



The European Network of Civil Aviation Safety Investigation Authorities (ENCASIA)

Working Groups

EU-ASA AIG Workshop
Dakar, Senegal – May 2024

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European Network of Civil Aviation Safety Investigation Authorities

ENCASIA Core Work Programme

- Working Group 1: Management of Communication
- Working Group 2: Cooperation (incl. Family Assistance)
- Working Group 3: ENCASIA Mutual Support System (EMSS)
- Working Group 4: Planning and Resources
- Working Group 5: Peer Reviews
- Working Group 6: Safety Recommendations
- Working Group 7: ICAO Matters

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European Network of Civil Aviation Safety Investigation Authorities

Working Group 1

NETWORK COMMUNICATION AND INTERNET PRESENCE

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European Network of Civil Aviation Safety Investigation Authorities

Working Group 1 – Management of Communication

Head of Working Group:

The Belgian Safety Investigation Authority

Group members from:

Belgium, France, Hungary, Portugal, Romania and the EC

The objectives of WG 1 are to maintain up-to-date information on the ENCASIA website's public and restricted sections, to increase public awareness of ENCASIA activities, to maintain updated contact lists that could be used to support ENCASIA's mutual support activities, and to share communication Best Practices (including communication with the media) that Safety Investigation Authorities might use following major, complex or high-profile civil aircraft accidents.

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Working Group 1 – Management of Communication

Since 2013
EC, UK, F, HU, PT, BE,
Use of the EC website and IT.
Definition of the internet page on EU website

- ENCASIA publications
 - Work programme
 - Annual report
 - Opinions
 - Leaflet
 - FAQ

- Secured repository for ENCASIA documentation (Circa BC)
 - Plenary Minutes
 - Opinions
 - Working Groups documentation

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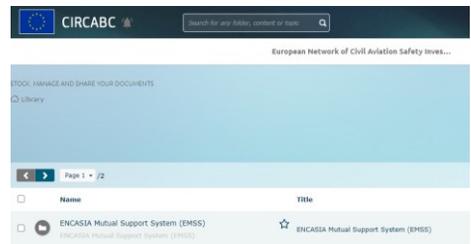
[ENCASIA](#)

Word of the Chairman

John Alibert, Chairman ENCASIA



Dear visitor
Dear network colleagues,
Welcome to the ENCASIA website, designed to provide you with information on the European Network of Civil Aviation Safety Investigation Authorities (ENCASIA).
ENCASIA was established in January 2011 with the entry into force of Regulation (EU) No 996/2010 on the investigation and prevention of accidents and incidents in civil aviation.
Improving aviation safety investigations in Europe and at the international level is all about



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Working Group 1 – Management of Communication

Current Activity

- ENCASIA news on LinkedIn
- Improvement of documentation control.



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Working Group 2

Cooperation

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Working Group 2 – Cooperation

Head of Working Group:

The German Safety Investigation Authority

Group members from:

France, Germany, Hungary, Italy, Romania, Poland, Sweden, EASA and the EC

The objectives of WG 2 are to maintain, update and share the inventory of Best/Good Practice for Safety Investigation Authorities, to prepare processes and short procedures that Safety Investigation Authorities might use during a safety investigation of major, complex or high-profile civil aircraft accident, to maintain the practical guide for investigators and the leaflet addressed to victims and their relatives that facilitates their understanding of the role and the different phases of a safety investigation, and its relationship with other entities involved in dealing with civil aircraft accidents. The working group has also been tasked with the organisation of an internal ENCASIA library of good/best practices on CIRCA BC.

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Working Group 3 – ENCASIA Mutual Support System (EMSS)

Head of Working Group:

The Dutch Safety Investigation Authority

Group members from:

Netherlands, Luxembourg, Portugal, Hungary, Romania, and the EC

The primary objective of WG 3 is to develop the ENCASIA Mutual Support System (EMSS) through which member states' Safety Investigation Authorities (SIAs) can request assistance and support from other member states' SIAs, which is provided on a voluntary basis. The Working Group will also support tabletop exercises with focus on the National Investigation Management Plan (NIMP).

WG 3 do on request organise and run in-country exercises with the purpose to allow Safety Investigation Authorities to exercise and test their National Plans to manage and organise a safety investigation of a major or complex civil aircraft accident.

WG 3 is also the focal point of the ICAO RAIO and ICM Cooperative Platform.

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Working Group 3 – ENCASIA Mutual Support System (EMSS)

The Background and Concept

The EU Regulation 996/2010, Article 6, Cooperation between safety investigation authorities:

1. A safety investigation authority from one Member State *may request the assistance* of safety investigation authorities from other Member States. When, following a request, a safety investigation authority *agrees to provide assistance*, such assistance shall, as far as possible, be provided free of charge.

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Working Group 3 – ENCASIA Mutual Support System (EMSS)

The Background and Concept

The EU Regulation 996/2010, Article 7, ENCASIA:

- e) strengthening the investigating capacities of the safety investigation authorities, in particular by *developing and managing a framework for sharing resources*;
- f) providing, at the request of the safety investigation authorities for the purpose of the application of Article 6, appropriate assistance, including, but not limited to, *a list of investigators, equipment and capabilities available in other Member States* for potential use by the authority conducting an investigation;

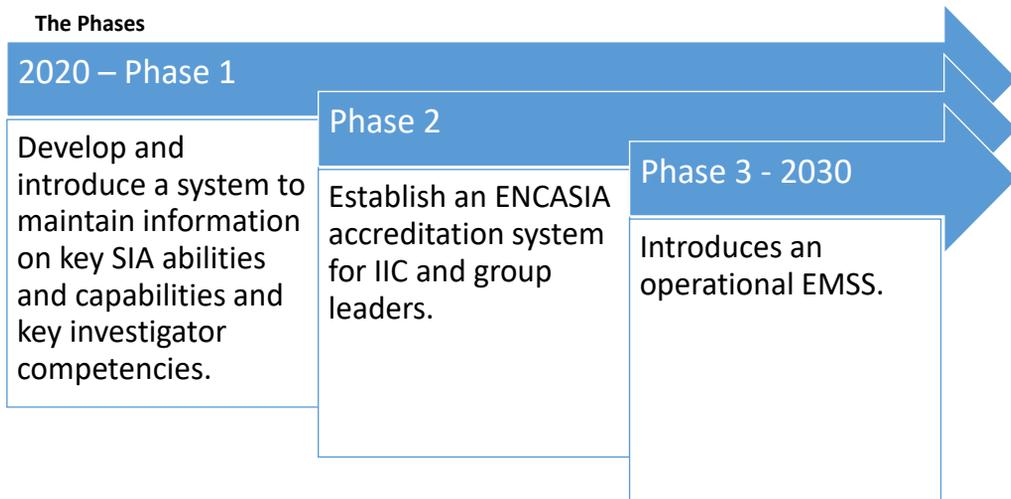
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Working Group 3 – ENCASIA Mutual Support System (EMSS)

The Phases



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Working Group 3 – ENCASIA Mutual Support System (EMSS)

Phases 1

Information System on Key Capabilities and Key Competencies

- Key SIA Capabilities
 - A key SIA capability is a capability not all SIAs possess.
 - E.g. facilities to download FDR/CVR, metallurgy laboratory...

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Working Group 3 – ENCASIA Mutual Support System (EMSS)

Phases 1 – ENCASIA Ressource Map

SIA Ability										Key Capabilities											
IIC/A-IIC				SKILL or GROUP LEADERS						EVIDENCE GATHERING and ANALYSIS						RECOVERY					
MAJOR EVENT	LIMITED CAT EVENT	GA EVENT	Other (*)	OPERATIONS	ENGINEERING(S)/STRUCTURES)	ENGINEERING(S)/STEMS(Avionics)	HAFCS	LAWYER	UA/Us	SMS	CV/DFDR			3D IMAGERY	Memory readout - component level	Metallurgy laboratory	Flight path recon.	CV/FDR UWR Detection	CV/FDR UWR recovery	Wreckage Recovery	tbd....
											NON DAMAGED DOWNLOAD	DAMAGED DOWNLOA D	Full Analysis								

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Working Group 3 – ENCASIA Mutual Support System (EMSS)

Phases 1 – ENCASIA Ressource Map

ENCASIA RESOURCE MAP

Last Update 04-12-2022

				SIA Ability											Key Capabilities										
				ICIA-IC				SKILL or GROUP LEADERS							EVIDENCE GATHERING and ANALYSIS					RECOVERY					
COUNTRY	SIA	CONTACT NUMBER	24	Responsible	MAJOR EVENT				OPERATIONS							CVIDFDR					RECOVERY				
					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
					LIMITED/CAE EVENT	GALENT	Other (*)	ENGINEERING (SIB/STRUCTURED ENGINEERING/RESB (microphone))	HF/CS	LOWPWR	UAWS	SMS	NB DAMAGED DOWNLOAD	DAMAGED DOWNLOAD	Full Analysis	3D IMAGERY	Memory readable - component level	Metallurgy laboratory	Flight path recon.	CVIDFDR Malfunction	CVIDFDR Recovery	Message Recovery	BoA		
LATVIA	TAIB		Y		GT	GT	GT		GT	GT	GT	GT	GT	GT											
LITHUANIA	TAID		Y		CC	GT	GT		GT	GT															
LUXEMBURG	AET		Y		GT	GT	GT		GT	GT	GT														
MALTA	BAJ		Y		GT	GT	GT		GT	GT	GT														
NETHERLANDS	DSB		Y		GT	GT	GT		GT	GT	GT														
POLAND																									
PORTUGAL	GPIAAF		Y		OUT	GT	GT		GT	GT	GT	CC	NO	NO	GT	GT									
ROMANIA	CIAS		Y		GT	GT	GT		GT	GT															
SLOVAK REPUBLIC	AMVA		Y		CC	GT	GT		GT	GT															
SLOVENIA	AMR-AIUJ		Y		CC	GT	GT		GT																
SPAIN	CIAC		Y		GT	GT	GT		GT	GT	GT	GT	GT	GT											
SWEDEN	SHK		Y		GT	GT	GT		GT	GT	GT														
ICELAND (obs)	ITSB		Y		CC	GT	GT		GT	GT	GT														
NORWAY	AEN-SHT		Y		GT	GT	GT		GT	GT	GT														
Kosovo (obs)	AAIC		Y		CC	GT	GT		GT	GT	GT														
Switzerland (obs)	SUST		Y		GT	GT	GT		GT	GT	GT														

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Working Group 4

Planning and Resources

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Working Group 4 – Planning and Resources

Head of Working Group:

The French Safety Investigation Authority

Group members from:

Belgium, France, Luxembourg, Sweden, and the EC

The objectives of WG 4 are:

- to assist ENCASIA in managing the EC grants,
- to undertake the financial, planning and logistical activities required to support the ENCASIA Work Programme
- to coordinate the training activities of ENCASIA

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Working Group 4 – Planning and Resources



The “enlarged” WG4 also follows up the outcomes of the November 2022 ENCASIA Event held in Luxembourg

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Working Group 4 – Planning and Resources

ENCASIA Event on the Relations between Safety Investigation Authorities and Judicial Authorities

Luxembourg, 16-17 November 2022



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Working Group 4 – Planning and Resources

Themes discussed during the workshop & Outcomes

1. Access to evidence
2. Balance test on sensitive information
3. Use of safety investigation reports in court
4. Publication of information during parallel investigations

Outcomes:

- Finalizing Proceedings
- Sharing jurisprudence/advanced arrangements

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Working Group 5

Peer Reviews

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Working Group 5 – Peer Reviews

Head of Working Group:

The Portuguese Safety Investigation Authority

Group members from:

France, Germany, Iceland, Italy, Poland, Portugal, Romania, Malta and the EC

The objective of WG 5 is to develop and implement the Peer Review programme to help Safety Investigation Authorities enhance their safety investigation capabilities. This programme involves both a quantitative approach with data processing as well as a qualitative approach with customized peer reviews.

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Working Group 5 – Peer Reviews

THE CONTEXT



3. In order to achieve the objectives set out in paragraph 2, the Network shall be responsible, in particular, for:

(...)

- (c) coordinating and organising, where appropriate, 'peer reviews', relevant training activities and skills development programmes for investigators;

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Working Group 5 – Peer Reviews

WHAT IS A PEER-REVIEW?

- The assessment of a European SIA undertaken by persons of equal status and similar competence who are currently employed in other European SIAs.
- It takes a holistic view in helping States to meet their obligations rather than ensuring that they strictly follow detailed processes and procedures.
- It is not an audit!

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Working Group 5 – Peer Reviews

OBJECTIVES

1. Assisting each SIA in establishing a capability for the investigation of civil aviation accidents and serious incidents.
2. Verifying that investigations are conducted by a permanent national SIA in an effective and independent manner.

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Working Group 5 – Peer Reviews

OBJECTIVES

3. Encourage effective arrangements for cooperation between SIAs when necessary.
4. Identify and disseminate best practice across SIAs and the harmonization of practices where multiple SIAs are involved.
5. Helping States to meet the requirements of Regulation (EU) No. 996/2010.

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Working Group 5 – Peer Reviews

OBJECTIVES

- IDENTIFY GOOD PRACTICE TO DISSEMINATE
- IDENTIFY OPPORTUNITIES FOR IMPROVEMENT

FINAL GOAL : TO IMPROVE AVIATION SAFETY !

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Working Group 5 – Peer Reviews

SCOPE

1. Organisation
2. Activity
3. Training
4. Resources
5. Investigation process
6. Report preparation and publication
7. Handling safety recommendations
8. Health and Safety of investigators

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Working Group 5 – Peer Reviews

Results – Phase 1

✓ 30 SIAs Peer-reviewed

✓ 85 peer-reviewers

“A process to share experience for the benefit of both parties!”



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Working Group 5 – Peer Reviews

Results – Phase 2

“HOW DO YOU HANDLE A MAJOR INVESTIGATION?”

✓ **Process developed (2021-2023)**

➤ Peer reviews 2023 – 2028

➤ Final report: 2029

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Working Group 6

Safety Recommendations

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Working Group 6 – Safety Recommendations

Head of Working Group:

The Italian Safety Investigation Authority

Group members from:

Austria, France, Germany, Ireland, Italy, Romania, Spain, Sweden, EASA and the EC

Group objectives:

To provide guidance on best practice for the development and processing of safety recommendations.

To provide assistance to ENCASIA in order to achieve an effective management of SRIS2, to ensure compliance with the current EU Regulation framework.

To provide the views and opinions of ENCASIA on developments in occurrence reporting which directly relate to accident and serious incident investigation under Regulation EU 996/2010.

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Working Group 6 – Safety Recommendations

What is a SR? (EU996/2010)

Definition

(15) ‘safety recommendation’ means a proposal of a safety investigation authority, based on information derived from a safety investigation or other sources such as safety studies, made with the intention of preventing accidents and incidents;

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Working Group 6 – Safety Recommendations

What is a SR? (EU996/2010)

Legal references to SR

(17) Safety Recommendations can be issued at any stage of investigation. A safety recommendation shall in no case create a presumption of blame or liability for an accident, serious incident or incident.

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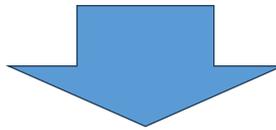
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Working Group 6 – Safety Recommendations

What is a SR? (EU996/2010)

Article 18 EU 996/2010 requires all Member States to place in a central repository:

- Safety Recommendations issued by the Member State
- Responses received by the Member State relating to the Safety Recommendation
- Any Safety Recommendation from a Third country



This system is the **Safety Recommendation Information System (SRIS2)**, part of E2 platform (Occurrence reporting)

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Working Group 6 – Safety Recommendations

<https://aviationreporting.eu/en>

SRIS2

Date Issued	Local SR Number	Originator	Address	Headline	Reference (Internal)	Report Link
15/09/2023	ANRV-5-163-23/1/A/23	Italy (ANVIS)	Italy (ENAC)	To standardize and promote gliders procedures for which takeoff.	IT.SIA-2023-0009	
23/08/2023	IRL20230001	Ireland (CAAS)	EASA	Safety Promotion Campaign	IE.SIA-2023-0001	Link
18/07/2023	ANRV-3-153-25/1/A/23	Italy (ANVIS)	EASA	To reduce the time for completing the certification process for all gliders that fly with a permit to fly.	IT.SIA-2023-0003	
18/07/2023	ANRV-4-152-25/5/A/23	Italy (ANVIS)	EASA	To introduce specific experimental tests, if necessary of crash test type, into the certification process in order to verify compliance with emergency or risk landing requirements.	IT.SIA-2023-0007	
18/07/2023	ANRV-4-152-25/2/A/23	Italy (ANVIS)	EASA	To define the criteria that would be required for linking the certification requirements to the type of flight authorizations that can be granted with a permit to fly.	IT.SIA-2023-0004	
18/07/2023	ANRV-5-152-25/4/A/23	Italy (ANVIS)	Italy (ENAC)	To implement surveillance policies on permit-to-fly gliders to verify that they are being used within the prescribed limitations.	IT.SIA-2023-0006	
18/07/2023	ANRV-7-152-25/3/A/23	Italy (ANVIS)	EASA	To include requirements in CS-23 that can increase the likelihood of survival not only in the event of an emergency or risk landing, but also of an accident that occurs in a setting that is not attributable to an emergency landing.	IT.SIA-2023-0008	
18/07/2023	ANRV-5-152-25/3/A/23	Italy (ANVIS)	EASA	To implement surveillance policies on permit-to-fly gliders to verify that they are being used within the prescribed limitations.	IT.SIA-2023-0005	

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Working Group 6 – Safety Recommendations

SRIS2 Safety Recommendations (as of 20 September 2023)



* Due to Brexit, the UK safety recommendations that have been issued after 2020 are not included in the ECR-SRIS

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Working Group 6 – Safety Recommendations

SRIS2 Safety Recommendations (as of 20 September 2023)



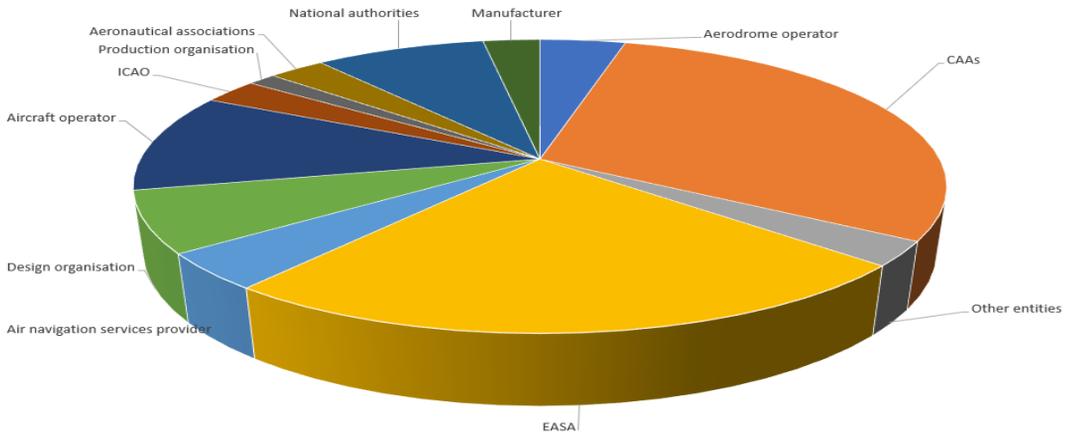
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Working Group 6 – Safety Recommendations

SRIS2 Safety Recommendations addressees (as of 20 September 2023)



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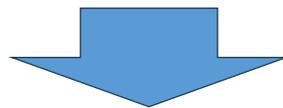


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Working Group 6 – Safety Recommendations

What is a SRUR? (EU996/2010)

... the Network shall be responsible, in particular, for having access to information contained in the database referred to in Article 18, and analyse the safety recommendations therein with a view to identifying important safety recommendations of Union-wide relevance.



SRUR

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Working Group 6 – Safety Recommendations

What is a SRUR? (EU996/2010)

A Safety Recommendation of Union wide Relevance (SRUR) would meet the following criteria:

- The deficiency underlying the SR is *systemic, not related to a specific aircraft type*, operator, manufacturer component, maintenance organisation, air navigation service and/or approved training organisation, and *not solely a national issue*, or;
- There is a history of recurrence across Europe of the relevant deficiency.

*Slightly different from ICAO definition of SRGC in ANNEX13

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Working Group 6 – Safety Recommendations

WG6 Activities

Workshops



Training seminars

SR Stats for ENCASIA annual report

SRIS2 data quality

SRUR analysis

Guidelines



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Working Group 7

ICAO Matters

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European Network of Civil Aviation Safety Investigation Authorities

Working Group 7 – ICAO matters

Head of Working Group:

The Irish Safety Investigation Authority

Group members from:

Ireland, Poland, France, Germany, Malta, EASA and the EC

This Working Group (WG) was created during the 22nd Plenary Meeting of ENCASIA in March 2021.

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Working Group 7 – ICAO matters

Aims:

- Coordinate ENCASIA views to help EU Member States in responding to ICAO State Letters when there are proposals for updates or amendments to Annex 13.
- Maintain and update a mapping of Regulation (EU) No 996/2010 against Annex 13. This would be used:
 - when a Member State is be audited by ICAO, or
 - to update the Electronic Filing of Differences (EFOD) online system provided by ICAO. (iaw Chapter 3.2 ICAO Doc 10055: Manual on Notification and Publication of Differences)

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Working Group 7 – ICAO matters

- The WG would also assist in identifying areas in Annex 13 for which Regulation (EU) No 996/2010 alone does not ensure full compliance and where other SIA procedures or updates in national law might be needed.
- This results in common joint recommended guidance for a specific State Letter, which would not be binding on, but would provide assistance to, Member States.
- Member States will submit individual responses to ICAO. Any differences from the WG guidance will be notified to the Chair of ENCASIA.

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Working Group 7 – ICAO matters

A Six Phase Process:

- Phase 0: SL issued by ICAO
- Phase 1: Notification to ENCASIA Members by ENCASIA Secretariat
- Phase 2: Draft ENCASIA recommended response to ENCASIA Members by WG7
- Phase 3: SIA comments and reactions to ENCASIA Secretariat/WG7
- Phase 4: Preparation of final recommended response by WG7
- Phase 5: SIA to coordinate nationally

TIMELINES:

PHASE	0	1	2	3	4	5
Activity	SL issued by ICAO	Notification to ENCASIA Members by ENCASIA Secretariat	Draft ENCASIA recommended response to ENCASIA Member by WG7	SIA comments and reactions to ENCASIA Secretariat/WG7	Preparation of final recommended response by WG7	SIA to coordinate nationally
Turnaround time	0	<= 1 week =>	<= 4 weeks =>	<= 2 weeks =>	<= 2 weeks =>	<= 4 weeks =>
Timeline	0	1	5	7	9	13
===== +/- 13 weeks (approx. ICAO deadline for replies) =====>						

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Aims and Objectives of ENCASIA

Effective
Independent
Investigations
through



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Thank You
for your attention!