



*International Civil Aviation Organization*

**Second Meeting of the Asia Pacific Accident Investigation Group  
(APAC-AIG/2)**

*(Hong Kong, China, 27-28 May 2014)*

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**Agenda Item 3: Independence of accident/incident investigation system**

**INVESTIGATION ARRANGEMENT FOR A BRITISH OVERSEAS TERRITORY**

(Presented by Singapore)

**SUMMARY**

This paper highlights the arrangement for the investigation of air accidents and incidents in Montserrat, a British Overseas Territory.

**1. INTRODUCTION**

1.1 States/Administrations are expected to be able to conduct independent investigations for air accidents and incidents in their territory<sup>1</sup>. They are not precluded from using external resources to achieve this aim.

1.2 This paper highlights how Montserrat, a British Overseas Territory, makes arrangement with the UK Air Accidents Investigation Branch (UK AAIB) for its conduct of investigation<sup>2</sup>.

**2. DISCUSSION**

2.1 Under the Montserrat legislation, the Governor of Montserrat is required to carry out investigation and appoint persons as Inspectors of Air Accidents for the investigation of accidents and incidents occurring in Montserrat. Since February 2009, the Governor of Montserrat has appointed the Chief Inspector of the UK AAIB to be the Chief Inspector of Accidents for Montserrat.

2.2 Even if a State/Administration delegates its investigation to another party, it is essential for the State/Administration to have local personnel, who is sufficiently trained, to manage the accident or incident until the arrival of the investigators from the delegated party to conduct the investigation. In the case of Montserrat, it is worth noting that the UK AAIB has trained a locally based Accident Investigation Manager (AIM) to manage accidents and incidents pending the arrival of AAIB inspectors from the UK.

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<sup>1</sup> ICAO has issued State Letter 2013/55 dated 19 July 2013 [Ref. AN 6/1.2-13/55] proposing a new Standard 3.2 as follows: "States shall establish an accident investigation authority that is independent from State aviation authorities and other entities that could interfere with the conduct or objectivity of an investigation."

<sup>2</sup> Information derived from the 2/2014 issue of the UK AAIB Bulletin.

2.3 A local personnel trained to manage the accident/incident site is also relevant for States/Administrations with land mass where it may require inspectors to travel a considerable distance before reaching the site.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- 1) Note that States/Administrations with limited manpower resources that have yet to establish an independent investigation system could consider an arrangement similar to that implemented by Montserrat; and
- 2) Note the importance of having trained local personnel to *manage* the accident/incident site prior to the arrival of investigators.

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