



INTERNATIONAL CIVIL AVIATION ORGANIZATION

A United Nations Specialized Agency

Report of the Working Group on Assistance to Aircraft Accident Victims and their Families

FALP/14

Overview



Group	Objective	Status
Subgroup 1: Implementation & Capacity Building	Identify challenges that may impede ICAO Member States' implementation of AAVF SARPs and guidance. Assist the ICAO Secretariat in developing materials to assist ICAO Member States in implementing relevant ICAO SARPs and guidance.	Complete
Subgroup 2: ICAO SARPs and Guidance	Identify areas where ICAO SARPs and guidance material should be improved or clarified to better direct ICAO Member States in the delivery of assistance to aircraft accident victims and their families. Where gaps are identified, recommend options to improve ICAO SARPs, and/or guidance material.	Ongoing

Issue Statement



Ongoing low implementation rates of AAVF SARPs and guidance suggests many ICAO Member States may not be equipped to provide timely and compassionate assistance to aircraft accident victims and their families.

Proper planning is necessary to ensure that in the event of a major aircraft accident the assistance is adequate and sufficient

Further, planning helps to:

- ✓ Increase public trust in the reliability of the State's crisis response system
- ✓ Maintain international social responsibility
- ✓ Manage the economic impact of an aircraft accident
- ✓ Provide clear and predictable assistance

Implementation Rates



EFOD Data for AAVF SARPs

SARP	Compliance	Differences	No Entry	Compliance %	Differences %	No Entry %
STD 8.38	101	10	82	52%	5%	42%
STD 8.39	103	10	80	53%	5%	41%
RP 8.40	93	12	88	48%	6%	46%
STD 8.41	104	6	83	54%	3%	43%
STD 8.42	105	8	80	54%	4%	41%
STD 8.43	69	12	112	36%	6%	58%
RP 8.44	31	6	156	16%	3%	81%

USOAP CMA Programme: PQ 6.383 EI = 10.91% (February 2026)

Conclusions

- Significant gaps in data
- Lower compliance, higher no entry in EFOD for STD 8.43 and RP 8.44
- Self-reported compliance (EFOD) trends higher than audited PQ 6.383

Barriers to Implementation



1. Lack of Awareness of AAVF SARPs and Guidance

- Novelty of STD 8.43 and RP 8.44
- Unfamiliarity with Doc 9998 and Doc 9973 and/or PQ 6.383
- State-Specific Approaches
- Data gaps

2. Lack of AAVF Expertise, Knowledge, and Experience

- Multidisciplinary nature of AAVF
- Safety record means fewer opportunities to build expertise

3. Cost and Complexity of Planning for Family Assistance

- Significant planning/coordination needed to develop AAVF system
- Political will and prioritization of resources

Options to Improve Implementation



1. Enhance Awareness of AAVF SARPs and Guidance

- Promote AAVF SARPs and guidance and make supporting material available in all ICAO languages

2. Build AAVF Expertise, Knowledge, and Experience

- Workshops, AAVF Course & iPack, State-to-State Mentoring

3. Facilitate Adoption Given Cost and Complexity of Planning for Family Assistance

- Cost-benefit analysis to demonstrate the value of proper planning

Action by the FAL Panel



The Facilitation Panel is encouraged to:

- a) Note the continued low implementation rate among ICAO Member States for AAVF SARPs and guidance and the potential causes identified by the WG-AAVF.
- b) Endorse the recommendations presented in Appendix A to improve implementation and refer actions to the WG-AAVF and ICAO Secretariat, as applicable.

WG ongoing activities



Based on the mandate of Subgroup 2, the following activities are being undertaken:

- a) Gap analysis of AAVF-related SARPs across ICAO Annexes;
- b) Review of AAVF-related legislation, regulations, and policies issued by States and other relevant stakeholders;
- c) Comparative review of ICAO Doc 9998 and ICAO Doc 9973;
- d) Identification and establishment of a repository of relevant AAVF documentation;
- e) Review of past aircraft accidents from an AAVF perspective to assess the assistance provided, identify lessons learned, and support the update of guidance material.

Activities (c), (d), and (e) will also support initiatives aimed at enhancing the implementation rate and reinforcing the actions proposed by Subgroup 1.