

Writing the Final Report

Mexico

July 2015

Published July 2012

Final Report

On the accident on 1st June 2009
to the Airbus A330-203
registered F-GZCP
operated by Air France
flight AF 447 Rio de Janeiro - Paris

BEA

Bureau d'Enquêtes et d'Analyses
pour la sécurité de l'aviation civile
Ministère de l'Écologie, du Développement durable, des Transports et du Logement

Purpose

- Foundation for initiating safety actions
- Establish in detail:
 - **what** happened
 - **how** it happened
 - **why** it happened
- Findings and causes lead to safety recommendations
- Guidance material:
 - ICAO Doc 9756, Part 4 – *Manual of Aircraft Accident and Incident Investigation*

Principles

- **Thorough investigation is needed**
- **Drafted by the investigators**
- **Editing by at least 2**
investigators:
 - **read sentence by sentence**
 - **each section at least 2 times**

Editorial Standards

- **Convey an attitude of impartiality and write objectively**
- **Clarity**
- **Consistency**
- **Active and passive voice**
- **Tone of expression**
- **Commonly used language**

Final Report Format (Annex 13)

- **Factual information**
- **Analysis**
- **Conclusions (findings and causes)**
- **Safety recommendations**

Final Report Format (Annex 13)

- **Keep facts in the factual part**
- **Keep the provisions of Annex 13
Para. 5.12 and Attachment E in mind**
- **Do not introduce new facts in the
findings or safety recommendations**
- **Appendices: include only pertinent
information**

Factual information

- Factual information, use the headings
- Human factors information integrated throughout report
- Description of all events and circumstances
- The **how** it happened, avoid the **why**

Factual information

- **History of flight**
- **Injuries to persons**
- **Damage to aircraft**
- **Other damage**
- **Personnel information**
- **Aircraft information**

Factual information

- **Meteorological information**
- **Aids to navigation**
- **Communication**
- **Aerodrome information**
- **Flight recorders**
- **Wreckage and impact information**
- **Medical and pathological info**

Factual information

- **Fire**
- **Survival aspects**
- **Test and research**
- **Organizational and management info**
- **Additional information**
- **Useful or effective investigation techniques**

Analysis

- **Analysis, to be determined by the IIC**
- **The factual information is discussed and analyzed**
- **Purpose to provide logical link between factual info and conclusions**
- **Formulate hypotheses → discuss & test → reasons why rejected or accepted**

Analysis

- **Contradictory evidence dealt with openly and effectively**
- **Discuss safety deficiencies even if not contributory**
- **Could use sub-headings as per groups**

Conclusions

- Findings
- The **“what”** happened
- Causes/contributing factors formulated to minimize implication of blame or liability
- Focus on **functions not performed**
- Probable cause and contributing factors

Safety recommendations

General or specific

- **Implementation by CAA, operators or manufacturers**
- **Overall responsibility of the aviation system is with CAA**
- **Safety recommendations to ICAO –
AIG website**


Consultation on draft Final report

- To States that participated
- Provide 60 days comment period
- May amend report or append comments
- Final Report must be **released** (made public)
- Interim statement released annually in case investigation not concluded

Final report to ICAO

- **When Final Report released of accident or incident of aircraft above 5 700 kg MCTOM**
- **Send to AI@icao.int**

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Transportation Safety Board
of Canada



Bureau de la sécurité des transports
du Canada

Thank you

AVIATION INVESTIGATION REPORT

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Questions?

