



**European Network
of
Civil Aviation
Safety Investigation Authorities**

ANNUAL REPORT

2012

FOREWORD

BY THE CHAIRMAN OF THE EUROPEAN NETWORK OF CIVIL AVIATION SAFETY INVESTIGATION AUTHORITIES



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The European Network of Civil Aviation Safety Investigation Authorities (ENCASIA) was established by Regulation (EU) No 996/2010 of the European Parliament and of the Council of 20 October 2010 on the investigation and prevention of accidents and incidents in civil aviation and repealing Directive 94/56/EC. This Regulation aims to improve aviation safety by ensuring a high level of efficiency, expediency, and quality of European civil aviation safety investigations, **the sole objective of which is the prevention of future accidents and incidents without apportioning blame or liability, including through the establishment of ENCASIA.**

ENCASIA's goal consists of further improving the quality of investigations conducted by safety investigation authorities and to strengthen their independence.

This second ENCASIA annual report summarizes ENCASIA's activities that were carried out in 2012. The ENCASIA working groups "Network Communication and Internet Presence", "Inventory of best practices of investigation in Europe", "Procedures to request and provide assistance" and "Training of investigators" made good progress. From the recommendations of the working group on the training of safety investigators, the newly formed "Training Steering Committee" prepared a financial proposal to sponsor two training courses. This grant application was unanimously endorsed by ENCASIA. In December 2012, the European Commission awarded about 98,000 Euros for this project.

In 2013, ENCASIA will further ramp up its work programme and pursue its coordination activities in a transparent and independent manner with the active support of the Union. ENCASIA's ambitious work programme also has to overcome budgetary and resource constraints that are faced by many national safety investigation authorities. The future Peer Review programme will contribute to encouraging governments to provide their national safety investigation authorities with the appropriate resources and legal environment, to enable them to conduct their investigations effectively and efficiently, and without external interference.

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INTRODUCTION

Regulation No 996/2010 established the European Network of Civil Aviation Safety Investigation Authorities (ENCASIA) and has put strong emphasis on the coordination role of Safety Investigation Authorities and its reinforcement in a European context, in order to generate real added value in aviation safety. This is to be achieved by building upon the already existing cooperation between such authorities and the investigation resources available in the Member States. Safety Investigation Authorities should be able, in each Member State, to conduct efficient and independent investigation and participate in the prevention of accidents through their activities. ENCASIA seeks to reinforce Safety Investigation Authorities with a well-defined role and tasks.

ENCASIA is composed of the heads of the Safety Investigation Authorities in each of the Member States and/or, in the case of a multimodal authority, the head of its aviation branch, or their representatives, including a chairman chosen among these for a period of three years.

This report follows the first ENCASIA annual report, which explained how ENCASIA started and described its activities conducted during that first year of existence. This second report provides more details on the ENCASIA work programme and its framework to conduct its current and future activities. In accordance with Article 7(7) of Regulation No 996/2010, this annual report will be transmitted to the European Parliament and the Council by the European Commission.

1) ENCASIA FRAMEWORK

1.1) Background

On 19 January 2011, Mr **Ulf Kramer**, head of the German Safety Investigation Authority and Mr **Keith Conradi**, his counterpart from the United Kingdom, were respectively elected Chairman and Deputy Chairman of the European Network of Civil Aviation Safety Investigation Authorities. Rules of procedure were also adopted. As described in the 2011 annual report, ENCASIA defined its work programme and assembled working groups to conduct it. To benefit from the support of the Commission and to further develop its activities, ENCASIA needed to be represented by a legal personality.

1.2) Establishment of ENCASIA asbl

In order to give ENCASIA a legal personality, a non-profit organization ("Association Sans But Lucratif": ASBL)" was established in September 2012 under Belgium Law.

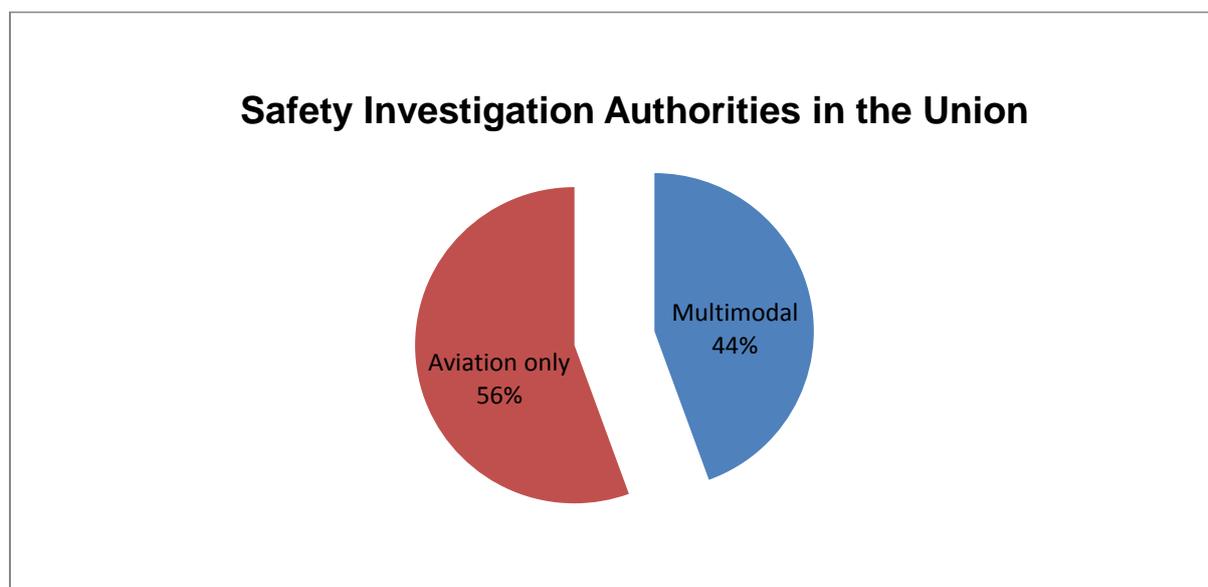
As stated in the bylaws, ENCASIA asbl¹ was created for the sole purpose of representing the European Network of Civil Aviation Safety Investigation Authorities (ENCASIA) as established by Article 7 of the Regulation (EU) No 996/2010 on the investigation and prevention of civil aviation accidents and incidents. The practical result of having a legal personality enables ENCASIA to open a bank account in order to receive grants from the European Commission as foreseen by Article 7(7) of the Regulation (EU) No 996/2010.

A copy of the ENCASIA asbl bylaws is publicly available on the website of the official Belgian Journal:

http://www.ejustice.just.fgov.be/tsv_pdf/2012/10/01/12162581.pdf

1.3) Resources

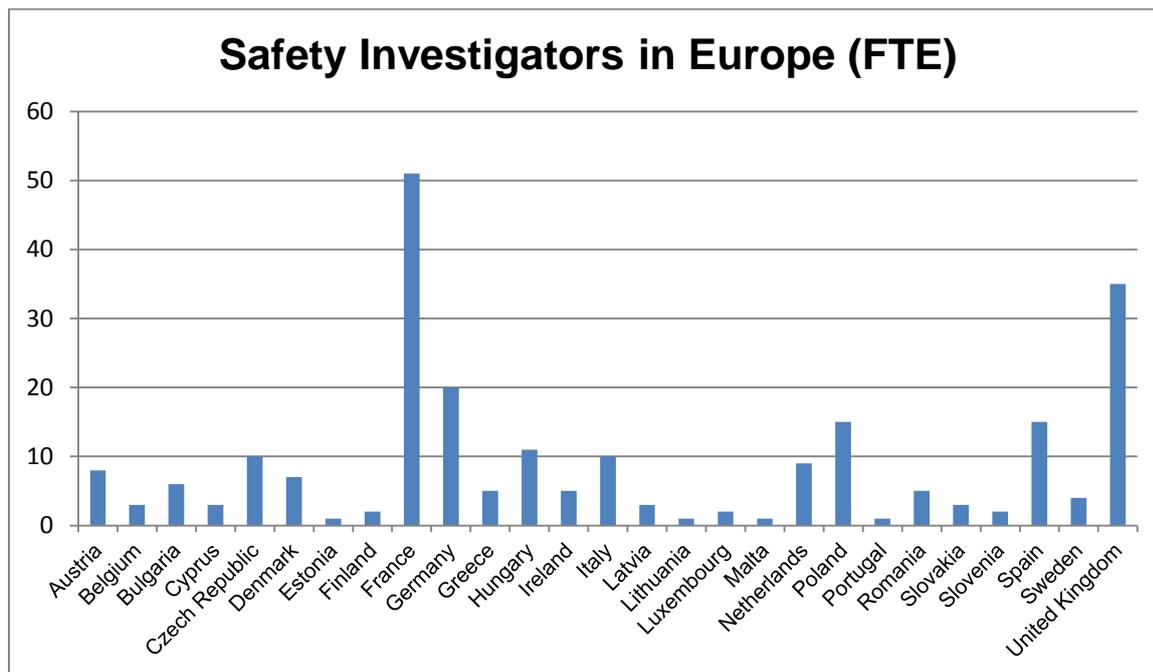
ENCASIA sent a questionnaire to the safety investigation authorities of the 27 Member States to obtain an assessment of the various resources available or potentially available within each authority. The data from this questionnaire were combined with previous assessments conducted by the European Civil Aviation Conference (ECAC) group of experts in accident/incident investigation (ACC). Each safety investigation authority has its own specificities. Some were established a long time ago (especially the authorities from Member States having international responsibilities as State of Design or State of Manufacture) while others were more recently set up to comply with the European legislation. Out of 27 SIAs, a dozen are multimodal (44%), which means that they are responsible for investigating accidents and incidents in at least one other mode, in addition to aviation.



¹ Statutory registration number: 848.835.815
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Some SIAs are also responsible for military investigations. Most SIAs rely on permanent staff; some have part time investigators, and/or arrangements with entities or individuals hired on a case by case basis as specialists. In some States, the civil aviation authorities also provide support, through advance arrangement signed with the safety investigation authority.

The main results of this feedback depict the following breakdown of safety investigators (full-time equivalent) throughout Europe. This graph must be associated with the above-mentioned caveats related to the various scopes of each safety investigation authority.



Regarding technical means, France, Germany and the United Kingdom have invested in laboratories capable of reading out data from all types of sources. They also have equipment to undertake for example metallurgical examinations. Three additional Member States (Ireland, Italy and Spain) also have acquired reading capabilities.

1.4) Relations with ACC and other safety stakeholders

Next to ENCASIA, there are other groups dedicated to accident investigation matters but within a broader geographical scope. In particular the European Civil Aviation Conference (ECAC) has established the group of experts in accident/incident investigation (ACC) for many years. This group is now chaired by Mr. Jurgen Whyte (Ireland) since 2011.

ENCASIA has competencies that are defined within Regulation (EU) No 996/2010 and operates within this specific legislative framework notably through its working groups, while the ACC group primarily focuses on the organization of technical

workshops with an international outreach. For example, the ACC group conducted a workshop on the treatment of incidents on 15-16 May 2012 in Roskilde, Denmark, which gathered safety specialists from all continents.

ENCASIA and ACC complement each other's actions through careful coordination.

In 2012, ENCASIA has also been updated on the activities of the following groups:

- Network of Analysts (NoA): The NoA is group, led by EASA, which gathers safety analysts from EU Member States. It encompasses two subgroups that deal with framework issues (EU common risk classification scheme and safety performance indicators) and two with operational issues (loss of control accidents and mid-air/airprox).
- ICAO Safety Information Protection Task Force (SIP TF). The mandate for the SIP TF is anchored in the Recommendations of the 2008 Accident Investigation and Prevention (AIG) Divisional Meeting and the 2010 High-level Safety Conference, as well as ICAO Assembly Resolution A37-3 related to the protection of safety information. The SIP TF has endeavored to develop protective provisions that would strike an appropriate balance between the interests of safety and the administration of justice.
- Safety Management Panel (SMP). The SMP was tasked to transfer the provisions on safety management responsibilities and processes from existing Annexes for consolidation in new Annex 19 — *Safety Management*. This has consequences on some parts of Annex 13 – *Aircraft Accident and Incident Investigation*, in particular to paragraphs of Chapter 8, *Accident Prevention Measures* and to Attachments E and F.

2) ENCASIA's Work Programme

ENCASIA adopted its 2012 work programme during its meeting of 9 February 2012. In accordance with Article 7(1) of Regulation (EU) No 996/2010, the Commission sent the work programme to the European Parliament and the Council. The 2012 ENCASIA Work Programme is available in Appendix 1.

2.1) Working Group 1 (WG1): "Network Communication and Internet Presence"

This working group aims to facilitate internal communication between ENCASIA Members and to make ENCASIA and its safety related activities more visible to the public through a website.

With regard to internal communication, ENCASIA has been using a restricted and secured workspace provided by the European Commission. Mid-2012, the ENCASIA internal WebPages were migrated from CIRCA to a new system, named CIRCABC "Communication and Information Resource Centre for Administrations, Businesses and Citizens".

The future ENCASIA website is planned to be hosted on the European Commission website (Europa). Further work needs to be done with regard to the form and the content of the website. WG1 intends to make progress on these aspects in 2013.

2.2) Working Group 2 (WG2): "Inventory of best practices of investigation in Europe"

In accordance with Article 7(3) of Regulation No 996/2010, *the Network shall be responsible, in particular, for: [...] promoting best safety investigation practices with a view to developing a common Union safety investigation methodology and drawing up an inventory of such practices*".

WG2 has studied the "most wanted practices or methods" on the basis of the feedback received from SIAs. It had sent an initial questionnaire, which was deemed too complex. A streamlined survey was consequently developed and then enabled to gather more feedback. In the meantime, the WG2 participants have worked on key methodologies or practices in use within their own SIA. This approach has focused on specific practices in relation to notifications, factual information, analytical methodologies and safety recommendations.

Notifications

The **Italian ANSV** shared its initial classification process of all the reported events. ANSV receives around 2 300 notifications per year, 4%, of which are accidents or serious incidents. In order to classify all the events in a consistent way, a pre-classification is done by a two investigator team based on:

- a pre-classification guide using ICAO ADREP's Taxonomy and listing a large number of events in categories and sub-categories, each associated with a severity level (Accident, Serious Incident, Major Incident, Significant Incident, Not Safety Related, Not Determined);
- a pre-classification grid which is an electronic tool for assigning the class to the event.

If the event is pre-classified as "Major Incident", an investigator is then asked to look for further information in order to fine-tune this pre-classification. This pre-classification is afterwards validated by the hierarchy.

The **German BFU** has a classification system for serious incidents based on written guidelines that complement the Annex 13 list of incidents likely to be serious incidents. For example, ATM occurrences initially reported by the ANSP are subject to a validation process regarding their classification.

Factual information

The **Swedish SHK** has focused on the factual part of the investigation:

- After the field phase, the range of investigation activities is typically assessed in a systematic manner, including the Search and Rescue aspects, with emphasis on tasks and budget.
- When the collected facts are deemed complete, a factual information meeting is organized with the involved parties (operator, owner, administrations, etc.). The presentation of factual information can lead to additional investigation activities.

Three months after the completion of the investigation, the SHK investigation team meets again to debrief the investigation process in order to outline positive and negative aspects. This meeting also includes the follow-up of the safety recommendations.

The **Hungarian TSB** shared a technique to reconstruct the flight trajectory based on a combination of video and inboard GPS data in the absence of flight recorders. Video sources have become more frequently available and can be useful to obtain more information such as aircraft attitudes, movable surface positions or pilot's actions.

Analytical methodologies

The **French BEA** highlighted a human factor analysis methodology using ICAO ADREP taxonomy and causal model. This methodology was developed to help investigators in both drafting the analysis section of a report and producing a consistent ADREP "events and factors" tree for the ECCAIRS database (events, descriptive factors, explanatory factors from the SHELL model). In fact, the methodology consists in building this tree in a step-by-step process while justifying the selection of events and factors by the relevant factual information. The coding obtained is then used as a plan for the analysis part of the report and the investigator has to write his text according to the sequence of events and factors and the justifications used in the previous step.

German BFU also uses an analytical tool to support drafting the analysis section of the report. This methodology is based on the ATSB's practice, which defines five levels for describing and explaining an occurrence: the Events (what happened),

Individual Actions (how it happened), Local Conditions, Risk Control, Organisational influences (why it happened).

Safety recommendations

In relation to the newly launched Safety Recommendations Information System (SRIS) database, ENCASIA has also invited WG2 to collect the practices used by the SIAs that have already been using this new tool. The above-mentioned questionnaire was also updated with this specific topic now added in the “most wanted” list. Regarding the drafting of safety recommendations, the group also considered the European *working paper “Issuing safety recommendations” that was approved by the 2008 AIG divisional meeting held in Montreal October 2008.*

Other topics

The previous topics are all tied to the high priority item "Report Writing", on which good practices and guidelines were also gathered.

WG2 has also been liaising with the ICAO Accident Investigation Methodology Study Group (AIMSG) in order to avoid duplication of efforts and to share documents. The AIMSG has recently updated and released the following documents, which are of importance of WG2:

- Doc 9756 AN/965: Manual of Aircraft Accident and Incident Investigation – Part II – Procedures and Checklists – First Edition 2012;
- Doc 9962 AN/482: Manual on Accident and Incident Investigation Policies and Procedures - First Edition 2011.

Finally, WG2 also recommended that the Peer Review process could also be a complementary way to collect “best practices” among European SIA.

2.3) Working Group 3 (WG3): "Procedures for asking and providing help"

The ECAC Code of Conduct contains guidelines for mutual help, which are in line with the spirit of Annex 13 on the participation to accident investigations. WG3 has used this document to elaborate procedures for asking and providing help among ENCASIA members. This comprehensive approach should allow each safety investigation authority to fully perform an investigation, with the assistance of other Member States where relevant. The group has studied four different types of situations:

1. Emergency situations
2. Technical assistance requests
3. Staff assistance requests
4. Advice requests

The requests for technical assistance, staff assistance or advice can be formulated under less time pressure than real situations of emergency where ENCASIA procedures can help to overcome the sudden and extreme work overload. The WG considered a two-step approach: First reinforce or develop procedures with the existing resources and tools; Second, envisage a centralized user-friendly platform to facilitate the flow of time-crucial information.

The aim was to complete the provisions that are already in Annex 13 for international investigations, by focusing on situations within Europe. When the provisions on participation covered by Annex 13 do not provide enough support for the Investigator-In-Charge (IIC), the Safety Investigation Authority of an EU Member State should request help from the appropriate ENCASIA members.

Case of an emergency situation

The group defined an Emergency Situation when the SIA of an EU Member State has to request assistance from ENCASIA to deal with immediate actions that this SIA cannot fulfil at that moment. There are two cases of emergency situations: 1) A major public transport accident and 2) A general aviation or small scale accident.

In the first case, the SIA should send a general message to ENCASIA while in the second case the most appropriate SIAs should be contacted. Because of the extreme time pressure inherent in responding to large scale accidents, WG3 highlighted the need to have a specific procedure supported by an automated tool to deal with such requests. ENCASIA would need to reach all SIA on-duty investigators in case of emergency. Such tool should deal with these requests that would be generated automatically. Since email inboxes are not checked permanently, additionally to emails, it would probably be necessary to have these requests forwarded to (via SMS) or announced on SIA on-duty phones (wake-up call). The formulation of such request could be done through a specific functionality on a future ENCASIA intranet platform. The same pieces of information as for an ICAO initial notification should be sent out, insofar as they are available. The second part of the message should address the type of assistance. This could be followed by updates sent to ENCASIA when possible.

Other cases

The other cases deal with the provision of staff support or technical assistance through the use of equipment, laboratories or facilities provided by ENCASIA members outside the scope of emergency requests.

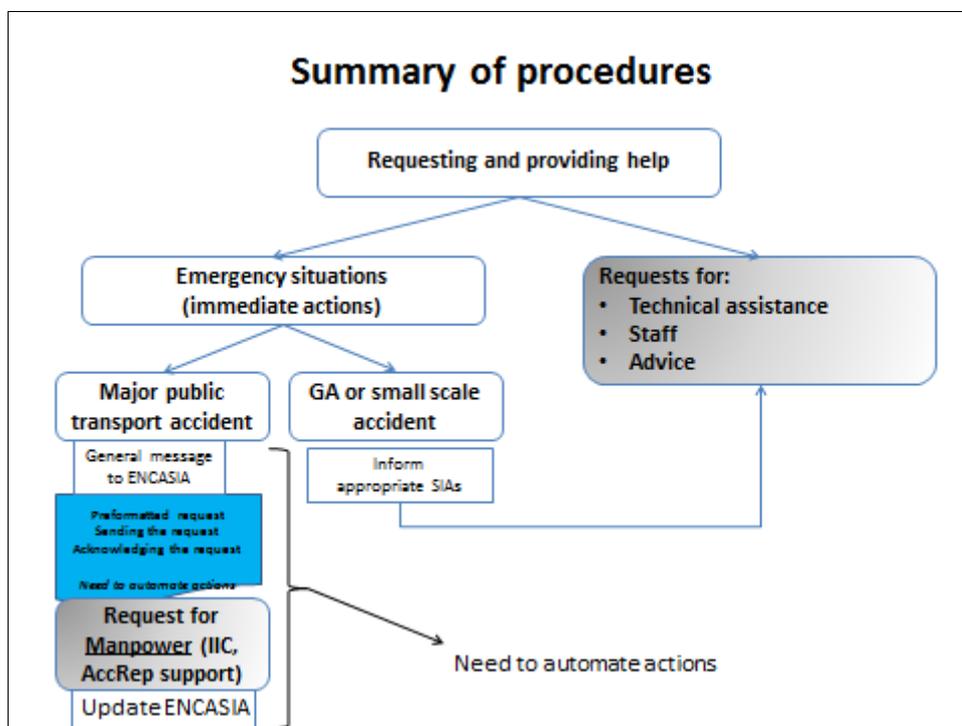
It encompasses laboratories for flight recorders as well as laboratories for the evaluation of navigational equipment and for the evaluation of engine control

equipment and any other kind of laboratory (e.g. metallurgical, scanning electron microscope, etc.)

Staff having the professional experience in aircraft safety investigations (investigation group members, group chairmen and investigator in Charge (IIC) or deputy IIC) could also support the investigation, under the authority of the IIC, in accordance with provisions of Article 11 of Regulation (EU) No 996/2010.

Regarding the cost aspects, WG3 concurred that such assistance should be free of charge, except possibly for travel expenses, unless the request for assistance implies the mobilisation of significant resources. In this case, the financing of operations should be negotiated.

The following chart summarizes the draft procedures.



The draft procedures to request and provide assistance within Europe should be supported by an automated tool. A steering committee composed of Finland, France, Germany, Slovenia and the Commission will work on the feasibility and the specifications of such tool and liaise with other groups, notably in relation to IT tools.

Sharing experience during an investigation

As mentioned in the Code of Conduct, SIAs should, where practicable, facilitate the secondment of each other's investigators as observers to accident and serious incident investigations, with a view to enhancing the understanding of each other's investigative requirements and procedures. It would favour effective cooperation in any investigation on a SIA's territory pursuant to Regulation (EU) No 996/2010.

2.4) Working Group 4 (WG4): "Training of investigators"

In accordance with Article 7 of Regulation (EU) No 996/2010, ENCASIA shall seek to improve the quality and effectiveness of safety investigations in the European Union by encouraging a high standard of investigation methods and investigator training. WG4 was thus formed to propose for adoption by ENCASIA agreed European training standards and guidance material regarding investigator training, and common skills for European safety investigators.

Safety investigation in civil aviation is a specialized task, which must be undertaken by competent investigators. This is achieved through initial professional qualifications and background experience and several subsequent training phases. To maintain a high level of competence, WG4 has developed a manual that covers initial training, on-the-job training and a range of courses for civil aviation safety investigators (basic, advanced and specialized courses). Similarly to the above-mentioned WG3 outputs on "sharing experience during an investigation", attendance at a major accident site/investigation should provide significant knowledge to those States who have yet to experience such an event.

Since the outcome of a safety investigation is largely dependent upon the aviation knowledge, skills and experience of the assigned aviation safety investigators, it is essential that they should have:

- an understanding of the international standards and recommended practices. European and national legislation in relation to safety investigations;
- an understanding of the depth of investigation that is necessary in order for the investigation to conform with the legislation, regulations and other requirements of the State for which they are conducting the investigation;
- a knowledge of aircraft safety investigation techniques;
- an understanding of aircraft operations and the relevant technical areas of aviation;
- the ability to obtain and manage the relevant technical assistance and resources required to support the investigation;
- the ability to collect, document and preserve evidence;
- the ability to identify and analyse pertinent evidence in order to determine the causes and, if appropriate, make safety recommendations;
- the ability to write reports that meet the requirements of the safety investigation authority of the State conducting the investigation;

In addition to technical skills and experience, a safety investigator requires certain personal attributes. These attributes include, but are not limited to:

- integrity and impartiality in the recording of facts;
- ability to analyse facts in a logical manner;

- perseverance in pursuing inquiries, often under difficult or trying conditions;
- tact in dealing with a wide range of people who have been involved in the traumatic experience of an aircraft accident;
- ability to work in challenging environments, under stressful conditions;
- ability to work as a member of a small or large investigation team.

Aviation safety investigators should receive training commensurate with their responsibilities as a safety investigator, group leader, investigator-in-charge, accredited representative, adviser or expert/specialist.

In addition to the draft training guidelines, WG4 developed two training projects to be funded by the Commission's grant. These projects were then approved by ENCASIA and further discussed by a committee that will be responsible for their implementation and coordination.

2.5) Working Group 5 (WG5): "Peer reviews"

According to Article 7 of the Regulation, ENCASIA shall be responsible for *“coordinating and organising, where appropriate, ‘peer reviews’, relevant training activities and skills development programmes for investigators”*.

The concept of Peer Reviews represents a positive way to ensure a proper application of the legislation, in particular, to allow that the means referred to in Article 4 will be provided to Safety Investigation Authorities. It should enable States to improve their situation at the national level. Peer Reviews will be an essential tool to help achieve the legislative goal of all 27 Safety Investigation Authorities being able to perform independent investigations to high standards. ENCASIA together with the European Commission will continue to develop a programme to conduct Peer Reviews activities that will be based on and adapted from similar experience in this domain.

The intent is not to create another audit that would escalate the number of audits already imposed on Member States, especially for multimodal investigation authorities. Nevertheless, 'peer review' reports will be transmitted to the Commission, which could then launch actions if Member States are not complying with the European legislation. This approach could contribute to obtain concrete results.

2.6) Opinion on SRIS

Article 18(5) of Regulation (EU) No 996/2010 only defines database access rights for SIAs. As access rights for others are not defined in the legislation, a Commission Decision became necessary in order to define access rights to this new database.

In accordance with Article 7.3(a), the Commission requested the advice of ENCASIA for the development and implementation of this piece of legislation.

ENCASIA recommended starting in a prudent manner and being cautious:

1. the risks of benchmarking through easy queries and
2. misusing safety recommendations out of their context.

The complete opinion prepared by ENCASIA is available in appendix 2.

2.7) Advance arrangements

According to Article 12(3), "Member States shall ensure that safety investigation authorities, on the one hand, and other authorities likely to be involved in the activities related to the safety investigation, such as the judicial, civil aviation, search and rescue authorities, on the other hand, cooperate with each other through advance arrangements". The establishment of such arrangements has often been difficult, in particular when dealing with judicial authorities and confidentiality aspects.

To help make progress, ENCASIA organized internal discussions on this topic and invited the European Cockpit Association (ECA) and Eurocontrol to further discuss the various ways of improving the relationship with judicial authorities.

ECA notably explained the rationale that led ECA and IFATCA to develop a template for advance arrangements. Such template was also made available for ENCASIA members. Eurocontrol's legal services also presented the Just Culture Model policy regarding Criminal Investigation and Prosecution of Civil Aviation Incidents and Accidents. The challenge has always consisted in striking a balance between sometimes contradictory public interests: aviation safety and an equal judicial system for all citizens. This approach based on guidance material, education and outreach acknowledges that it has taken time for legal systems to evolve.

Many Member States still need to provide these arrangements to the Commission who committed to translate them into English and to make them available to other Member States. The organisation of a meeting at EU level with SIAs and national judicial authorities will be considered for the near future.

3) Update on other 2012 activities

3.1) The Safety Recommendations database

The Safety Recommendations database as established by Article 18 of Regulation (EU) No 996/2010 became operational in February 2012. This database has been developed by the European Commission Joint Research Centre (JRC). It is also referred to as SRIS, which stands for Safety Recommendations Information System.

Safety Recommendations (SR) issued in the European Union and their replies from the SR addressees have gradually been centralized in SRIS. This has brought more visibility and consistency to the work done in this area of aviation safety. In the future, the database could be extended to the safety investigation authorities of other States. The next step will consist of a link between SRIS and the European Central Repository (ECR), enabling the automatic transfer of accident/incident data into SRIS.

WG2 has put forward a draft procedure for entering SR and replies into SRIS. This procedure, initially developed by the BEA, has been subject to adaptations to converge with the procedures developed by other users. Some suggestions were also formulated to improve the taxonomy. The Commission (JRC and DG MOVE) will liaise with the ICAO taxonomy working group in order to feed back the possible enhancements and have the screen interface completely in line with the procedure.

By the end of 2012, SRIS contained 239 safety recommendations that can be broken down as follows:



It is important to note that this chart only represents a snapshot of the situation as it stood in December 2012. In the meantime, more States have entered data. Other States will record their safety recommendations as soon as the common data-entry procedure and additional training guidance material are finalized.

Article 7.3(g) mentions that ENCASIA shall have access to information contained in SRIS and analyse the safety recommendations therein with a view to identifying important safety recommendations of Union-wide relevance. It is foreseen that an ad-hoc ENCASIA group will analyse the content of SRIS in 2013.

3.2) Commission Decision on access rights to SRIS

Regulation (EU) No 996/2010 only defines database access granted to SIAs. Other access rights are not defined in the legislation and a Commission Decision was necessary in order to define access rights to this database.

The Commission Decision² on "*access rights to the European Central Repository of Safety Recommendations and their responses established by Article 18(5) of Regulation (EU) No 996/2010 on the investigation and prevention of accidents and incidents in civil aviation*" was adopted on 5 December 2012 and published in the European official Journal on 14 December 2012.

As mentioned in Article 2 of this Decision, "*All safety recommendations contained in the database mentioned in Article 1 shall be made available to the general public through a public website.*"

Article 17(3) of the Regulation stipulates that "*a safety recommendation shall in no case create a presumption of blame or liability for an accident, serious incident or incident.*" Therefore, it is crucial that the content of this website is not used for other purposes than the improvement of aviation safety.

3.3) Training Steering Committee

After the approval of the training courses to be sponsored by the European Commission, ENCASIA established a Training Steering Committee (TSC), chaired by Denmark, which has members from Belgium, Finland, France, Germany, Ireland, Italy, Romania and the UK.

WG4 developed two training projects that were unanimously supported by ENCASIA. The Training Steering Committee prepared the grant application to have these courses co-financed by the European Commission. They included a two-day training session in the UK dealing with hazard awareness on the accident site and flight data recovery and another two-day session in France addressing the management of major investigations and flight data computation. In both cases, instructors would be specialists from various Member States.

These projects were part of the grant application which was sent to the European Commission and later accepted. The sponsored training courses will have to be organised in 2013.

² OJ L 342, 14.12.2012, p. 46.

CONCLUSIONS (THE WAY FORWARD)

ENCASIA is a collective entity that needs the involvement of all Members States to maintain successful and meaningful inputs for aviation safety. It is now represented by a legal personality that can receive grants from the European Commission to support the improvement of aviation safety. The future ENCASIA training courses for civil aviation safety investigators will contribute to ensure high standards of investigation methods within all Member States, which is a long term task.

The ENCASIA 2013 work programme aims at further developing the previous work programme. The exchange of safety recommendations through the integration of relevant data into the European Safety Recommendations Database and work on the establishment of advance arrangements will remain a high priority in 2013. ENCASIA will pursue all avenues to enhance the relationship with judicial authorities. Some ENCASIA members are, in particular, troubled by the use of safety investigation reports in judicial proceedings.

Established as an aviation safety entity, ENCASIA has gradually been taking a more prominent role in developing accident and incident investigation on a global level.

APPENDIX 1: ENCASIA 2012 WORK PROGRAMME



EUROPEAN NETWORK OF CIVIL AVIATION SAFETY INVESTIGATION AUTHORITIES

2012 WORK PROGRAMME

The 2012 ENCASIA annual work programme includes the following actions:

1. Update and complete the inventory of resources available in each Safety Investigation Authority;
2. The management of the following working groups:
 - * "Network communication and Internet presence" whose members are Hungary, Belgium, Portugal, United-Kingdom, France and the European Commission. This group is chaired by the Belgian Safety Investigation Authority;
 - * "Inventory of best practices of investigation in Europe" whose members are Hungary, France, Sweden, Poland, Germany, Italy and the European Commission. This group is chaired by the French Safety Investigation Authority;
 - * "Procedures for asking and providing help" whose members are Germany, Bulgaria, Slovenia, Finland, France, Netherland, Czech Republic, Croatia, Kosovo³ and the European Commission. This group is chaired by the Slovenian Safety Investigation Authority;
 - * "Training of investigators" whose members are Austria, Ireland, Estonia, Slovenia, France, Romania, Latvia, Italy, United-Kingdom and the European Commission. This group is chaired by the Irish Safety Investigation Authority;
3. The establishment and the management of the following working group:
 - * "Peer reviews" whose members are France, United-Kingdom, Spain, Malta, Germany, Netherlands, Italy and the European Commission. This group will be chaired by the Spanish Safety Investigation Authority;
4. Contribute to the exchange of information related to safety recommendations and replies to safety recommendations through the integration of relevant data into the European Safety Recommendations Database. In addition, ENCASIA will prepare an opinion regarding the access rights to the SRIS database.
5. Work on making progresses regarding the establishment of advance arrangements according to Article 12 (3).

³ Under UNSCR Resolution 1244/1999.

APPENDIX 2: ENCASIA OPINION CONCERNING SRIS



ENCASIA OPINION
CONCERNING
ACCESS RIGHTS TO SAFETY RECOMMENDATIONS
INFORMATION SYSTEM (SRIS) DATABASE

On 20 March 2012, the European Commission sent a letter to the ENCASIA Chairman asking for the Network's opinion on access rights to the Safety Recommendations Information System (SRIS) Database. This opinion will be used to develop a Commission Decision on access rights.

The ENCASIA opinion will discuss any restrictions that may be placed on access and the effects of any Commission Decision in terms of safety improvements and dissemination of necessary safety information.

The members of ENCASIA all agreed that this database is a welcome addition to improving aviation safety and investigations will be strengthened through accessing and referring to previously made safety recommendations. It is also recognised that currently, safety recommendations are published as part of a complete accident investigation report and this is an important difference from a database containing the safety recommendations in isolation.

ENCASIA is concerned that safety recommendations presented without the support of a complete report to the public and the media, are likely to lead to conjecture and misinterpretation, which (at best) place the submitting safety investigation authority (SIA) in a position to have to counteract (erroneous) conclusions drawn and perhaps published by the press. Organisations such as the EASA and some manufacturers who may be the subject to large numbers of recommendations could be particularly adversely criticised. There is additional concern that there is still inconsistency amongst the different ways member states formulate safety recommendations and this should be resolved before full public access is granted.

It is also noted that in recital (1) to the EU Regulation 996/2010, "all efforts should be made to reduce the number of accidents and incidents to ensure public confidence in air transport". Publishing safety recommendations in the isolation of a database may have a counter effect to this if misused by the media.

ENCASIA consider that to be fully effective, the database access should be restricted to the Safety Investigation Authorities, the EASA and the National Aviation Authorities. It is desirable that unrestricted public access should be a long term goal but there are many hurdles to overcome before that is considered practicable. In order to gain experience with working with the SRIS, it is recommended that access rights are further reviewed in 12 months time.


Chairman

APPENDIX 3: WG3 draft specifications for a Resources Management Tool

ENCASIA Resources Management Tool - What is it?

ENCASIA Resources Management Tool

- In accordance with EU Regulation No 996/2010, ENCASIA WG3 shall prepare procedures for requesting and providing help among ENCASIA Member States. This should allow each safety investigation authority to fully perform an investigation, with the assistance of other Member States where relevant.
- This complex task can be accomplished effectively only through a tool that integrates all aspects of the problem.
- The ENCASIA Resources Management Tool is the proposed solution.
- This Tool will be in the form of an online software available to all ENCASIA Members through the ENCASIA Intranet.
- The main components are:
 - a database of shared technical resources, named "Inventory"
 - a database of people and organizations, named "Directory"
 - a tool to manage the initial phase of an investigation (including related requests for assistance), named "Accident"
 - a tool to manage non-emergency requests for technical or human resources, named "Tech/Staff"
 - a tool to manage general requests for advice or information, named "Advice"
- The following slides present the general concept of the software. They contain very basic information and they do not replicate all functions of the tool.

Home
Accident
Tech/Staff
Advice
Inventory
Directory
?

ENCASIA Resources Management Tool

Welcome to the ENCASIA Resources Management Tool

Accident
Accident / Incident Management: open new, search, edit

Tech/Staff
Resource Request Management: open new, search, edit

Advice
Advice Request Management: open new, search, edit

Inventory
Technical Resource Management: add, search, edit

Directory
Directory Management: add, search, edit

?
Help

Latest Changes

Ref. Code	Subject	Created by	Date Open	Status	Date Close	Date Change	Changed By
INV-0075	Inventory: Flight recorder readout facility					28.7.2012	Labman, John
INV-0069	Inventory: Towed Ringer Locator					28.7.2012	Olive, Paul
ACC-0012	A 2016-A900 Transglobal 24.7.2012 Now here	Smith, John	24.7.2012	Open		27.7.2012	Who, Idanrow
DIR-0075	Directory: Chief, Jose ph					26.7.2012	Chief, Joseph
REQ-0027	Infrared Camera	Moran, Mary	24.7.2012	Closed	25.7.2012	25.7.2012	Ita, Irene
ADV-0002	Which Alcraft Performance Analysis Software to buy?	Labman, John	24.7.2012	Open		24.7.2012	Labman, John

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