

MESSAGE FROM THE DIRECTOR

I am pleased to present the BEA's strategic plan for the period 2023-2027. It builds on the 2018-2022 strategic plan and was drawn up after discussions involving all BEA personnel. Its content clarifies and prioritises the BEA's objectives concerning its safety mission.

The BEA already has both national and international recognition through its actions, results and independence in conducting in-depth and quality investigations. Its raison d'être is to have the capabilities and know-how to conduct a major investigation such as that into the accident to flight AF447. However, this is not its day-to-day work, which mainly involves general aviation investigations and investigations into serious incidents in commercial aviation, as well as a high level of international activity.

The 2023-2027 strategic plan is rooted in a context marked by a succession of crises that have been impactful on the aeronautical system and on the BEA. In terms of international civil aviation, we can mention the crisis linked to the Boeing 737 MAX accidents and their worldwide flight ban, as well as the in-flight destruction by a missile of a 737 in Iran (flight PS752 in January 2020). In geopolitical and health terms, the COVID-19 crisis, the impacts of climate change and the war in Ukraine have had and will continue to have major repercussions on air transport. The aeronautical ecosystem has nevertheless shown resilience, with activity in 2023 almost back to 2019 levels.

This strategic plan puts this complicated context into perspective with a regulatory framework that continues to evolve. It must also take into consideration limited resources, technical innovations and the expectations of society.

The BEA's regulatory framework is principally structured around 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. This Regulation was amended in 2018 when Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 was adopted. It is now possible not to systematically open a safety investigation for certain aircraft, when no one has been fatally or severely injured and in view of the lessons to be learned to improve aviation safety¹.

¹ Chapter 1 on the BEA's regulatory framework provides further details on this new flexibility clause.

The societal, political, media and legal context evoked in the 2018-2022 strategic plan continues to grow in importance. In April 2022, a relatively minor event to flight AF011 that occurred on the approach to Paris-CDG triggered a wave of media attention, with speculations immediately being made about cyber security or the flight controls. This event gives an idea of the societal and media impact that another accident on a scale similar to that of flight AF447 would have.

In addition, the emotional context linked to air disasters was given media coverage during the nine-week trial of flight AF447, which took place 13 years after the accident and placed the families of the victims at the centre of the hearings.

The BEA has continued to acquire resources that are adapted to its needs. The construction of the new materials laboratory and IT area, and the acquisition of a new tomography machine, will help to strengthen its technical capabilities and improve its work environment. This work and future investments, including the reconstruction of the recorder laboratory and the thermal renovation of the building, are driven by the various departments concerned and provide a concrete illustration of the BEA's desire to achieve excellence.

The work of the previous strategic plan led the BEA to reformulate its mission to better shed light on the importance of its international activity and its actions in a context of generalisation of safety management systems and approaches based on risk management. This mission remains unchanged and serves as a compass for its staff, whose motivation and skills lie at the heart of the BEA's projects.

Rémi Jouty, *Director of the BEA*



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FOREWORD

Aviation safety is an integral part of the aeronautical system, particularly in the area of air transport where society's expectations remain extremely high. In order to maintain an acceptable safety level for the public, the aeronautical system has always endeavoured to continuously improve flight safety.

Safety investigations are also a means for having an unbiased and neutral assessment of the effectiveness of the organisation and procedures of the civil aviation safety system. They constitute a fundamental element of the aeronautical system, materialised by the validated data and lessons that are supplied to decision makers within the aeronautical ecosystem, and the issuing of safety recommendations that encourage measures to be taken to improve safety.

In this respect, an investigation is not only essential for aviation safety, it is also a factor of stability. An immediate and satisfactory reaction to aviation disasters maintains the public's confidence in the quality of the civil aviation safety system. The credibility of the process depends on an independent and effective investigation carried out by qualified teams, and the quick and impartial release of information about the investigation's progress and its conclusions.



1) THE BEA

The BEA is a Government Agency with National Authority, administratively placed next to the French General Inspectorate for the Environment and Sustainable Development (IGEDD). It has its own operational programme budget. It is supported by the French civil aviation authority, in particular regarding the management of its staff, who are paid by the special budget for civil aviation providers (BACEA).

Over the course of its history, the BEA has developed an expertise and technical capabilities, which place it with the world leaders in the area of safety investigations, in terms of exposure, experience and activity. France's international obligations in the civil aviation field entail the appointment by the BEA of an (ACCREP²) for the accidents and incidents that occur across the world when France has responsibilities as the State of Registry, State of the Operator, State of Design or State of Manufacture.

Each year, the BEA opens more than a hundred investigations following accidents or incidents in commercial air transport, general aviation and aerial work occurring in French departments and territories. Furthermore, the BEA participates in around 150 foreign investigations as a representative of the State of Design, Manufacture, Registry and/or the Operator for all types of aircraft (helicopters and light and heavy aeroplanes). The high level of activity of the BEA in the international field reflects the vitality of the French aeronautical sector.

To carry out its missions, the BEA has a staff of 90, including around 60 investigators.

Regulatory framework

European Regulation (EU) No 996/2010 follows on from the Chicago Convention and its Annex 13 by integrating their definitions of the fundamental notions and their main "standards and recommended practices". It establishes the authority of the safety investigation bodies and their national character, institutes a network grouping these authorities³ and organises the participation of the European Aviation Safety Agency (EASA) and the national civil aviation authorities of the Member States in investigations. It also sets out new procedures for the exchange of information between those involved in aviation safety, and between the latter and the public. It gives the investigation authority a key role in providing information to victims of air accidents and their relatives.

The general principle of this regulation is that every accident or serious incident in the field of civil aviation shall be the subject of a safety investigation in the Member State in which the accident or serious incident occurred. This requirement applies to all manned and unmanned (drones) aircraft, except those listed in Annex I of Regulation (EU) No 2018/1139 (the aircraft listed in this Annex are mainly non-certificated aircraft: microlights, "historic" aircraft, etc.).

² ACCREP: the term ACCREP refers to France's international obligations and to the appointment by the BEA of an Accredited Representative for accidents and incidents that occur across the world when France has responsibilities as the State of Registry, State of the Operator, State of Design or State of Manufacture. When French citizens are among those fatally or severely injured, France may also be asked to participate in the investigation.

³ Article 7 of Regulation (EU) No 996/2010 establishes the European Network of Civil Aviation Safety Investigation Authorities (ENCASIA).

Since the 2018 amendment, however, exemptions are provided for: *“the responsible safety investigation authority may decide, taking into account the expected lessons to be drawn for the improvement of aviation safety, not to initiate a safety investigation when an accident or serious incident concerns an unmanned aircraft for which a certificate or declaration is not required [...] or concerns a manned aircraft with a maximum take-off mass less than or equal to 2 250 kg, and where no person has been fatally or seriously injured.”*

The Code of Transport and the Civil Aviation Code establish in French law, the legislative and regulatory provisions relating to the organisation of investigations, the status of the BEA and the prerogatives of the BEA Director and BEA investigators.

Independence

Article 4 of Regulation (EU) No 996/2010 of 20 October 2010 and Article L1621-7 of the French Code of Transport guarantee the independence of the BEA, by ensuring in particular, that there is no conflict of interest.

It is written in law that the BEA acts completely independently and shall neither receive nor seek instructions from any authority or body whose interests might conflict with the mission entrusted to it.

Decree No 2014-530 dated 22 May 2014 clarifies this independence by providing the Director of the BEA with specific guarantees as regards his status: Article R1621-6 of the Code of Transport gives the Director a five-year mandate; Article R1621-2 gives the Director complete control over BEA's expenditure and personnel; Article R1621-3 gives him complete freedom to determine the investigation scope and the methods of each safety investigation; Article R1621-4 confers on him the power to organise the BEA's participation in foreign investigations. In addition, Article L1621-17 empowers the Director to make public statements regarding the progress of investigations.

A safety investigation is carried out with the participation of technical advisers, who are mainly from the regulatory authorities, the operator, aircraft manufacturers and equipment manufacturers. The latter provide the BEA with useful elements for the progress of the investigation. The technical advisers have access to safety data that allows them to take corrective measures as soon as possible when imminent dangers are identified.

Cooperation

The BEA cooperates with other national or international organisations without this affecting its independence. In particular, the DGAC has a role in channelling⁴ its funding. In addition, the implementation of a staff recruitment process, via a system shared with the DGAC, has the advantage of providing more career opportunities for BEA staff. The BEA also uses a number of logistical tools that are shared with the DGAC, in order to optimise the quality and effectiveness of the support that it requires for its mission.

⁴ The term "channelling" illustrates the fact that the BEA benefits from the financial structures of the DGAC while retaining its budgetary independence.

As an investigation authority with a wealth of experience and capabilities recognised in Europe, the BEA actively participates in the activities of the European Network of Civil Aviation Safety Investigation Authorities (ENCASIA), particularly in terms of technical assistance and management of the network's finances.

Public relations

The BEA's safety messages are primarily aimed at those who have the capacity to influence air safety. The reports are also made public to explain the results of the investigations opened after each accident or serious incident and to convince people of the relevance of their conclusions. Furthermore, the BEA is in direct contact with the victims of air accidents and their relatives. Where necessary, it provides them with validated information and explanations before the official statements are released, in accordance with regulations.

Databases

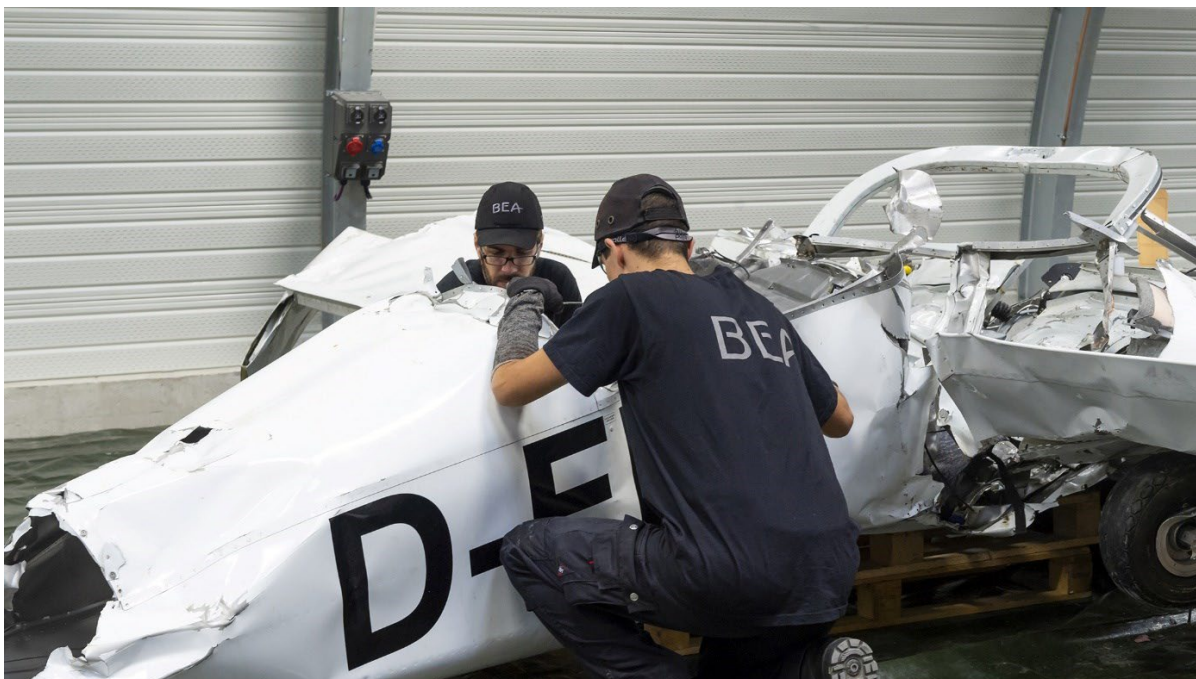
The BEA uses a database holding the accidents and incidents which it has recorded over the last forty years. The information contained in this database is essential for structuring the investigation data collected and for carrying out safety analyses and studies to better identify and quantify risks or trends. The BEA also has access to other databases, in particular those shared by institutions such as ICAO, EASA or the DGAC, which enable it to make use of information and events of all kinds.

The BEA has processes for validating its data and methodologies to make rigorous use of it and develop safety messages.

Safety actions

Investigation reports, safety studies, safety recommendations and safety promotion activities are the BEA's feedback messages that aim to convince the various stakeholders to take safety action.

The BEA is not a regulatory authority. Its sole aim is to prevent accidents without apportioning blame or liability.



2) MISSION

Continue to improve air safety and maintain the public's confidence by means of safety investigations and studies carried out in an independent, effective and impartial manner.

Contribute to the quality and objectivity of the investigations carried out abroad in which the BEA participates, at least with respect to the French entities involved.

Capitalise on and promote the safety data and lessons learned by the BEA to prevent future civil aviation accidents.

3) BEA'S VALUES

Respect

Mutual RESPECT is the starting point for the listening and dialogue that enable a constructive relationship to be established, in all situations, between BEA staff and their contacts, partners and stakeholders.

Integrity/Impartiality

INTEGRITY is the fundamental value shared by the women and men who contribute to the BEA's mission. Their high standards of honesty, integrity and loyalty guide their commitment and inspire the respect of those they are in contact with. IMPARTIALITY prevails in the performance and exemplarity of the BEA's mission.

Adaptability

ADAPTABILITY is part of BEA's culture, linked to the very nature of its activity, with each investigation involving the unknown, the new and the unexpected.

Curiosity

CURIOSITY is part of the personality and professional qualities of BEA staff: open-mindedness, determination, a critical mind and motivation give rise to innovative actions that serve the BEA's mission.

Determination

DETERMINATION underlies the pugnacity, tenacity and the will to succeed, to bring each investigation to a successful conclusion.



4) CHANGES IN THE CONTEXT

Air traffic growth, COVID-19 and the environment

The work of the previous plan (2018-2022) took place during a period of strong growth and development in air traffic. The COVID-19 pandemic changed this growth and disrupted working habits (for example, by generalising working-from-home).

Today, environmental pressures at national and international level are leading to uncertainties about the future of aeronautics (CO2 quotas, bans, etc.) and are forcing the aeronautics industry to make unprecedented efforts in technological research and development to reduce its environmental impact, despite continuing strong demand for air travel. The development of aviation must also adapt to the combination of budgetary constraints (restrictions), economic constraints (inflation, environmental constraints) and political constraints (war zones). The attractiveness of the air transport sector and the motivation of BEA staff may be affected by the contradictions between the growth in activity and its difficult-to-contain environmental impact.

The BEA's mission remains focused on promoting air safety, not aviation itself. Debates on the environmental impact of the aeronautical sector do not call into question the BEA's investigation policy.

The social and informational dimension

At a time when society is becoming increasingly distrustful of the authorities, be they health, scientific, judicial, etc., the expectations of society following an accident or incident remain very high, if not higher. Since the accident to the Germanwings' Airbus A320 in March 2015, during the period of the 2018 - 2022 plan, the BEA did not have any direct exposure to a major commercial air transport accident at national level. However, it must remain prepared to manage such exposure.

The last few years have also seen a step up in the development of social networks, which provide access to information and dissemination in real time, and offer a channel for crisis communication to the authorities. These same networks are disseminating a growing volume of information that may be accurate, approximate or, on the contrary, false, sometimes with disinformation strategies likely to interfere with the authorities' communication, for example following a major accident.

The BEA has worked in a favourable context in recent years. Its international reputation and renown were enhanced by its involvement in the high-profile investigations into the Boeing 737 Max in Ethiopia and the 737 shot down in Iran, for which the recorders were analysed by the BEA. The BEA's international reputation has been particularly strengthened by investigations involving Boeing aircraft, which have benefited from the BEA's indisputable neutrality.

In addition, the ICAO audit rating for the "conduct of safety investigations"⁵ has reached 100% since 2020, further cementing the BEA's reputation of excellence.

⁵ Of the 187 Member States that have been audited by ICAO, only three countries have a 100% AIG (accident investigation) score: France, Ireland and Singapore. AIG's worldwide average on these issues is 54.25%.

However, it is important to temper this image and remain humble, because on the one hand, the audits reflect the situation at a specific moment in time in a changing context and on the other hand, the BEA has no recent experience of conducting a major investigation with high stakes for French manufacturers or high political and media attention.

The BEA's policy regarding communication with the public, the families of victims, the authorities, political bodies and the aeronautical community must therefore remain a priority.

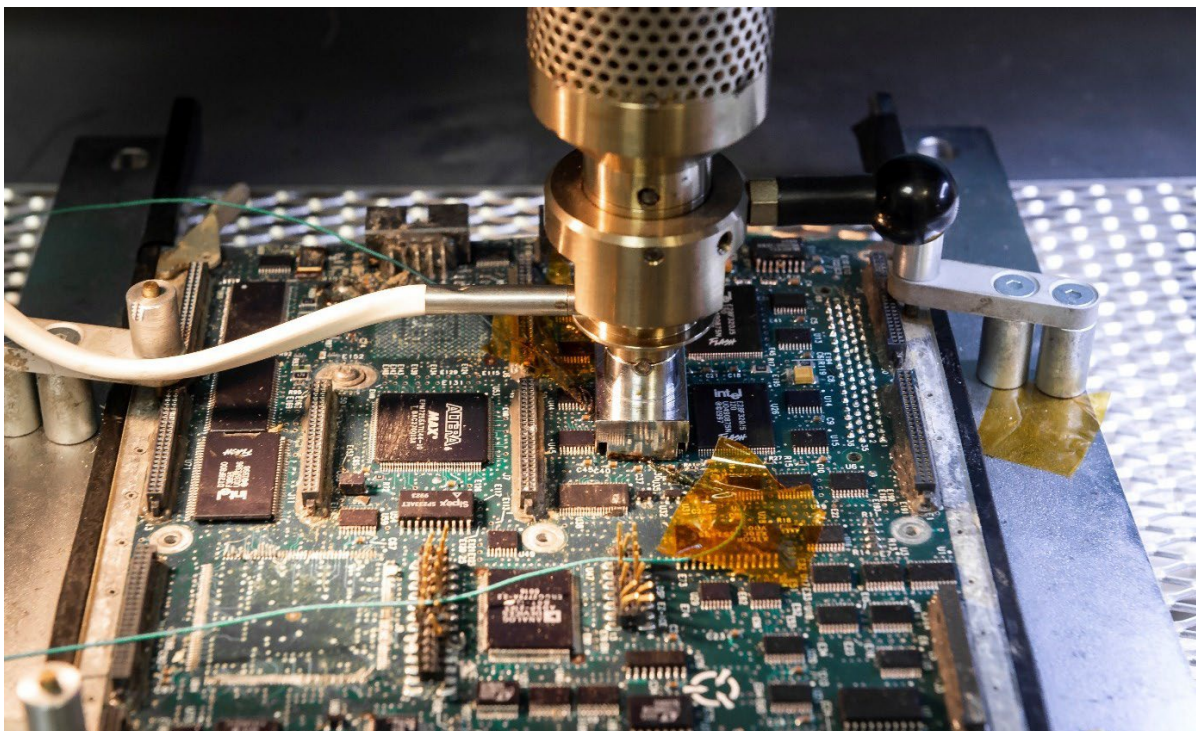
Position of the BEA at European and international level

The BEA has been, and continues to be, at the centre of European and international discussions, with a strong presence within the European Union Network of Civil Aviation Safety Investigation Authorities (ENCASIA), the ECAC European Experts Group (ACC), the ICAO International Accident Investigation Experts Panel (AIG Panel), and the European Society of Air Safety Investigators (ESASI).

The ENCASIA network is a central element of the European Union's system for conducting safety investigations in Europe and all over the world. An agreement has been signed between the ENCASIA network and the BEA, enabling the ENCASIA to entrust the BEA with the management of its finances. Its implementation will help to keep the BEA at the centre of European cooperation in future investigations.

Internal context - Support functions

The plans to pool support functions within the DGAC led the BEA to review the organisation of its own support functions in order to adapt to new staffing constraints. This has resulted in some staff being called upon to be more versatile and take on a greater workload. In order to maintain motivation and cohesion, the BEA must focus in particular on continuing to foster teamwork between its entities working together within the framework of the BEA's mission.



5) ORIENTATIONS OF THE STRATEGIC PLAN

The orientations of the BEA's strategic plan are based on the continuity of the BEA's safety mission in the context described above. They are expressed by ambitions which come within the sphere of this mission and which resulted in the definition in-house, of the following three topics:

- A. Live and work well together
- B. BEA's actions and society's expectations
- C. Development and management of resources at the BEA - Institutional position of the BEA

The term "project" was used in the work of the 2018-2022 strategic plan. This new strategic plan uses the word "topic" to guide its work over the period 2023-2027.

These topics (summarised below) support the BEA's ambitions, which are described in [chapter 6](#).

TOPIC A:

Live and work well together

This topic was already part of the 2018-2022 strategic plan, but the context has changed. The previous plan's "live and work well together" project has not entirely prevented suffering in the workplace. The lockdowns and vaccination campaigns introduced during the COVID-19 pandemic caused stress and frustration for many staff. At the same time, working from home (initially forced, then voluntary) generated expectations (generalising of working-from-home) and a major change in collective work (remote or face-to-face activities).

TOPIC B:

BEA's actions and society's expectations

This topic relating to the BEA's actions in an evolving context of high societal expectations revolves around an assessment of the investigation policy first introduced in 2015, and the enhancement and impact of the BEA's publications in French and English, in particular via the website. This also applies to technical assistance, technology watch actions or new methodological developments, the protection of confidential data, the impact of the BEA's productions on its safety and reputation, etc., and assessment thereof against the associated workload.

TOPIC C:

Development and management of resources at the BEA - Institutional position of the BEA

In a context of limited resources, this topic looks at the management of financial and human resources, as well as at the institutional position of the BEA. To this end, it is placed within the European framework of safety investigations by considering greater cooperation with national investigation bodies of other modes of transport and a possible change in the legal status of the BEA.

As was the case when the previous strategic plan was drafted, the question of legal status was raised again, with a study of the advantages and disadvantages of such a change. The BEA is a Government Agency with National Authority "placed next to the IGEDD", which represents an administrative singularity. This is not an obstacle to its development.

6) BEA'S AMBITIONS

The ambitions of the BEA described in this section reflect the continuity of the strategic plan of previous years and the directions given in this update.

Continue to have motivated, skilled staff whose expertise is acknowledged internally and externally

For the BEA, teamwork, staff motivation and internal relations between its various entities are paramount. The highly technical nature of its mission and the variety of areas covered underline the importance of recruiting and integrating staff, as well as the challenges of training (Topic A).

Internal cohesion: strengthen the sense of belonging to the BEA team

The BEA, which has to operate all over the world without warning, needs highly operational support functions despite a stretched workforce. Particular attention is paid to the shared understanding of the missions, needs and constraints of each BEA entity. This cohesion remains one of the priority objectives of the strategic plan.

The BEA has introduced a new organisational structure, calling on greater versatility from most of the General Secretary staff. These changes, which require some personal effort, teaching skills and training within the department, are designed to maintain the operational readiness of the support functions and the fluidity of relations between staff (Topic A).

Make the BEA more attractive and strengthen the recruitment process

The jobs associated with BEA investigations are out of the ordinary and exciting, but it can be difficult to stay motivated over the long term, especially in the case of understaffing. There are also new expectations regarding the place of work, as the BEA's location at Le Bourget is less attractive than other locations outside of Paris. The BEA endeavours to understand the motivations of staff leaving the BEA in order to draw the appropriate lessons.

The BEA has introduced an attractive teleworking policy based on trust and mutual commitments. For its operational needs, its staff must exercise it at a reasonable distance from their administrative office.

The BEA endeavours to understand the potential changes in the expectations of the target profiles it seeks to recruit, and to be ready to question the conditions of work organisation it can offer, in order to continue to attract the talent it needs, and to retain this talent for a reasonable period of time, given the time and resources it has to devote to training.

In addition, the recruitment process has been strengthened to enable the BEA to seek out and select the most suitable profiles for each position (Topic A).

Face up to environmental challenges

Climate change has become a major priority at national, European and global level. The national framework for energy transition and the increasing scarcity of resources mean that the BEA and its staff have to use the resources available to them as effectively as possible.

It also involves the BEA committing to the thermal renovation of its buildings and to a process of sustainable change in technical resources, habits and behaviour, adapted to the specific context of its activity. Daily actions and projects to promote energy efficiency and combat waste will be proposed and developed (Topic B).

Aim for excellence in the BEA's actions in France and abroad

The goal is to control the quality and time to carry out the investigations led by the BEA and publish its reports, as well as the quality of the BEA's contribution to foreign investigations.

As part of the 2018-2022 strategic plan, priorities focused on controlling the time to publish investigation reports, given the associated workload and the assigned priorities. The investigation policy has been stabilised since 2018, with the possibility of no longer systematically appointing an accredited representative for certain occurrences abroad and reported to the BEA. The initial aim was to lighten the investigators' workload and openly assume the fact that the BEA was not involved in certain investigations conducted by a foreign organisation. This has helped to improve the follow-up of cases in which the BEA has chosen to remain involved (Topic B).

Investigation policy - Implement an activity continuity plan

The average workload associated with the investigation policy has proved to be balanced in recent years, managing to maintain a high level of expertise and knowledge while meeting the expectations of society and the aeronautical community. However, if a major event occurs in France or several major events occur abroad, a large number of resources may be mobilised over a period of time. In such a situation, the BEA will adapt its investigation policy according to an activity continuity plan (ACP). The objectives of this plan are to:

- maintain minimum/regulatory operation (covering duty hours, opening mandatory investigations as a minimum);
- maintain an acceptable level of quality (investigating interesting areas in greater depth, issuing recommendations) and a reasonable stock of investigations.

As part of the ACP, the BEA will therefore continue to manage the selection and depth of safety investigations as effectively as possible. This will also be supported by external communication actions, both to the general public and to aeronautical stakeholders (Topic C).

Coordinate the selection and thoroughness of investigations

In order to optimise the use of its resources, and to give a certain priority to the handling of serious incidents in commercial air transport, the BEA must also respond more assertively to the question of the proportion between general aviation and commercial aviation investigations. The assessment parameters/tools concern in particular, the methodology for classifying incidents, as well as identifying investigations with a low foreseeable involvement. The aim is to select, as far as possible, the technical examinations and work to be carried out according to the circumstances of each event, in particular for light aviation, so as to carry out only those examinations that provide the prospect of improved safety. The advantages will consist in producing the final investigation report more quickly, continuing to respond to societal issues without disrupting its investigation policy, while remaining attentive to the quality of the investigations that the BEA conducts. (Topics B and C).

Invest further in investigations into commercial aviation incidents

A new management of resources, a better assessment of the depth of work required for the investigations opened or a better matching of the level of investment in foreign investigations should make it possible to increase investment in investigations into commercial aviation incidents and to go into greater depth in certain investigations that can potentially give rise to safety lessons. It should be remembered that the workload associated with investigating these incidents is always high due to the volume of data available and above all the number of stakeholders involved and their complex interactions.

In addition, it is more difficult to restrict the scope of the investigation and the length of the associated report to a single line of analysis that can be easily used by the operators' flight safety entities.

The BEA aims to identify incidents where there is a potential benefit in conducting a safety investigation, in continuing investing in these investigations to draw safety lessons from them and in using them to produce results (investigation reports, safety studies, recommendations) in a relevant form and with a convincing argument (Topic C).

Strengthen relationships with the BEA's general aviation partners

In GA, the BEA's ambition is to be a key reference in accidentology. With the French general aviation activity constituting around half of all the European activity, the BEA has a wide view of this sector and can produce significant data regarding its accidentology. Since 2015, the BEA's GA investigation policy has gone beyond regulatory obligations by investigating fatal accidents involving non-certificated aircraft (mainly microlights).

The BEA aims to make better use of the GA reports and statistics for the benefit of its partners, which include the DGAC, EASA, pilot federations and the specialist press. To this end, the BEA's partners will be consulted and questioned about their expectations and their perception of the added value of the BEA within the framework of its current investigation policy. Areas for development include improving the topic-based presentation of the data collected on the website, by classifying it by topic for better statistical use. The BEA will continue to participate in joint actions to promote aviation safety (Topic B).

Inform the relatives of air accident victims

Taking into account the expectations of the families of victims from the outset of an investigation (and right up to the publication of the final report) remains a key concern for the BEA.

In the case of a commercial air transport accident, the BEA will establish a relationship with the victims or their relatives as soon as possible after the accident to inform them of the progress of the investigation and to gain their trust.

In the case of fatal accidents in general aviation, contact with the families of victims is not systematic and the expectations of families vary. Initial contact may be made by the investigator in charge, as part of the gathering of statements or information.

The BEA will use feedback from its staff to continually improve its procedures.

Maintain the BEA's international standing as a Centre of Excellence in safety investigations and studies

At global level, the BEA has a unique position that gives it a global view of the Airbus aeroplane and helicopter fleets and of other products of French design or manufacture (ATR, Daher-SOCATA, Dassault, SAFRAN, etc.). It thus has validated data to use and enhance the safety lessons from foreign investigations.

Thanks to its credibility and global vision, the BEA is thus able, on a case-by-case basis, to put into perspective the safety risks that it has itself identified in the course of its investigations and publish reports or studies with safety recommendations to prevent these risks (Topic B).

Safety reports and recommendations to convince

The investigation must be conducted with the aim of producing a report that is convincing and relevant to readers, while taking societal expectations into consideration.

The priority reader remains the "aviation safety stakeholder", but the perception of the report by other interested readers must not be neglected as their reactions could have an impact on its credibility.

With respect to analyses and recommendations in particular, the BEA must also consider the growing importance that the aeronautical sector gives to the notions of risk management, safety management systems and systemic analyses.

This implies substantiating most of our safety recommendations with a demonstration that goes beyond the failure observed in the single event under investigation, and is instead based on several events linked to the systemic failures identified.

These safety recommendations must also be carefully targeted: too many recommendations that do not produce results may ultimately have a negative impact on the influence of the BEA in the long term, and the opposite could, for example, be perceived as the BEA giving up on promoting safety actions.

Strengthen cooperation with other French investigation bodies

The investigation bodies for all modes of transport and the BEA IR (Industrial Risks) regularly discuss common issues. These discussions cover, for example, the gathering of statements, analysis methodologies, relations with the judicial authorities when parallel investigations are carried out, etc.

In addition to sharing experiences, procedures and methodologies, there are also plans to strengthen this cooperation by making the reciprocal access to human and technical resources routine. The investigation bodies of other modes of transport are also part of European networks of safety investigation authorities in their respective fields, similar to the ENCASIA. The sharing of best practices, such as peer reviews, also occurs at European level with other modes of transport (Topic C).

Continue to be a leader at European level

The BEA, as one of the leading European investigation bodies, is very active in the ENCASIA network. European citizens have high expectations regarding the management of a major accident, irrespective of the country of occurrence within the Union. The members of the ENCASIA network are developing a European capability for managing a major investigation by setting up a mutual-support system (EMSS). This will result in particular, in the setting up of shared practices and processes, better mutual understanding, intra-European training programmes, etc. The experience and capabilities of the BEA mean that it can make a considerable contribution to this measure, and it is endeavouring to ensure that other European investigation authorities also play their part.

The agreement signed between the ENCASIA and the BEA, transferring the management of ENCASIA finances to the BEA, contributes to securing the BEA's place at the centre of European cooperation in the field of safety investigations (Topic C).

Moreover, each year, the BEA runs a training course on conducting investigations into commercial air transport events. This training course, in English and offered in the ENAC catalogue, was delivered to BEA investigators, manufacturers and staff from other investigation authorities in Europe and around the world.



GLOSSARY

ACC	Group of accident investigation experts of the ECAC
ACCREP	ACCredited REPresentative
BEA	French civil aviation safety investigation authority
ACP	BEA's Activity Continuity Plan
DGAC	French civil aviation authority
EASA	European union Aviation Safety Agency
ECAC	European Civil Aviation Conference
EMSS	ENCASIA Mutual Support System
ENCASIA	European Network of Civil Aviation Safety Investigation Authorities
GA	General Aviation
IIC	Investigator In Charge
IGEDD	French General Inspectorate for the Environment and Sustainable Development
ICAO	International Civil Aviation Organisation
SMS	Safety Management System
SSP	State Safety Program



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