



**Thirty Ninth Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting  
(ESC/39)**

Lima, Peru, 29 to 30 May 2024

**Agenda Item 2: RASG-PA Safety Management Process**

**IMPROVING REGIONAL COMPLIANCE WITH ANNEX 13 REQUIREMENTS AND FACILITATING THE  
PRODUCTION OF ACCIDENT INVESTIGATION REPORTS**

Presented by the Secretariat and IATA  
Supported by Airbus and CANSO

<b>EXECUTIVE SUMMARY</b>	
<b>Action:</b>	IATA, ICAO and Industry partners propose the development of a regional strategy to improve the level of compliance with Annex 13 and facilitate the issuance of accident reports in a timely manner.
<b>Strategic Objectives:</b>	<ul style="list-style-type: none"> <li>• Safety</li> </ul>
<b>References:</b>	<ul style="list-style-type: none"> <li>• RASG-PA Annual Safety Report, 2023</li> <li>• IATA Annual Safety Report, 2023</li> </ul>

**1. Introduction**

1.1. Both ICAO and IATA have noted that during the accident review conducted during the production of annual safety reports there is a significant percentage of accidents for which no accident report has been issued in accordance with the requirements of Annex 13.

1.2. The obligation within Annex 13 is to make the final report of an aircraft accident investigation publicly available as soon as possible, and, if possible, within twelve months. However, it's noted that not all States comply with this obligation promptly.

**2. Discussion**

2.1. In Pan America, the Effective Implementation levels have generally increased over the past 10 years. AIG, however, has the lowest level of implementation in the region and one of the highest level of findings per Area and Critical Elements of USOAP audits [see RASG-PA 2023 Air Safety Report (ASR), Safety Factsheets, page 14].

2.2. RASG-PA has a target to improve Effective Implementation scores of States to 75 per cent. The current EI of AIG in the region stands at 59.03 per cent.

2.3. IATA issues an [Annual Safety Report](#) which contains recommendations to reduce the risks associated with accidents. With a significant percentage of accidents lacking a report, the causes and contributing factors of those accidents cannot be identified. In the absence of investigation report findings, the risks associated to those accidents remain unmanaged in the aviation system.

2.4. On a global level, IATA is undertaking an exercise and working with all concerned stakeholders to encourage thorough and timely publication of accident investigation reports. As of 1 February 2024, IATA data shows that from 2018-2023:

- 256 accidents happened globally, and 19 accidents happened in the ICAO SAM region.
- Taking the information from 2018-2022, there were 226 accidents recorded in the IATA Annual Safety Report, 19 of which occurred in the ICAO SAM region and 79 in the NACC region.
- Out of the 226 accidents recorded in the database, 121 (54%) accident investigations are completed, 105 (46%) are with no final reports.
- From the ICAO SAM Region and out of the 19 accidents, 9 (47%) accident investigations are completed, 10 (53%) are with no final reports.
- From the ICAO NACC Region, out of the 79 accidents, 52 (66%) accident investigations are completed, 27 (34%) are with no final reports.

2.5. IATA has developed, in collaboration with IATA regional offices and industry partners a comprehensive Road Map with coordinated efforts in five key areas to increase the number of accident investigation reports. This Roadmap can be found in **Appendix** to this paper.

2.6. In order to identify and manage these currently unknown risks it is necessary to develop a regional strategy to improve States' compliance with Annex 13 requirements, thus improving the AIG EI level.

2.7. The strategy should consider:

- a. An analysis of the current context to identify and understand barriers to meeting the requirements of Annex 13, including those that ultimately lead to insufficient production of final reports.
- b. The participation, consultation or involvement, to the extent possible, of regional stakeholders and organizations.
- c. The development of an action plan to address the main issues found as a result of the analysis.

**3. Suggested Actions**

3.1. In view of the above, the Meeting is invited to:

- a. Review the information provided in this Working Paper.
- b. Discuss the feasibility of forming an ad-hoc group to be led by ICAO with States and Industry participation to develop the strategy referenced in 2.7 above.
- c. The ad-hoc group will work virtually to develop a proposal for the strategy.
- d. The proposal will be presented for approval at the RASG-PA ESC/40 meeting.
- e. The ad-hoc group will be no longer active after the proposal is presented.

— END —

APPENDIX

IATA SAFETY ROADMAP

# 2024 Activities Roadmap

