



International
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Международная
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Ref.: AN6/42 – 25/19

9 April 2025

Subject: Expansion of the validation scope of the ICAO
Occurrence Validation Study Group (OVSG)

Action required: a) States or International
Organizations (IOs) with no member of OVSG to
nominate a member or a Point of Contact; b) States or
IOs with an existing member to verify their membership

Sir/Madam,

1. I have the honour to advise you of some new developments for the International Civil Aviation Organization (ICAO) Occurrence Validation Study Group (OVSG). The OVSG was formerly known as the Safety Indicators Study Group (SISG) that was established in 2001. Using the ICAO accident/incident data reporting (ADREP) taxonomy, the OVSG reviews and validates the ADREP reports submitted by States in accordance with the reporting requirements in Annex 13 — *Aircraft Accident and Incident Investigation*. The work of the group is focusing on commercial air transport to produce an agreed dataset of global accidents and serious incidents with validity, reliability and quality.

2. The deliverables of the OVSG enables the Organization to measure the progress made towards the achievement of the goals and targets presented in the ICAO Global Aviation Safety Plan (GASP). It also contributes to the contents in the ICAO Annual Safety Report; and data-driven decision-making such as, the prioritization of the Universal Safety Oversight Audit Programme (USOAP) activities and the development of Standards and Recommended Practices (SARPs) by other ICAO expert groups.

3. The OVSG conducts its work through annual in-person meetings in February and teleconferences at other times, if and when deemed necessary. The post-meeting verification of data and information identified during the validation process at the meetings is conducted through the OVSG members and the Points of Contact (PoC) nominated by States of Occurrence as defined in Annex 13.

4. During its last annual meeting, held in Montreal from 11 to 13 February 2025, the study group agreed to expand the current validation scope from a maximum mass of over 5 700 kg to 2 250 kg, in alignment with the Annex 13 reporting requirements in Chapter 4. *Notification* and Chapter 7. *ADREP Reporting*; and to cover future-type operations such as remotely piloted aircraft systems (RPAS) and electric vertical take-off and landing aircraft (eVTOL), taking into consideration that the aviation

technologies are rapidly evolving and the aviation systems are becoming more and more complex. The updated terms of reference for the study group are contained in Attachment A.

5. In light of the foregoing, may I invite you to inform me, by **4 June 2025** for States and international organizations (IOs) with no current member in the group, whether your government or organization is willing to make an expert available for the OVSG membership or a PoC available for the OVSG post-meeting verification and, if so, to provide the name, telephone number and email address of the nominee with a brief description of his/her background and current position to AIGInbox@icao.int. For States or IOs with an existing member in the study group, I invite you to verify your membership taking into consideration the updated OVSG terms of reference in Attachment A. As the nominated expert may only have expertise in one of the technical disciplines, he/she may be supported by advisors from other disciplines as described in the OVSG terms of reference, as needed.

Accept, Sir/Madam, the assurances of my highest consideration.

Juan Carlos Salazar
Secretary General

Enclosures:

- A — ICAO OVSG Terms of Reference (English only)
- B — ICAO ADREP Taxonomy (English only)

**TERMS OF REFERENCE FOR THE
OCCURRENCE VALIDATION STUDY GROUP (OVSG)**

Background	<p>AIG Divisional Meeting/1999 (Recommendation 2/1 – ADREP¹ data analysis) recommended establishing a group of experts to develop safety indicators and analyze accident data. It was agreed that one group of experts would carry out both tasks.</p> <p>Accordingly, the Safety Indicators Study Group (SISG) was established in 2001. During initial meetings, a general agreement was reached to produce an agreed dataset of accidents and serious incidents. In the SISG/20 meeting in 2020, it was agreed that the name of the group be changed to Occurrence Validation Study Group (OVSG) to better reflect the deliverables of the group.</p> <p>In support of the Global Aviation Safety Plan (GASP), the validated accident data have been used for safety statistics and safety risk analysis in the ICAO annual safety report. The data are also used in the ICAO Regional Annual Safety Report and other sources, and support other ICAO Export Groups upon request.</p>
Scope	<p>The OVSG reviews the minimum data fields including classification, registration, aircraft type, State/area of occurrence, aircraft damage, injury level, number of fatalities, operation type, schedule type and categorization of Annex 13 reportable accidents from the previous year involving airplanes of a maximum mass of MTOW over 5700 2 250 kg, according to ICAO ADREP and CAST/ICAO Common Taxonomy Team (CICTT) taxonomies².</p> <p>As available, the OVSG will reviews and classify Annex 13 reportable serious incidents involving airplanes of a maximum mass of over 2 250 kg. associated with GASP High Risk Categories and will It also updates classification and categorization of accidents during prior years that were previously categorized as UNKNOWN but have subsequently resulted in a final report or an interim report with additional information.</p> <p>As applicable, the OVSG will cover future-type commercial air transport operations.</p>
Desired Expertise	<p>The group will be composed of experts involved in accident investigation, air safety investigation, safety analysis, safety intelligence, safety reporting system, data science, safety data management and operational safety.</p>

¹ Accident and Incident Data Reporting (ADREP)

² Additional details of the data attributes and classification categories are including in the OVSG operational guidance document.

Deliverables	<p>The OVSG will provide expert support and summary analyses of State reported accident data, and serious incident data as available to other ICAO expert groups, including:</p> <ol style="list-style-type: none"> 1) Dataset of validated accidents from prior year, along with relevant factual details for each accident, to be made available through the ICAO ADREP database; 2) Dataset of reviewed serious incidents from prior year to be made available through the ICAO ADREP database. 3) Summary reviews of completed ADREP report data, if such data is available; 4) Feedback to ICAO, and to States through ICAO Regional Officers and OVSG Members, regarding the completeness of ADREP reporting and the accuracy of data provided in ADREP reports.
Timelines and working methodologies	<p>The OVSG meets annually in February. The OVSG may, if and when deemed necessary, conduct preliminary reviews of datasets by teleconferences.</p>
Membership	<p>The members of the OVSG are nominated by States and international organizations.</p> <p>Members may be assisted by advisers.</p>
Principal references	<ol style="list-style-type: none"> 1. ADREP database; 2. ADREP taxonomy; and 3. CICTT taxonomies
Review and update	<p>The OVSG will periodically review and revise these terms of reference as needed to support use of State reported ADREP data by ICAO Panels and expert user groups.</p>

ATTACHMENT B to State letter AN6/42 – 25/19 (English only)

ICAO ADREP TAXONOMY

The ADREP taxonomy is a set of definitions and descriptions specifically used during the gathering and reporting of accident/incident data to ICAO in accordance with Annex 13 — *Aircraft Accident and Incident Investigation* reporting requirements. The detail information about ICAO ADREP taxonomy can be found on the ICAO website (<https://www.icao.int/safety/airnavigation/AIG/Pages/ADREP-Taxonomies.aspx>).

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