



BANJUL ACCORD GROUP ACCIDENT
INVESTIGATION AGENCY (BAGAIA)

BAGAIA PRESENTATION ON AIG WORKSHOP

Title: RAIO EXPERIENCE AND FEEDBACK

Dakar Senegal 6th May, 2024

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BAGAIA Commissioner

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INVESTIGATION AGENCY (BAGAIA)

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- BAG means the Banjul Accord Group of States as established on 29 January 2004, by the Member States of Cape Verde, Gambia, Ghana, Guinea, Liberia, Nigeria, and Sierra Leone;
- The Member States hereby establish the Banjul Accord Group Accident Investigation Agency (BAGAIA) as an independent body under the Banjul Accord Group.
- The establishment of the Regional Accident Investigation body (BAGAIA) is for the cooperation of Member States in the area of investigation of aircraft accidents and serious incidents.
- So far, total safety recommendations made in the BAG Region, Nigeria has issued 154 while Cape Verde produced 7 with a safety bulletin from Nigeria.

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On 29 January 2004 seven west African States i.e.



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Background



Note

However, this “ Cooperation does not mean that governments would give up their Sovereignty or responsibilities. The regional arrangement is an effective and efficient means for states to achieve the desired level of accident and incident investigation.

Establishment of BAGAIA.

A BAGAIA Agreement was signed in Montreal Canada by the various Ministers responsible for Transport in the Member states on 30 June 2009.

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BAGAIA Corporate Statements

VISION

To be the most efficient Regional Accident and Incident Investigation Organization in the World.

MISSION

To assist the Banjul Accord Group (BAG) Member States in the conduct of an independent investigation of aircraft accidents and serious incidents in compliance with international standards.

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- ❖ The independence of the State's Investigation body requires the State to establish a new body within its state machinery, necessitating a highly skilled staff and, logically, a budget that ensures that the body can comply with the international standards and recommended practices set out in Annex 13 and related documents rather than an investment in the safety of its aviation system
- ❖ The establishment of an Independent Investigative Body with a member state often goes through a lengthy legislative process since it is necessary to amend or enact legislation that mandates such independence. Sometimes, the process is cumbersome as it involves the legislative, judicial, and executive branches of the Government of that particular state.
- ❖ Most States are unable to comply with the independence of AIG bodies, which should preferably be outside the authority of the national civil aviation agencies as required by ICAO. This is a basic PQ in USOAP audits. In the BAG Region, BAGAIA has assisted states in the creation of Independent Investigative Bodies and carried out assistance missions to states in preparation for the ICAO USOAP Audits.
- ❖ In 2006, AIB Nigeria was established, followed by IPIAAM Cabo Verde in 2018, AIB Ghana in 2020 during the Covid 19, and SLAAIB and AIB Liberia were established in 2021. Nigerian AIB became Multi-Modal in 2022 as the Nigerian Safety Investigation Bureau (NSIB).



- a. To reduce Operational Risk, BAGAIA in its Strategic goal will assist member states in the establishment of an Aircraft Accident Investigation Authority that is independent of the state aviation authorities and other entities that could interfere with the conduct or objectivity of an Investigation: BAGAIA also assists states in closing gaps in the findings of the ICAO Universal Safety Oversight Audit Programme (USOAP)
- b. The need to subscribe to a regional body like BAGAIA for the economy of scales where resources can be harnessed in achieving the predetermined business goals and objectives.
 - **Strategic Objective 1.1: Mission to States (Member State Visit) Strategic Objective**
 - **Strategic Objective 1.2: Open Conversation Strategic Objective**
 - **Strategic Objective 1.3: Engaging Stakeholders**
 - **Strategic Objective 5.2: Implementation of Activities Relating to AIG**



- ☐ **Strategic 1.1: Mission to States:** BAGAIA made several visits to these states and engaged relevant government bodies in an open conversation on the need to have independent aircraft accidents and incident investigations authority. BAGAIA ensured continuous open dialogue between stakeholders and senior government management and explored new methods of achieving this by engaging the minister responsible for aviation/transport as the case may be in those respective states
- **Strategic Objective 1.2: Open Conversation:** Proactively, BAGAIA was able to communicate internally, using a variety of interactive tools, to deliver timely information to the Ministry responsible for Aviation or Transport as the case may be. BAGAIA liaised with these member states on the best way to obtain their Acts and legal framework in setting up the Aircraft Accident and Serious Incident Regulations and the operational procedures for the Accident and Incident Investigation Authority. One of the key elements in the Act will be funding of AIAs as it's a necessary tool for the authority to be an Independent Authority.
 - **Strategic Objective 1.3: Engaging Stakeholders:** All necessary aviation stakeholders within the states were involved in this achievement.

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- **Strategic Objective 5.2: Implementation of Activities Relating to AIG**
- BAGAIA made a virtual, and onsite mission to Sierra Leone to evaluate the implementation and review evidence with the Sierra Leone Aircraft Accident and Incident Investigation Bureau (SLAAIIB) before their ICAO USOAP Audit 2023.
- The main Activities carried out by the BAGAIA Team during the assistance mission visit were:
 -
 - SL-AAIIB Relevant establishing documents were reviewed to remain in compliance with ICAO Recommendations.
 - PQs, CCs, and SAAQ concerning CEs were addressed.
 - BAGAIA left the Bureau with some assignments on some tasks to meet the requirements for the setup.
 -
 - BAGAIA in partnership with EASA under the EU-ASA Project helped the Nigerian Safety Investigation Bureau (NSIB) in the form of a Peer Review at the NSIB in Abuja, Nigeria. The Peer Review was geared towards preparing the NSIB for their 2023 ICAO USOAP Audit in terms of looking at their best practices checking/benchmarking ICAO/European standards and ensuring participation from other member states.

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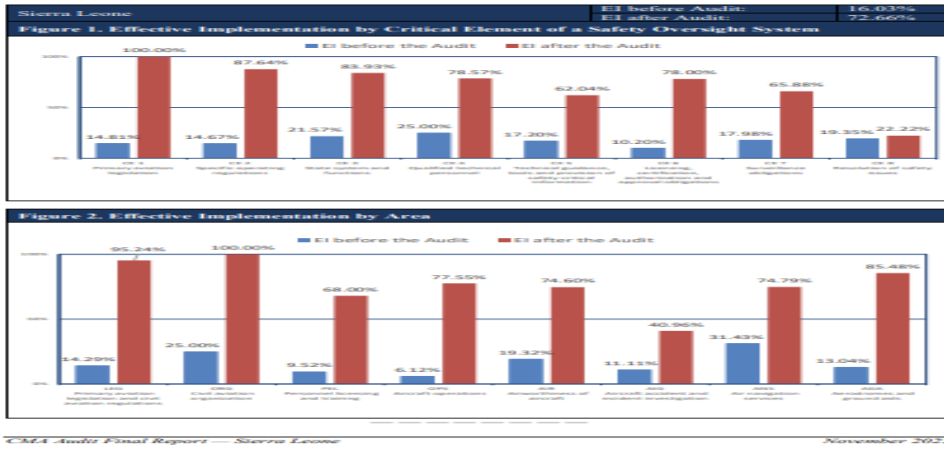
- BAGAIA also, in partnership with AFCAC rendered a technical assistance mission in preparation for the state ICAO-USOAP/CMA audit of the Namibia CAA in January 2024 as their audit was slated for March 2024. As such BAGAIA was more concerned with the AIG audit area in addressing the previous ROST mission of ICAO to the state. BAGAIA believes that this will further strengthen its relationship with the African states and energize the expansion drive of the agency.



- a. BAG Member States with established Accident Investigation now have the capability for investigation of civil aviation accidents and serious incidents by the highest standards and best practices established by ICAO.
- b. There is also improvement in aviation safety at the national, regional, and global levels.
- c. **Sierra Leone ICAO USOAP CMA AUDIT 2023:** This has also had a positive impact on the Effective Implementations (EIs) of states with regards to ICAO USOAP Audits of states. For example, The Mission to Sierra Leone was to assist the newly established Sierra Leone Aircraft Accident Investigation & Incident Bureau (SLAIB) in preparation for their ICAO Audit, with a success story of Sierra Leone's quantum leap of its Effective Implementations (EIs) in AIG from 11.11% to about 40.96% and overall, of the state from about 16.03% to 72.06% scores from the audit report.



Appendix I — Executive Summary



d. NIGERIA ICAO USOAP CMA AUDIT 2023: As part of the preparation made before the ICAO Audit BAGAIA carried out a Peer Review, it was evident in the result that NSIB improved in its Effective Implementation (EIs) during the 2023 ICAO USOAP Audit from 83.75% to 89.29%.

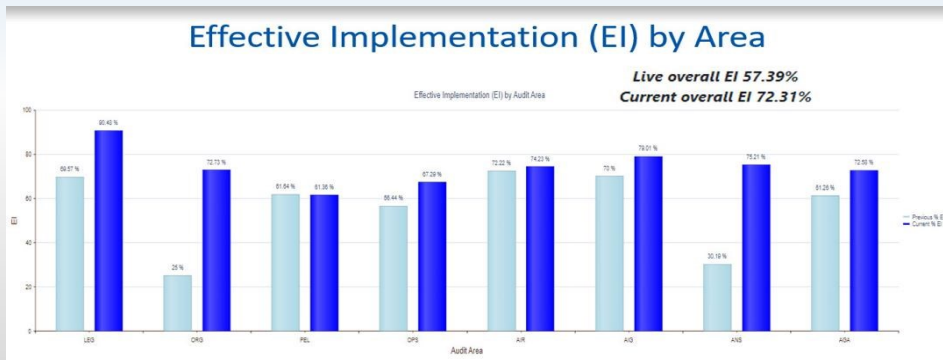




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BAGAIA Assistance Mission (The Impact)

e. NAMIBIA ICAO USOAP CMA AUDIT 2024: It was evident in the result that Namibia improved in its Effective Implementation (EIs) in AIG from 70% to about 79.01% and overall, of the state from 57.39% to 72.31% which is above the global average of 69.3%.



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Achievement

- **Ghana/Sierra Leone:** BAGAIA was able to assist institutionalization/establishment of the Independent Accident Investigation Bureau in Ghana (assist in the provision of relevant documents to draw the ACT of establishment), Sierra Leone, and Commissioners and Commission Members were appointed by the various government of both countries.
- **Gambia:** BAGAIA emphasized ensuring the implementation of their independent Accident Investigation Bureau in the Gambia, that even though the ACT 2019 has been enacted, BAGAIA is currently helping to ensure its implementation.
- **Guinea:** BAGAIA visited Guinea and was not able to have a fruitful meeting with the Minister as he was engaged with other matters at that time. Currently, there have been some changes with the government resulting in a New Director General of CAA and there is a need for a mission to Guinea with regards to AIG set up in the country.

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Achievement

- **Liberia:** BAGAIA's visit to Liberia came to fruition in September 2021 and the Minister of Transport was welcoming in establishing the Independent AAIB within a given time-frame in July 2022 based on signed resolutions. Within such time, the appointment of Mr. Jero Mends-Cole as the Commissioner for AAIB-Liberia has been made.
- **Nigeria:** Nigeria has built a new facility housing the NSIB headquarters, training school, and material science laboratory in regard to the new multimodal accident investigation body called Nigerian Safety Investigation Bureau (NSIB). This training school will assist member states and the world in the area of training concerning aircraft accidents and incident investigation.
- Nigeria has also acquired an Accident Mobile site i.e. an emergency mobile satellite that will help investigators to create a mobile office at the crash site. This equipment will assist in the spot analysis of evidence at the crash site and the download of the FDR & CVR.

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Regional Capacity Building

- **Cabo Verde:** In Cabo Verde, were BAGAIA canvases for the building of accident investigation capacity for Instituto de Prevenção e Investigação de Acidentes Aeronáuticos e Marítimos (IPIAAM) Personnel where investigators can be drafted within to investigate aviation or maritime accident/incident. Whereby, BAGAIA seeks massive human capacity building in the region with an emphasis on new blood to learn from experienced personnel in both the Maritime and the Aviation sectors
- BAGAIA in collaboration with IPIAAM has successfully carried out world-class training in Basic Aircraft Accident Investigations with **26 participants** from, Cabo Verde, Guinea Conakry, Portugal, and Nigeria. The training was held from 17 to 25 May 2021 in Praia, Cabo Verde.

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Regional Capacity Building



Aviation Safety Workshop: BAGAIA in cooperation with IPIAAM and the African Union (AU) in partnership with the European Union (EU) under the EU-Aviation Safety for Africa (EU-ASA) project to organize the Aviation Safety Workshop (11-12 April 2022) where we confirmed the participation of about **65 participants** within and outside the region including the America and Europe.

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Regional Capacity Building

- BAGAIA has carried out two weeks – 80 hours of training on Accident Investigation
- Praia, Cape Verde – May 2013
- Accra, Ghana – June 2014
- Lagos, Nigeria – Nov 2015
- Abuja, Nigeria – Nov-Dec 2015
- Praia, Cape Verde – May 2021

Also, carried out the BAGAIA Report Writing training in Lagos, Nigeria on January 2018; with 30 participants (4 countries)

Note.- Over 450 investigators are trained, ...however, needs Practical (on-the-job) training and experience

In this year 2024, BAGAIA will be conducting a BASIC AIRCRAFT ACCIDENT INVESTIGATION COURSE in MONROVIA, LIBERIA from 3-7 June 2024.

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BAGAIA Safety Investigation Regulations 2021 (First Edition)

The first edition of BAGAIA Safety Investigation Regulations 2021 was approved and adopted by the BAGAIA Commission at its sixth commission meeting held in Banjul, The Gambia on 14th July 2021. BAGAIA Safety Regulations were developed by BAGAIA Technical Committee (TC1) in conjunction with European Union-Aviation Safety in Africa (EU-ASA) project.



BAGAIA Investigation Policies and Procedures Manual (BIPPM) First Edition

The first edition of the BAGAIA Investigation Policies and Procedures Manual, as developed by the BAGAIA Technical Committee (TC2) in conjunction with the European Union Aviation Safety in Africa (EU-ASA) project. The meeting held in Accra Ghana for this purpose was a success and this document was presented during the just concluded 7th BAGAIA Commission Meeting held 13th April – 15th April 2022, at Hilton Hotel, Cabo Verde.

This manual has been effective since 20th April 2022.





NOTE: The activities of BAGAIA are flexible and can be rescheduled or adjusted to the current situation and will be executed going with the trend of things.

- BAGAIA Workshop/Training as per Work Plan and Sponsorship:
 1. Title of Workshop/Seminar: Flight Recorder Workshop - 'Recorders and Beyond'
 2. Title of Workshop/Seminar: Workshop on the Role of the Accident/Incident Investigation in the State Safety Programme (SSP)

Both events were held between 14-18 November 2022 at the immaculate diamond hotel and apartments - Ademola Adetokunbo Wuse Crescent, in the city of Abuja, Nigeria.



- A total of about 141 people were in attendance, including participants, guests, moderators and the rapporteur. (members and non-member states) that included Nigeria, Cape Verde, Sierra Leone, Ghana, and Kenya, with the associated linked to the subject, coming from different experiences that they developed throughout their career.
- The number of registered Zimbabwe, Congo Brazzaville, Somalia, Gabon, Germany and the USA.
- The workshop was made up mainly of people related to aviation safety experts/researchers, participants were consistent with what was expected, considering the topic and the interest it arouses in the different participants.



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BAGAIA Newsletters

➤ 3rd Edition of the BAGAIA Newsletter

The third edition (issue 003) of the BAGAIA Newsletter was published in October 2023. This publication normally comprises all the activities within BAGAIA and in extension to its member states.



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Drive for more Membership

• Membership Drive in BAGAIA:

- Expansion drive within the continent:
 - o How we can integrate more states into the BAGAIA family and ensure already existing members show commitment financially too?
 - o The BAGAIA Safety Investigation Regulations have made provisions for non-member state
- The 7th and 8th BAGAIA Commission meetings have called for the review of the BAGAIA Agreement in accordance with Article 20 of the Agreement.
 - o The legal team of BAGAIA has worked on the Agreement, in cooperation with member states, and was presented at the 9th BAGAIA Commission Meeting. Currently, the BAGAIA legal team will meet with the BAG Legal team of experts to jointly finalize the review and task of amendment to the Agreement.

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Cooperation/Partnership:

Local:

- BAGASOO

International:

- ICAO and its regional bodies
- African Union (AU) in partnership with the European Union (EU) under the EU-Aviation Safety for Africa (EU-ASA) project
- Boeing
- Airbus

Also, the RAIO-Cooperative Platform

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The major challenge is the remittance of the yearly subscription by the Member States.

Another is the commitment to resolutions reached in Commission Meetings from the necessary partners responsible for its executions.

Nevertheless, there are opportunities...

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THANK YOU

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