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Международная  
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**Subject:** Recommendations other than for SARPs  
stemming from the Accident Investigation and  
Prevention (AIG) Divisional Meeting (2008)

**Action required:** Implementation of recommendations  
addressed to States stemming from the AIG/08  
Divisional Meeting

Sir/Madam,

1. I have the honour to invite your attention to electronic bulletin EB 2009/19, dated 24 July 2009, on actions taken by Council and the Air Navigation Commission pursuant to recommendations, other than those for Standards and Recommended Practices and procedures, of the Accident Investigation and Prevention Divisional Meeting (2008) (Doc 9914). The bulletin containing Supplement No. 1 to the meeting report and the report itself are available on the ICAO-NET website.

2. You will be aware that some of the meeting recommendations required further actions by ICAO and the Member States. Recommendations for action by States are reproduced in the attachment. Please note that associated actions which have already been taken are also listed for your convenience. Your Government is kindly invited to take action on these recommendations, as appropriate.

3. I wish to seize this opportunity to indicate that one recommendation (2/5) called for ICAO, using a unified approach, to ensure consistency in the development and use of the *Safety Management Manual (SMM)* (Doc 9859) and the *Accident Prevention Manual* (Doc 9422). In this regard, I wish to inform you that Doc 9422 has been discontinued and its main parts consolidated into Doc 9859, second edition published in 2009.

Accept, Sir/Madam, the assurances of my highest consideration.

Raymond Benjamin  
Secretary General

**Enclosure:**

Recommendations addressed to States

**RECOMMENDATIONS ADDRESSED TO STATES (DOC 9914)**

<b>Recommendation</b>	<b>Action already taken</b>	<b>Action expected from States</b>
<p><b>2/1 — Use of model MoU by Contracting States</b></p> <p>That States endorse the use of the framework model MoU for arranging mutual assistance.</p>	<p>ICAO developed the model MoU which was published on the ICAO-NET and the FSIX websites in 2007.</p>	<p><b>States to endorse and refer to the use of the model MoU in relevant safety regulations as appropriate.</b></p>
<p><b>2/3 — Work of the Flight Recorder Panel</b></p> <p>That States should actively promote the work of the FLIRECP by supporting the proposals for amendment of provisions for flight recorders in Annex 6 — <i>Operation of Aircraft</i>.</p>	<p>The Air Navigation Commission undertook its final review of the recommendations made by the FLIRECP in January 2010, following consultation with States. The Council will consider adoption of the relevant amendment to Annex 6 in March 2010.</p>	<p><b>No action required. States have already submitted their views in reply to State letter SP 55/4-09/56, dated 17 August 2009.</b></p>
<p><b>3/1 — Revival of ICAO AIG workshops</b></p> <p>That ICAO revive accident investigation related workshops with the assistance of Contracting States. States were encouraged to provide support to ICAO in this initiative.</p>	<p>Due to budget constraints, ICAO has conducted only one AIG-related workshop in the past five years.</p>	<p><b>States to support ICAO in accident investigation-related workshops through sponsoring or sharing associated costs, as appropriate.</b></p>
<p><b>4/2 — Use of ADREP compatible systems to collect and share safety data</b></p> <p>That States implement the ADREP/ECCAIRS or a compatible system to operate their safety database, with the goal to facilitate the exchange of safety data between States and between States and ICAO.</p>	<p>ICAO has delivered numerous ADREP/ECCAIRS training workshops annually, making an ADREP compatible system available to States at no cost. Some fifty States are currently using an ADREP/ECCAIRS system to operate their safety database. In this regard, the Air Navigation Commission noted that the main problem in States was related to the lack of resources for the technical support needed to allow safety professionals to use an ADREP/ECCAIRS database.</p>	<p><b>States to endeavour to implement an ADREP/ECCAIRS or a compatible system to operate their safety databases.</b></p>

Recommendation	Action already taken	Action expected from States
<p><b>4/3 — Publication of safety data</b></p> <p>That States ensure that all publications of safety data be accompanied by a clear description of, or reference to, the data sampled, its origin and the parameters used with the aim to avoid potential misunderstandings in the interpretation of safety data.</p>	Not applicable.	<p>States to revise applicable procedures addressing the publication of safety data with the aim of ensuring that data sampled and parameters used are clearly identified.</p>
<p><b>4/4 — Adoption of an ADREP compatible taxonomy</b></p> <p>That States are urged to adopt an ADREP compatible taxonomy as an aviation occurrence taxonomy.</p>	See action taken under Recommendation 4/2.	<p>States to endeavour to implement an ADREP-compatible taxonomy as their aviation occurrence taxonomy, with the goal of facilitating the exchange of safety data among States and between States and ICAO.</p>
<p><b>6/3 — Regional cooperation in accident investigations</b></p> <p>a) To urge Contracting States to conduct safety investigations pursuant to Article 26 of the Chicago Convention and Annex 13 when an accident occurs in their territory, and to obtain regional support if required capabilities or resources are not available.</p> <p>b) To encourage States seeking or providing regional support to consider the “Code of Conduct on Co-Operation” established by the ECAC State members and available on: <a href="http://www.ecac-ceac.org">www.ecac-ceac.org</a>, “Publications and Documents”.</p>	Not applicable.	<p>States to consider using the “Code of Conduct on co-operation in the field of civil aviation accident/incident investigation” developed by the ECAC State members, which can be accessed at <a href="http://www.ecac-ceac.org">www.ecac-ceac.org</a>.</p>