

AAIA Circular 01/2021

INTERPRETATION ON TERMINOLOGIES

1 Introduction

- 1.1 Annex 13 to the Convention on International Civil Aviation “Aircraft Accident and Incident Investigation” (Annex 13) states the international standards and recommended practices applicable to aircraft accident and serious incident investigation. Chapter 1 of Annex 13 provides interpretation on certain terminologies.
- 1.2 The purpose of this Circular is to supplement the interpretation on terminologies used during an accident investigation process.

2 Interpretations

When the following terms are used during an investigation, they have the following meanings:

- 2.1 **Accredited representative.** A person designated by a State, on the basis of his or her qualifications, for the purpose of participating in an investigation conducted by another State. The accredited representative would normally be from the State’s accident investigation authority.
- 2.2 **Adviser.** A person appointed by a State, on the basis of his or her qualifications, for the purpose of assisting its accredited representative in an investigation.
- 2.3 **Aircraft.** Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth’s surface.

- 2.4 **Causes.** Actions, omissions, events, conditions, or a combination thereof, which led to the accident or incident. The identification of causes does not imply the assignment of fault or the determination of administrative, civil or criminal liability.
- 2.5 **Contributing factors.** Actions, omissions, events, conditions, or a combination thereof, which, if eliminated, avoided or absent, would have reduced the probability of the accident or incident occurring, or mitigated the severity of the consequences of the accident or incident. The identification of contributing factors does not imply the assignment of fault or the determination of administrative, civil or criminal liability.
- 2.6 **Flight recorder.** Any type of recorder installed in the aircraft for the purpose of complementing accident/incident investigation.

Automatic deployable flight recorder (ADFR). A combination flight recorder installed on the aircraft which is capable of automatically deploying from the aircraft.

- 2.7 **Investigation.** A process conducted for the purpose of accident prevention which includes the gathering and analysis of information, the drawing of conclusions, including the determination of causes and/or contributing factors and, when appropriate, the making of safety recommendations.
- 2.8 **Investigator-in-charge.** A person charged, on the basis of his or her qualifications, with the responsibility for the organisation, conduct and control of an investigation.
- 2.9 **Maximum mass.** Maximum certificated take-off mass.
- 2.10 **Preliminary Report.** The communication used for the prompt dissemination of data obtained during the early stages of the investigation.
- 2.11 **Safety recommendation.** A proposal of the accident investigation authority of the State conducting the investigation, based on information derived from the investigation, made with the intention of preventing accidents or incidents and which in no case has the purpose of creating a presumption of blame or liability for an accident or incident. In addition to safety recommendations arising from accident and incident investigations, safety recommendations may result from diverse sources, including safety studies.
- 2.12 **Safety recommendation of global concern (SRGC).** A safety recommendation regarding a systemic deficiency having a probability of recurrence, with significant

consequences at a global level, and requiring timely action to improve safety.

- 2.13 **State of Design.** The State having jurisdiction over the organisation responsible for the type design.
- 2.14 **State of Manufacture.** The State having jurisdiction over the organisation responsible for the final assembly of the aircraft, engine or propeller.
- 2.15 **State of Occurrence.** The State in the territory of which an accident or incident occurs.
- 2.16 **State of the Operator.** The State in which the operator's principal place of business is located or, if there is no such place of business, the operator's permanent residence.
- 2.17 **State of Registry.** The State on whose register the aircraft is entered.
- 2.18 **State safety programme.** An integrated set of regulations and activities aimed at improving safety.

K C MAN
Chief Inspector¹

¹ i.e. the post of Chief Accident and Safety Investigator