



**AIR ACCIDENT
INVESTIGATION UNIT**

RASG-EUR Accident investigation and ECCAIRS-user workshop

8 – 10 April 2019

**Preparation for USOAP and continuous
monitoring of AIG aspects in Ireland**

**Jurgen Whyte
Chief Inspector of Air Accidents**

**Department of Transport, Tourism and Sport
Leeson Lane
Dublin 2**

Introduction

- Ireland was scheduled for its first ICAO USOAP (15 - 24 March 2010).
- In general, legislation was in good shape, however, the 1997 national legislation required some updating.
- The Operations Manual and the Administration Manual were in general good shape, but also required updating.
- On the ground, we were of the belief that we were complying with the provisions of Annex 13 on a day-to-day basis, however, not all processes or procedures were documented.
- Viewed the USOAP as a opportunity to update Legislation and Manuals.
- Adopted a very positive approach to USOAP.



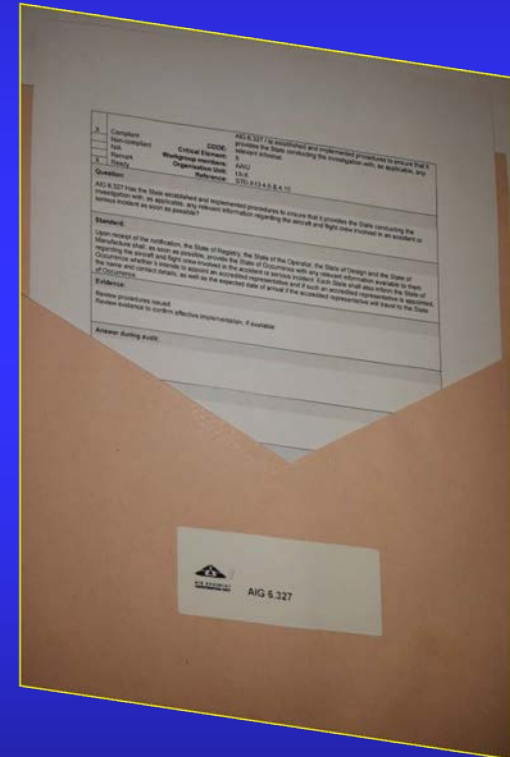
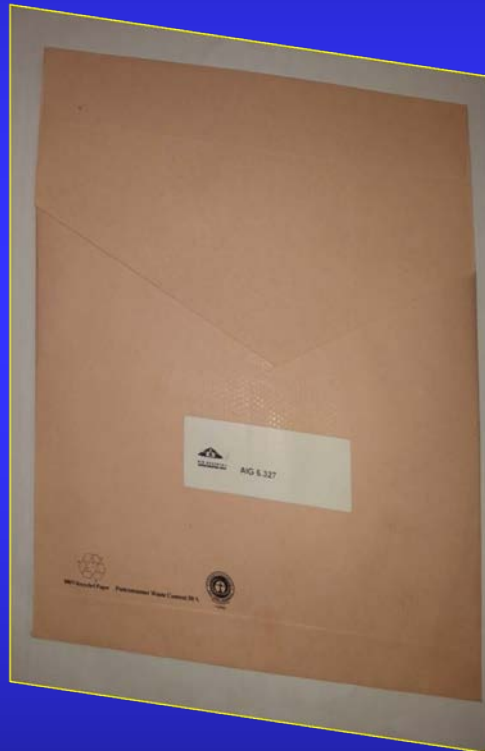
Starting Out

- Commenced planning one year in advance of USOAP audit.
- Assigned 2 persons to the task – Chief Inspector and one Inspector of Air Accidents.
- Had access to all 100 Protocol Questions (PQs).
- Annex 13.
- National Legislation and European Directive.
- Operations and Administrative Manuals.
- Developed a process.
- From the out-set we sought to achieve 100% compliance - no differences.



USOAP Preparation

- Had access to all 100 PQs – knew the answers we needed.



- Created folder packs for each of the 100 PQs



PQ AIG 6.327

X	Compliant	CODE:	AIG 6.327 / te established and implemented procedures to ensure that it provides the State conducting the investigation with, as applicable, any relevant informat
	Non-compliant	Critical Element:	5
	N/A	Workgroup members:	AAIU
	Remark	Organisation Unit:	t.b.d.
X	Ready	Reference:	STD A13 4.6 & 4.10

Question:

AIG 6.327 Has the State established and implemented procedures to ensure that it provides the State conducting the investigation with, as applicable, any relevant information regarding the aircraft and flight crew involved in an accident or serious incident as soon as possible?

Standard:

Upon receipt of the notification, the State of Registry, the State of the Operator, the State of Design and the State of Manufacture shall, as soon as possible, provide the State of Occurrence with any relevant information available to them regarding the aircraft and flight crew involved in the accident or serious incident. Each State shall also inform the State of Occurrence whether it intends to appoint an accredited representative and if such an accredited representative is appointed, the name and contact details; as well as the expected date of arrival if the accredited representative will travel to the State of Occurrence.

Evidence:

Review procedures issued
Review evidence to confirm effective implementation, if available



Looking for the Evidence

- **Review legislation:**
 - **If in Legislation - identify reference.**
 - **If not in Legislation - determine if it was required to be or not.**
 - **If required to be - mark as section to be amended.**
- **Review Manuals:**
 - **If in Manual - identify reference.**
 - **If not in Manual - mark as section to be amended.**
- **This was done for all 100 PQs**
- **Work program developed to amend Legislation and Manuals**



PQ AIG 3.327 Answer

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Evidence:

Review procedures issued
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Answer during audit:

S.I. 460 of 2009 Part 4, 21 (1) (c) (ii): 21 (1) (c) (ii) provide the state of occurrence with any relevant information available to the State regarding the aircraft, flight crew and passengers involved in the accident or serious incident,

AAIU Operations Manual Section 2; Accident Response and Field Deployments (2.3.2.2) and Section 7; Working with Foreign States (7.10).

Auditee during audit:




Proving the Evidence

- Showed exact reference as stated in our Legislation.
- Showed exact reference in the Operations Manuals.
- Provided actual examples of correspondence relating to specific investigations.
- Provided hard paper copies of evidence in each of the folder packs.



Proving the Evidence



REPUBLIC OF POLAND
MINISTRY OF INFRASTRUCTURE
State Commission on Aircraft Accidents Investigation
 Warsaw, 14/03/2007 – File no.:122/08

EVENT NOTIFICATION

NOTIFICATION of NATIONAL AUTHORITIES / ICAO according 4.1 ANNEX 13	
ICAO, European and North Atlantic Office 3 bis villa Émile-Bergerat, 92522 Neuilly-sur-Seine Cedex, France FAX : +33 (1) 46 41 85 00	Air Accident Investigation Unit (AAIU) Department of Transport 44 Kildare Street Dublin 2 Ireland Fax: +353 16041514
	National Transportation Safety Board 490 L'Enfant Plaza, SW Washington, DC 20594 USA Fax : (1) 202 314 62 93
a) type of event:	INCID
b) manufacturer, model, nationality and registration marks, and serial number of the aircraft:	Boeing 737-800, Ireland, registration: EI-DPO,
c) name of owner, operator and heirer, if any, of the aircraft:	Ryanair Airlines
d) name of the pilot-in-command, nationality of crew members and passengers:	Captain: ROBIN PEACOCK
e) date and time (local time or UTC) of the incident:	10.03.2008 ; 08.45 UTC;
f) last point of departure and point of intended landing of the aircraft:	Departure: Bristol (UK) – EGGD Destination: Katowice-Pyrzowice (PL) (EPKT)
g) location of the incident with reference to some easily defined geographical point, and latitude and longitude (elevation if known):	CTR aerodrome Katowice- Pyrzowice (EPKT) – approx 4NM on final approach to RWY09 Elev. approx 300 m AMSL
h) number of crew and passengers: aboard, killed and seriously injured; others: killed and seriously injured:	47 No injured
i) nature of the incident, and the extent of damage to the aircraft so far as it is known:	During visual approaching to RWY 09 about 4NM at approx. 500ft EGPWS warning triggered. Go-around. No damages.
j) an indication to what extent the investigation will be conducted or is proposed to be delegated by the State of Occurrence:	Investigated by the SCAAI: Investigator in Charge: Mr Bogdan FYDRYCH e-mail: bfydrych@mi.gov.pl mobile phone: +48 507 016 603 office phone: +48 22 630 11 56
k) physical characteristics of the incident area:	Field before aerodrome EPKT
l) identification of the originating authority:	State Commission on Aircraft Accidents Investigation, 00-928 Warsaw, POLAND; office phone: +48 22 630 11 31 fax: +48 22 630 11 43 website: www.mii.gov.pl
m) Presence and description of dangerous goods on board the aircraft	Unknown

MURRAY Leo

From: MURRAY Leo
Sent: 23 January 2009 15:18
To: bfydrych@mi.gov.pl
Subject: INCID Ryanair EI-DPO on 10.3.2008 EPKT

To: Bogdan Fydrych
 SCAAI

Dear Mr Fydrych,

I have received the following response to your recent query from the crew's Base Captain through the Ryanair Air Safety Office:

1. Visual Approaches are covered in Ops A 8.3.1 and FCOM 1 NP.30.7[attached]. No changes have occurred to these sections since the incident at KTW, however there is a change to 8.3.1 in the next amendment.
2. All RYR aircraft are fitted with EGPWS and the warnings therein are covered during Simulator Training. Additionally EGPWS training has been covered with the SZG [Salzburg] Simulator Module.
3. The Captain had completed the SZG Sim module on 11/01/2007. The F/O completed his Full Type Rating Simulator Programme on 13/05/2007 and subsequently completed his additional SZG Sim training on 06/05/2008
4. The RWY09 was selected in the FMC with an extended centre line. The RWY ALT is defined in the FMC and the VNAV system will compute a 'G/Path' from this. There were no Nav Aids appropriate to RWY 09 that could have been used during this approach.
5. Previously the Aircraft Captain had completed a visual approach to RWY 09. The First Officer had not.



Pages from
Vol1&2_Rev18.pdf



Pages from Part A
3.3.pdf

Regards,

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 Department of Transport
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USOAP Experience

- Hard work but worthwhile exercise.
- New National Legislation.
- Administration and Operational Manuals fully up to date.
- Operations Manual 414 pages.
- As 'Chief Inspector' a good check on how we were doing our business.
- Two findings out of 100 PQs.
- Disagreement on the Two Findings.



CMA

- On-going process.
- Member AIGPanel.
- On receipt of State Letter and Amendments to Annex 13 – conduct review of Legislation and Manuals to determine compliance.
- Make immediate amendment to Operations Manual.
- If required consider future amendment to Legislation.



THANK YOU

