



**WORKING PAPER**

**ASSEMBLY — 39TH SESSION**

**TECHNICAL COMMISSION**

**Agenda Item 35: Aviation safety and air navigation standardization**

**DATABASE/REPOSITORY OF ALL RECOMMENDATIONS FOLLOWING ACCIDENT INVESTIGATIONS, INCLUDING THOSE DIRECTED TO ICAO**

(Presented by the Air Crash Victims' Families' Federation International)

**EXECUTIVE SUMMARY**

The Air Crash Victims' Families' Federation International (ACVFFI) unifies the interests of commercial aviation victims around the world with the goal of improving common practices relating to aircraft accidents and aspiring to enhance the assistance to victims and family members, passenger rights and aviation safety. The Federation continues the work initiated in 1983 at ICAO by the Air Crash Victims Families Group (ACVFG).

Annex 13 includes Standards and Recommended Practices for the development of recommendations following aircraft accident investigations. The recommendations affecting ICAO are sent directly to the Organization, however, many other global in nature recommendations, are not sent to ICAO.

**Action:** The Assembly is invited to urge the Council to:

- a) consider an amendment to Annex 13 in which Member States are required to notify to ICAO all recommendations that are global in nature and are derived from accident investigation processes; and
- b) create a database with recommendations that are global in nature, including those that are not addressed to ICAO.

<i>Strategic Objectives:</i>	This working paper relates to the Safety and Security and Facilitation Strategic Objectives.
<i>Financial implications:</i>	
<i>References:</i>	Annex 13 — <i>Aircraft Accident and Incident Investigation</i>

<sup>1</sup> English and Spanish versions provided by ACVFFI.

## 1. INTRODUCTION

1.1 Annex 13 includes Standards and Recommended Practices for the preparation of the reports following the required investigation following an aircraft accident.

1.2 The recommendations that are related to the regulatory functions of ICAO are forwarded to the Organization. The Secretariat responds following the corresponding analysis and evaluation.

1.3 However, there are many other global in nature safety recommendations that have no reference to the ICAO regulatory process, and that are difficult to identify and follow up by the different Member States.

1.4 This circumstance could lead to the recurrence of accidents due to similar causes when the recommendations were not shared nor followed closely.

## 2. DISCUSSION

2.1 A breakthrough could be achieved with the creation of a database or repository at ICAO. This database would include all the recommendations, global in nature, that were issued by the investigating authorities of States, whether they were addressed to ICAO or not, so that recommendations be studied and conclusions drawn so as to increase safety.

2.2 In order to formalize this repository, States would submit their recommendations via their Accident and Incident Investigation Authorities to ICAO including an analysis sustaining the basis for the recommendations as well as what is intended to be reached with their implementation at the global level.

— END —