevention Divisional Meeting (AIG/08). The theme of the meeting is “Developing investigations to enhance safety worldwide” which underlines the important role that accident and serious incident investigations play in aviation safety.

The last AIG Divisional Meeting took place in 1999. Since then, numerous provisions in Annex 13 have been identified as being in need of updating and reassessment. These are reflected in your agenda which addresses issues of major importance, such as how to further improve accident and serious incident investigations in a cost-effective environment taking into account the existing global resource constraints. Other items for discussion will include the future of accident and serious incident investigations with an emphasis on helping States in need through the development of regional investigation bodies, as well as some emerging issues, such as Unmanned Aircraft Systems and Very Light Jets.

I will leave it to the President of the Air Navigation Commission, Mr. Omari Nundu, to provide a more detailed look at the agenda but I would like to share the following thoughts with you.

We should be proud of our collective achievement: Air transport remains the safest mode of passenger transportation and we have consistently improved air transport safety over time. This outstanding safety record is a direct result of the holistic approach to safety pursued by all stakeholders in the aviation community.

We cannot, however, rest on our laurels as there are room for improvement. The Safety Oversight Audit Programme has highlighted deficiencies in all areas of the accident investigation process, from the initial notification of an occurrence to the response to safety recommendations contained in the final report. It is an issue which needs to be addressed and I am glad to see that it is part of your agenda. This is fully in line with ICAO policy which stresses the importance of implementation.

To ensure that our efforts remain focused, ICAO, in close collaboration with the Industry, has developed a new version of the Global Aviation Safety Plan (GASP) which was presented at the 36th Assembly. A key objective of the GASP is to reduce the accident risk for civil aviation by providing a common frame of reference for all stakeholders in order to allow a more proactive approach to aviation safety, and to help coordinate and guide safety policies and initiatives around the world.

One of the Global Safety Initiatives of the GASP calls for States to have effective incident and accident investigations, which provide the opportunity for in-depth examination of contributing factors to an occurrence. The strategy laid out for States includes: (1) the implementation of Annex 13 principles and the introduction of, or access to, an adequately-funded, professionally-trained, independent and impartial investigative body; (2) the institution of a legal framework for the protection of safety data for the purpose of accident prevention, not for the assignment of blame; and (3) the implementation of international cooperation and the sharing of information relating to accidents and incidents.

You will be examining each of these elements in the coming days and we look forward to hearing your views.

There is no disputing the important role that the accident and incident investigation community plays in the advancement of safety — a community represented here today by delegates from States and observers from International Organizations.

Through their dedicated and tireless efforts to look more deeply into the root causes of mishaps, investigators have helped industry to expeditiously improve the level of aviation safety, keeping resources, both human and material, from being wasted. Their work, along with the indispensable assistance from other relevant segments of the aviation industry, is important and all of us, as stakeholders in international air transport, must work hard to ensure that accident and incident investigators are able to continue performing their duties as per the provisions set forth in Annex 13 to the Chicago Convention.

In conclusion, I wish you all the best for a week of productive discussions. ICAO looks forward to the results of this meeting as the basis to further develop accident and incident investigations to enhance worldwide aviation safety.

**8. ADDRESS BY THE PRESIDENT OF THE AIR
NAVIGATION COMMISSION, MR. O. R. NUNDU**

Good morning, Ladies and Gentlemen.

It is indeed a great pleasure and reinforced hope for solutions to see that you have responded to attend this meeting in big numbers and I am happy to see you here this morning. Thank you.

Mr Secretary General, Distinguished Participants, Ladies and Gentlemen

First and foremost I wish to join the Secretary General in welcoming you to the Eighth Aircraft Investigation and Prevention Divisional meeting, a very important meeting at this critical time of change and tremendous positive developments and associated opportunities and challenges in civil aviation. It is almost ten years since we held such a meeting in 1999. Since that time ICAO has worked hard to advance accident investigation and prevention matters to enhance flight safety whilst coping with increasing air transport activity. Much of this work has been based on the constructive and forward-thinking

recommendations from that earlier meeting. This meeting this week gives us another opportunity to look back to what we did in the 1999 meeting and what we didn't do that we should have done, to look back to what has happened in the interim and how we have responded to the emerging situation so that at the end of the meeting we will have established the right approaches of facing the future of accident and incident investigation.

As the Secretary General has reiterated in his speech air transport remains the safest mode of transport. This commendable status pays tribute to our joint cooperation as aviators, to the consolidated, determined and focussed effort that all of us in aviation make to consistently improve flight safety; to the role that accident and incident investigation plays to this achievement. This notwithstanding, we have come to a time when we can no longer depend on reactive response only to take aviation safety to another higher level. We need to work more and more on pre-emptive measures which we can only achieve if there is unhampered, voluntary revelation and flow of safety information, which is not easy if not impossible when such safety information is used for other than safety-related purposes. We cannot go on punishing people who voluntarily give us information that could pre-empt accidents while those who hide it because of fear of litigation walk scot-free – we cannot do this and expect pre-emptive measures to work. We shall not be able to pre-empt accidents if we continue this way. Obviously we need to strike a balance between the protection of safety information and the proper administration of justice and this is recognized and is the subject of ICAO Assembly Resolution A36-9 (*Protecting information from safety data collection and processing systems in order to improve aviation safety*). The Air Navigation Commission and indeed the whole of ICAO share these concerns and, that is why we have in place today the legal guidance for the protection of safety information which was incorporated into Annex 13 in November 2006. As you will find when reviewing WP/14 of this meeting the legal guidance material has indeed assisted a number of States to protect safety information from inappropriate use. We hope that many more States will find its usefulness.

If aviation is to continue playing its vital role for global progress, then it must at least keep pace with evolving technologies and changing times, and where necessary and especially when it comes to flight safety, it must lead the world in coming up with innovative ways of doing things. Investigation of accidents and incidents is a key component of such leadership, but in so doing we have to take cognisance of the resources constraint and therefore the need for efficiency, effective utilisation of resources and their prioritization. There is therefore a clear need, to assess the scope of investigations in a cost-effective environment. Bearing this in mind and also bearing that a high degree of stability in SARPs is desirable so that States, in turn, can maintain stability in their national regulations, the Air Navigation Commission made a concerted effort to limit the subjects to be discussed during this meeting a few essential items.

Therefore the agenda which is before you is divided into seven subjects.

Subject 1 addresses Annex 13 provisions. During the course of its deliberations you will revisit some definitions for inclusion and clarity. You will consider including Unmanned Aircraft Systems (UAS) in the definition of accident. You will discuss expansion of the definition of “causes” in Annex 13, in order to accentuate the sole safety goal of investigations. You will review the definitions of “safety recommendation” and “serious incidents” so as to further clarify their meaning in light of questions raised by States. Under this subject agenda you will also consider how States can best allocate finite resources available for investigations in light of the existing provision under paragraph 5.1 of the Annex, which calls for States to investigate the circumstances of accidents. In addition, you will discuss the upgrading of the current Recommended Practice 5.1.1 to a Standard in recognition of the need for more effort in obtaining information from serious incidents. Furthermore, you will be called upon to review paragraph 5.4.1, relating to the independency of investigations from judicial or administrative proceedings.

The meeting will also discuss the need to amend the relevant Annex 13 provision to allow ICAO to receive safety notifications on very light jets (VLJ) with a maximum mass equal to or less than 2 250 kg, as you know currently, ICAO receives data reports on accidents involving aircraft of a maximum mass over 2 250 kg. Also to be discussed under Subject 1 is the “monitoring and actions on safety recommendations”; and the review of “the release of Final Reports” with a view to making these reports readily available to the public in a timely manner.

Under **Subject 2**, you will be informed of recent developments in AIG guidance material and related matters. To this end, I am pleased to inform you that Part III – *Investigation*, of the *Manual of Aircraft Accident and Incident Investigation* is now available on the ICAO-NET, thanks to the tremendous effort by the Secretariat to achieve this. You will also be informed of the status of the ICAO *Circular on Hazards at Aircraft Accident Sites*, as well as of a model MOU developed last year to be used by States for mutual assistance in investigations. In addition, you will be updated on recent work by the Flight Recorder Panel.

Subject 3 addresses cooperation among States. In the past, ICAO conducted some training seminars covering the exchange of information and experience on accident prevention and investigation matters. Budget constraints, however, have made it impossible for ICAO to continue organizing such events. We want you consider reinstating these training seminars with the help from States.

There are a number of different ways in which safety data is analyzed and represented. This has occasionally led to some confusion and misunderstanding and may further lead to contradictory representations on the safety of aviation. Under **Subject 4**, the meeting will address the need for all publications on safety data to be accompanied by a clear description of the data sampled and parameters used thereby ensuring that safety data representations are scientifically and mathematically sound.

During the investigation of accidents in some States, the judicial authorities have control over the wreckage which may delay or restrict the conduct of the investigation as required by Annex 13. **Subject 5** will cover this critical topic on the coordination of investigations with judicial authorities.

Under **Subject 6** of the agenda, the meeting will address regional cooperation in which States without the resources to carry out the investigation of a major accident occurring within their borders could get assistance from other interested States (e.g. the State of Manufacture, the State of Operator, etc.). Even for minor accidents and serious incidents, however, some States still lack the capability to conduct an investigation. The development of regional investigation bodies could be a means to overcoming this difficulty, a possibility that you will examine during your discussions.

Through the ICAO Universal Safety Oversight Audit Programme (USOAP), safety audits have identified deficiencies relating to accident investigation and prevention. Under **Subject 7**, the meeting will be presented with a summary of these deficiencies and you will consider possible remedial strategies so as to advise ICAO on the way forward.

As you can see, even with the selective approach of key issues to address your agenda is full and varied and you will be very busy over the coming six days. And I have full confidence in your ability to get through the many issues of importance to accident investigation that you will be examining, after all, you are investigators, team players in the truest sense of the term, accustomed to working under great pressure. I have no doubt that you will lead us to a successful outcome.

I wish you live discussion, meaningful deliberations and outcome; and a very successful meeting. The Air Navigation Commission looks forward to reviewing the results and recommendations of AIG/08.

Thank you all for your kind attention!

LIST OF DELEGATES

State/Territory	Name	Designation
Argentina	Engroba, J. Fernandez, C.S. Sardi, C.H.	Chief Delegate Delegate Delegate
Australia	Bills, K. Stray, A Macaulay, K. Aleck, J. Macfarlane, R.	Chief Delegate Alternate Chief Delegate Alternate Chief Delegate Delegate Adviser
Austria	Raicher, G. Veit, M.	Chief Delegate Delegate
Azerbaijan	Aliyev, H.	Chief Delegate
Belgium	Blendeman, L.V.A.	Delegate
Brazil	Kersul, J. Camargo, F. Bastos, L.C.M. Felipe, F. Nascimento, L. Souza Marques, J.A.	Chief Delegate Alternate Chief Delegate Delegate Delegate Delegate Delegate
Brunei Darussalam	Suhaili, I.H. Hj Harun, Z.	Chief Delegate Alternate
Bulgaria	Kostov, A. Petrov, Y. Mihdva, E.	Chief Delegate Alternate Chief Delegate Delegate
Cameroon	Zoa Etundi, E.	Chief Delegate
Canada	Tadros, W.A. Clitsome, M. McNair, D. Stoss, N. Jolicoeur, Y. Reid, S.	Chief Delegate Alternate Chief Delegate Alternate Chief Delegate Alternate Chief Delegate Adviser Adviser
Chile	Makrinov, V. Pandolfi, C. Costa, F.	Chief Delegate Alternate Chief Delegate Delegate

State/Territory	Name	Designation
China	Li, J.	Chief Delegate
	Cai, G.	Delegate
	Fang, J.	Delegate
	Liu, Y.	Delegate
	Mao, Y.F.	Delegate
	Ng, C.	Delegate
	Tsang, Y.P.	Delegate
	Xie, Z.N.	Delegate
Colombia	Garcia-Lancheros, L.M.	Adviser
Côte d’Ivoire	Kako, D.L.	Alternate Chief Delegate
Cuba	Ojeda Vives, A.	Chief Delegate
	Correa Garcia, T.	Delegate
	Hernandez Vincent, Y.	Delegate
Cyprus	Loizou, I.	Chief Delegate
Czech Republic	Mika, L.	Chief Delegate
	Štrubl, P.	Alternate Chief Delegate
	Rada, J.	Delegate
	Suttner, J.	Delegate
Denmark	Eriksen, T.	Chief Delegate
	Puggaard, M.F.	Alternate Chief Delegate
	Christensen, F.	Delegate
Dominican Republic	Emmanuel Souffront, E.	Chief Delegate
	Díaz, M.	Adviser
	Mendez, E.	Adviser
Egypt	Elazab, S.	Chief Delegate
	Amer, H.	Alternate Chief Delegate
El Salvador	Paredes Recinos, J.M.	Chief Delegate
Ethiopia	Bushra, A.	Delegate
	Mekonnen, T.	Adviser
Finland	Gustafsson, S.	Chief Delegate
	Melaranta, H.O.	Alternate Chief Delegate
France	Arslanian, P-L.	Chief Delegate
	Ferrante, O.	Delegate
	Jouty, R.	Alternate
Gabon	Matsoungou, J.P.	Delegate

State/Territory	Name	Designation
Germany	Kramer, U. Kamp, R.	Chief Delegate Alternate Chief Delegate
Ghana	Akatue, E. Sam, A.G.	Chief Delegate Delegate
Greece	Tsolakis, A. Kondylis, I. Kyriakopoulos, G. Papadopoulos, I. Tsinipizoglou, P.	Chief Delegate Delegate Delegate Delegate Delegate
Hungary	Meszaros, L. Badovszky, G.	Chief Delegate Alternate Chief Delegate
Iceland	Agustsson, T. Sigurdsson, H. Eckerbert, B.	Chief Delegate Delegate Delegate
Indonesia	Kurniadi, T. Sukarno, M.P. Arief, H. Sutarmadji, B. Wenas, F.	Chief Delegate Alternate Chief Delegate Delegate Delegate Delegate
Iran	Shahbazilar, H.	Chief Delegate
Ireland	Whyte, J. Liddy, G.	Chief Delegate Alternate Chief Delegate
Israel	Raz, I.	Chief Delegate
Italy	Pennetta, V. Bisogni, S. Spinelli, G.	Chief Delegate Adviser Adviser
Japan	Takagi, I. Yanagisawa, Y.	Chief Delegate Adviser
Jordan	Alsamarat, A.	Chief Delegate
Kenya	Ali, A.A. Wakahia, P. Wakamau, M.C.	Chief Delegate Delegate Delegate
Lesotho	Mosoang, B.	Observer

iii – List of Representatives

State/Territory	Name	Designation
Libya	Jenbaz, G.	Alternate
Lithuania	Povilonis, K. Sumskas, A.	Chief Delegate Alternate Chief Delegate
Malaysia	Rahman, I. Kok, S.C.	Chief Delegate Delegate
Mauritius	Gungah, A.	Chief Delegate
Mongolia	Namsrai, A.	Delegate
Mozambique	Pinto, A.	Chief Delegate
Namibia	Nengola, E.M. Mujetenga, B.T.	Chief Delegate Adviser
Netherlands, Kingdom of the	Beumkes, K.E. De Jong, M.	Chief Delegate Delegate
New Zealand	Burns, G.M. Burfoot, T. Kay, J. Clegg, S.	Chief Delegate Delegate Delegate Adviser
Niger	Halidou, M.	Chief Delegate
Nigeria	Oduselu, S.O. Adeyemi, A. Agbon-ifo, P. Gbem, A.A.	Chief Delegate Alternate Chief Delegate Adviser Adviser
Norway	Holm, R. Irgens, E. Westvig, E.	Chief Delegate Alternate Chief Delegate Delegate
Pakistan	Syed, N.A.	Chief Delegate
Philippines	Saplan, J.	Delegate
Poland	Klich, E. Netkowski, W. Lasek, M. Wojtasiak, W.	Chief Delegate Alternate Chief Delegate Delegate Delegate
Portugal	Ferreira dos Reis, F. Barros, A.M.	Chief Delegate Alternate Chief Delegate

State/Territory	Name	Designation
Republic of Korea	Byeon, S.C. Kim, C. Jung, K.S.	Chief Delegate Alternate Chief Delegate Adviser
Romania	Ciuca, A.	Chief Delegate
Russian Federation	Malevinskiy, Y. Pastukhov, V. Kononenko, V. Fedyushin, Y. Zubkov, V.D. Korsakov, A.	Chief Delegate Alternate Chief Delegate Alternate Chief Delegate Alternate Chief Delegate Delegate Alternate
Saint Lucia	Wilson, H.	Chief Delegate
Senegal	Fall, M.	Delegate
Singapore	Chan, W.K. Chong, C.W. Toft, M.A.	Chief Delegate Alternate Chief Delegate Delegate
South Africa	Peege, T. Morudi, A.P. Grobbelaar, J.	Chief Delegate Delegate Adviser
Spain	Soto Rodriguez, F. Valero Rodriguez, J.J. Herrero, J.	Chief Delegate Delegate Adviser
Sweden	Lundberg, H. Sandström, E.	Chief Delegate Alternate Chief Delegate
Switzerland	De Sybourg, O. Ruhier, D.	Chief Delegate Alternate
Togo	Bonfoh, B. Dobou, K.S.	Chief Delegate Adviser
Tunisia	Gharsallah, S.	Alternate Chief Delegate
Turkey	Seren, F. Sakarya, N. Balli, E. Dinc, H.	Chief Delegate Delegate Delegate Delegate
U.R. Tanzania	Chenga, P.	Delegate

State/Territory	Name	Designation
Uganda	Twijuke, J.W.K.	Delegate
United Kingdom	King, D.	Chief Delegate
	Miller, D.S.	Alternate Chief Delegate
	Carter, R.	Delegate
	Conradi, K.	Delegate
	Fleming, P.	Adviser
	Livesey, N.R.	Adviser
	Sayce, A.	Adviser
Uruguay	Vilardo, J.L.	Chief Delegate
	Davila Sever, H.	Alternate
	Montes de Oca I.L.	Adviser
	Rebellato, D.	Adviser
USA	Mayer, D.	Chief Delegate
	MacIntosh R.	Alternate Chief Delegate
	Creamer, S.	Delegate
	Groff, L.	Delegate
	Haueter, T.	Delegate
	Jones, D.	Delegate
	Julius, C.	Delegate
	Walsh, M.	Delegate
	Baum, C.	Adviser
	Delisi, J.	Adviser
	Harris, B.H.	Adviser
	Hilldrup, R.E.F.	Adviser
Venezuela	Sanchez Perez, B.	Chief Delegate
	Torres Rodríguez, O.	Delegate
	Marin, V.	Alternate
	Briceno, P.	Adviser
	Guillen, M.	Adviser
Viet Nam	Ho, M.T.	Chief Delegate
	Luu, Van D.	Delegate
	Ngo Thanh, T.	Delegate
	Nguyen, P.T.	Delegate
	Pham, T.M.	Delegate
	Ta, V.T.	Delegate

International Organizations

Airports Council International (ACI)	McGinley, A. Van Den Eynden, P.	Observer Observer
Agency for the Safety of Aerial Navigation in Africa (ASECNA)	Bakienon, L.	Chief Observer
Civil Air Navigation Services Organisation (CANSO)	Hoeven, E. Henderson, H.	Chief Observer Observer
European Aviation Safety Agency (EASA)	Vincent, J. Bourdon, B.J. Gerhard, M.	Observer Observer Observer
European Civil Aviation Conference (ECAC)	Reverdy, P. Kirk, P.	Chief Observer Observer
European Organisation for the Safety of Air Navigation (EUROCONTROL)	Van Dam, R. Govaarts, C. Stankovic, D.	Chief Observer Observer Observer
Interstate Aviation Committee (IAC)	Morozov, A. Dorofeyev, V. Zayko, S.	Chief Observer Observer Observer
International Air Transport Association (IATA)	Comber, M. Meijer, A.	Observer Observer
International Coordinating Council of Aerospace Industries Association (ICCAIA)	Schmitt, C.	Chief Observer
International Federation of Air Lines Pilot Associations (IFALPA)	Lawrence, P.J. McCarthy, P.D.	Chief Observer Observer
International Federation of Air Traffic Controllers' Associations (IFATCA)	Ruitenbergh, B.	Chief Observer
International Society of Air Safety Investigators (ISASI)	Schleede, R. Fritsch, O.	Chief Observer Observer

AGENDA

Agenda Item 1: Annex 13

1.1: Chapter 1 of Annex 13

1.2: Chapter 5 of Annex 13

1.2.1 Investigation of accidents and serious incidents

1.2.2 Independence of the investigation

1.2.3 Use of information from flight data recorder (FDR)

1.2.4 Participation of States in investigations

1.3: Chapter 7 of Annex 13

1.4: Format of the Final Report in Annex 13

1.5: Notification of accidents and serious incidents

1.6: Final Report

1.6.1 Safety recommendations

1.6.2 Action on safety recommendations

1.6.3 Release of Final Reports

1.7: Attachment E to Annex 13

Agenda Item 2: Recent developments in investigation and prevention matters

Agenda Item 3: Cooperation among States in investigations

Agenda Item 4: Management of safety data and representation

Agenda Item 5: Conduct of the investigation

Agenda Item 6: Regional cooperation in accident and incident investigations

Agenda Item 7: Resolving deficiencies identified during ICAO audits

— — — — —

GLOSSARY OF TERMS

ADREP	Accident/incident data reporting
AIG	Accident Investigation and prevention
FDR	Flight Data Recorder
RSPP	Standards and Recommended Practices and Procedures
SARPs	Standards and Recommended Practices

— — — — —