



International Civil Aviation Organization

**First Meeting of the RASG-MID Steering Committee  
(RSC/1)**

*(Cairo, Egypt, 18 – 20 June 2012)*

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**Agenda Item 4: Regional Performance Framework for Safety**

**ESTABLISHMENT OF BETTER COORDINATION FOR THE PURPOSE OF ACCIDENT  
INVESTIGATION ACTIVITIES**

*(Presented by UAE)*

**SUMMARY**

The purpose of this paper is to present the proposal of the UAE GCAA related to better coordination of the Accident Incident Investigation Units that may lead to the establishment of Regional Accident and Incident Investigation Organizations (RAIOs) in the MID Region in the future and to agree on the necessary follow-up actions.

Action by the meeting is at paragraph 3.

**REFERENCES**

- DGCA-MID/1 Report
- ICAO Doc 9734
- ICAO Doc 9756
- ICAO Doc 9946

**1. INTRODUCTION**

1.1 Having in mind what was discussed in the WP15 – RSOO and RAIO.

1.2 ICAO Doc 9756 states that: *“The accident investigation authority must be strictly objective and totally impartial and must also be perceived to be so. It should be established in such a way that it can withstand political or other interference or pressure. Many States have achieved this objective by setting up their accident investigation authority as an independent statutory body or by establishing an accident investigation organization that is separate from the civil aviation administration. In these States, the accident investigation authority reports direct to Congress, Parliament or a ministerial level of government”*.

1.3 The same Document, ICAO encourages States to foster regional aviation safety groups. Regional arrangements may include aircraft accident investigation matters, such as the delegation of investigations or parts thereof or enlisting the mutual assistance and cooperation of States in an investigation.

1.4 In addition the accident investigation authority should have ready access to sufficient funds to enable it to properly investigate those accidents and incidents which fall within its area of responsibility. Since it is impossible to accurately forecast annual budget requirements for accident investigation, provision should be made for supplementary funding as required.

1.5 Furthermore an accident investigation involving a large or complex aircraft will require a large team of investigators in order to conduct the investigation in the most effective and expeditious way. The effective utilization of the available investigators in a major investigation can be achieved by using the Investigation Management System.

1.6 The GCAA had recommended and it was accepted by the ACAC 40<sup>th</sup> Executive Council meeting that was held at Rabat during the period 14<sup>th</sup> to 15<sup>th</sup> May 2012, to form a 'taskforce' to prepare a study on establishing a 'joint investigation unit' manpowered by ACAC's members' qualified investigators.

1.7 In the last decade, the neighboring states experienced a noticeable growth in the air transport sector and other related aviation activities; a good amount of different aircraft types and categories had entered into the market and advanced technology, high capacity aircraft are in commercial operations in more than one Arabic state.

## 2. DISCUSSION

2.1 According to the latest accident statistics the ICAO MID Region did not enter into the dangerous area in terms of accidents percentage, reducing the existing percentage would require doubling self efforts aiming to improve the aviation safety within the region which might also require the employment of 'Safety Recommendations' generated by accident/incident investigation into the loop.

2.2 Safety Recommendation always are outcomes of investigations, their soundness, feasibility and scope of application would always be dependent on the depth and quality of the investigation itself, so it will be fair to conclude that the best qualified investigators and the most advanced tools and equipment the investigation organization will have the better value added investigations it will gain thus more beneficial outcomes to the State Safety Program ('SSP').

2.3 The GCAA would like to propose in addition to what discussed in WP15 to approach the regional coordination with the following step approach:

2.3.1 **Stage A** (this Stage might take up to three years):

1. Establish and approve a list of research institutions and centers, within the member states, specialized in metallurgy, electronics, human factors, flight recorders, composites, etc.
2. Establish and approve a list of investigators, along with their capabilities that other States may utilize in case of an accident.
3. Establish and approve a list of member states' national, as well as international, recognized recorders (FDR & CVR) readout and analysis centers.
4. Establish a common training program to the member states' investigators taking into consideration the continuation, advanced and specialized courses.

5. The UAE GCAA is inviting all interested parties to attend a Workshop in November.
6. The GCAA will organize and host the event in order to discuss the possibility of organizing better coordination. The workshop will be enhanced with ICAO participation for better understanding issues associated with Regional coordination efforts.
7. Form a Regional Air Safety Investigation Society similar to the International Air Safety Investigators 'ISASI' and Asian Societies of Air Safety Investigators 'AsiaSASI'.
8. At the end of this Stage all interested States will agree if there is a need to move to the next Stage.

2.4.2 **Stage B** (This Stage will be initiated in case Stage A is successfully completed):

1. Sign MOUs between and among the interested parties, for closer coordination.
2. Create a taskforce that will coordinate efforts.
3. Organize a study that will provide a better understanding of the detailed issues.
4. The financial aspects of the project should be thoroughly addressed in the study.
5. Promulgate joint regulations and publications to enable the member states utilize any of the individual member's mutual agreements with a third party State especially in activities pertinent to underwater wreckage recovery, toxicology testing, aviation pathology, etc.
6. At the end of this Stage all interested States will agree if there is need to move to the next Stage which will be to agree to further review for the Middle East Accident Investigation Organization (MID-AIO).

2.4.3 **Stage C:**

1. Initiate processes in accordance with Doc 9946 to establish the MID-AIO.

**3 ACTION BY THE MEETING**

3.4 The meeting is invited to:

- a) encourage States to answer the attach Questionnaire at **Appendix A** to this working paper;
- b) invite ICAO MID office to distribute the Questionnaire to other States;
- c) participate in the November Workshop in UAE to further analyse the issues associated with the Regional Coordination; and
- d) invite comments on the three Stages Action Plan action plan for better coordination in accident investigation issues.

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