

MEETING SUMMARY

ENCASIA WORKING GROUP 2 (Inventory of best practices of investigation in Europe)

BRUSSELS, 14 MARCH 2013

On 14 March 2013, WG2 met to continue its inventory of best practices in relation to safety investigations in Europe. FR chaired the meeting with the participation of HU, IT, PL, SE, UK and the European Commission. DE could not attend.

The meeting was articulated around two main points: 1) the coordination with other groups and 2) processing the questionnaires received to date.

- 1) The Chairman of WG5 "Peer Reviews" (UK) attended the meeting as an observer to ensure that both groups would feed into each other, use the same terminology and common questionnaires as it is foreseen that WG5 would organize peer reviews of Member States. The main discussions were based on the concept of best/good practices as several factors have to be taken into consideration such as cultural differences, financial aspects, relations with judicial authorities. A holistic approach seems the best way to obtain harmonization. The actions to be undertaken in conjunction with WG5 will be to develop a statement on good/best practice that could be included in the Peer Review documents. A suggestion was to perhaps organize a meeting of the WG chairmen, which could take place for practical reasons just before the ENCASIA plenary meeting.
- 2) The 14 questionnaires received (from UK, IE, FR, BE, BG, DK, EE, IT, LV, NL, SE, SK, PT, DE) were reviewed with the following reading grid (corresponding to the most wanted domains): Drafting a report; Analysing and identifying causes; Incident or serious incident classification; Issuing a recommendations and following them up; Predefined investigation team structure. The review of these practices showed that there are domains which will be more difficult than others to harmonize. For example, when listing analytical methodologies, it seemed difficult to have a unique tool as it could restrict the scope of an investigation. In commercial aviation, SIAs often have to investigate unforeseen and complex events. An illustration is the Qantas A380 uncontained engine that occurred over Indonesia two years ago. It was also noted that some investigation methods are formalized by academia with hindsight when the investigation is over with all factors already put together in the final report. The review also showed that it is highly important to provide a consistent interface when dealing with third-countries. This is the case when comments on final reports are sent by accredited representatives of these non-EU states. They should be treated the same way anywhere in the Union.

The 14 questionnaires will be shared through CIRCABC (in the folder dedicated to MS), a message will be sent to ENCASIA members to review them and to invite for more feedback. WG2 underlined that the simple fact of reviewing these answers provides an excellent opportunity to have a better insight of EU SIAs.

WG2 will hold a teleconference in June.