



International Civil Aviation Organization

MID Safety Support Team

Third Meeting (MID-SST/3)
(Abu Dhabi, UAE, 10 – 13 October 2016)

Agenda Item 2: MID-SST Work Programme

Strategy for the establishment of a Middle East RAIO

(MID-SST Rapporteur)

SUMMARY

This paper presents updates regarding the Regional Accident & Incident investigation activities including the Strategy for the establishment of a Middle East RAIO.

Action by the meeting is at paragraph 3.

REFERENCES

- RASG-MID/5 Final Report

1. INTRODUCTION

1.1 Improving Regional Cooperation for the Provision of Accident & Incident Investigation is the third SEI addressed by MID-SST.

1.2 It was agreed that the Strategy for the establishment of Regional Accident and Incident Investigation Organization(s) (RAIO(s)), needs to be revised in order to reach a mature level of regional cooperation before considering any feasibility study on the establishment of RAIO(s).

2. DISCUSSION

2.1 The RSC/4 reviewed a draft revised version of the Strategy prepared by UAE in coordination with Bahrain, Saudi Arabia and Sudan and agreed, through Draft Conclusion 4/9, to invite States to review the revised Strategy and provide feedback/comments to the ICAO MID Regional Office by 15 March 2016. As a follow-up action, the ICAO MID Regional Office issued State Letter Ref: ME 4/1 - 16/026 dated 26 January 2016. Few comments have been received. The draft revised version of the Strategy is at **Appendix A**.

2.2 Considering that the Strategy was initially developed during the joint ACAC/ICAO Seminar held in Rabat in 2012, and in order to further fine tune it, taking into account States' needs and plans, the RASG-MID/5 meeting agreed that an ACAC/ICAO joint Workshop be organized in 2017 to address issues related to Accident and Incident Investigation, with a special focus on Regional Cooperation. One of the main deliverables of this Workshop should be the revised Strategy for the

establishment of a Middle East RAIO. Accordingly, the meeting RASG-MID/5 agreed to the following Conclusion:

CONCLUSION 5/13: ACAC/ICAO AIG WORKSHOP

That,

- a) *a joint ACAC/ICAO AIG Workshop be organized in 2017;*
- b) *the Strategy for the establishment of a Middle East RAIO be finalized by the Workshop, for final endorsement by RASG-MID and the ACAC Executive Council; and*
- c) *States are encouraged to attend and support the Workshop.*

2.3 The RASG-MID/5 meeting noted with appreciation the offer from Saudi Arabia to champion an action plan on the subject and to host the ACAC/ICAO AIG Workshop in Saudi Arabia in 2017.

2.4 It is to be highlighted that RASG-MID/5 meeting recognized that the review of the safety recommendations related to past investigation activities could be very beneficial to learn from past experiences, and agreed that the MID-SST coordinate with the stakeholders the development of a RASG-MID Safety Advisory, which consolidates a set of safety recommendations addressing the Focus Areas and Emerging Risks in the MID Region.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) support the ACAC/ICAO AIG Workshop and provide proposals to its agenda and work programme and feedback on the proposed revision of the Strategy;
- b) encourage States and Stakeholders to actively participate in the Workshop; and
- c) identify a Champion to carry on the task in para 2.4 related to the development of a RASG-MID Safety Advisory, which consolidates a set of safety recommendations addressing the Focus Areas and Emerging Risks in the MID Region.

APPENDIX A

STRATEGY FOR THE ENHANCEMENT OF REGIONAL COOPERATION ON AIR ACCIDENT INVESTIGATION FOR THE ACAC AND ICAO MID MEMBER STATES

Whereas it is incumbent on the State in which an accident occurs to institute an inquiry into the circumstances of the accident in conformity with Article 26 of the Convention;

Whereas Assembly Resolution A36-10, inter-alia:

- urges Contracting States to undertake every effort to enhance accident prevention measures, particularly in the areas of personnel training, information feedback and analysis and to implement voluntary and non-punitive reporting systems, so as to meet the new challenges in managing flight safety, posed by the anticipated growth and complexity of civil aviation;
- urges Contracting States to cooperate with ICAO and other States in a position to do so, in the development and implementation of accident prevention measures designed to integrate skills and resources to achieve a consistently high level of safety throughout civil aviation;

Whereas, owing to the growing sophistication and complexity of modern aircraft, the conduct of an accident investigation requires participation by experts from many specialized technical and operational fields and access to specially equipped facilities for investigation;

Whereas many Contracting States do not have such specialized technical and operational expertise and appropriate facilities;

Whereas the costs of salvage and investigation of major aircraft accidents may place a heavy financial burden on the resources of the State where the accident occurred;

Whereas Assembly Resolution A37-15 (Appendix U), recommends that Contracting States cooperate in the investigation of major aircraft accidents or accidents in which the investigation requires highly specialized experts and facilities;

Whereas, the ICAO Universal Safety Oversight Audit Programme (USOAP) audit findings indicate that a number of States have not been able to implement an effective accident and incident investigation system for their aviation activities;

Recognizing that the USOAP findings have been associated, in general, with a lack of resources (both human and financial), lack of appropriate legislation and regulations, lack of an organization for the investigation of accidents and incidents, lack of a training system for investigators, lack of equipment to conduct investigations and lack of policies, procedures and guidelines for accident and incident investigations;

Recognizing that combined with the expected increase in air transport operations, the relatively unchanged trend in the accident rate over the past several years might lead to an increase in the number of accidents per year;

Recognizing that there are many challenges to effective accident prevention, and that more effective identification and correction of aviation hazards and system deficiencies are required in order to complement regulatory efforts in further reducing the number of worldwide accidents and to improve the accident rate;

Recognizing that a regional investigation system can provide economies of scale by allowing for the sharing of required resources, and that by working together States of a region or sub-region can have a more persuasive voice on the world stage and can help secure a more favorable climate aimed at a safer international air transportation system;

Acknowledging that during the last AIG Divisional Meeting (2008) several States highlighted that, in regions where individual States do not have investigation capability, implementing a regional accident and incident investigation organization (RAIO) would ensure the effectiveness of investigations, reinforce compliance with the provisions of Annex 13, and contribute to the enhancement of aviation safety;

The later surveys and meetings indicated that going for establishing a full RAIO in the near future is a difficult objective to be achieved due to the diversity in the capabilities of the various States, but this shall not ever prevent the States to establish a kind of bilateral and multilateral cooperation that aims to enhance the capabilities of an individual State.

The Strategy for regional cooperation for the purpose of enhancing States' capabilities for accident and incidents investigation is detailed below:

- 1) States are urged to develop and further strengthen regional/sub-regional cooperation for accidents and incidents investigation;
- 2) States are encouraged to establish or strengthen dialogue with established regional investigation-related bodies/mechanisms;
- 3) The implementation of regional/sub-regional cooperation for AIG activities, is in accordance with the following :

Phase A: Data collection

Step 1: Each State should determine its investigation-related competencies and share this information with other involved States, including:

- Premises – offices, work-spaces, wreckage storage and examination areas;
- Investigators – qualifications, experience, specialized skills;

Examples of the specialized skills are:

- Metallurgy;
- Flight recorders;
- Fluid analysis
- Aviation pathology
- Human factors
- Fire and explosions
- Underwater recovery

- Equipment – flight recorder readout and analysis facilities; field investigation equipment; engineering and scientific capabilities, wreckage and systems examination and analysis (e.g. metallurgy, electronics, composites);
- Other organizations and facilities that have competencies to assist the State in its investigations, such as, research institutions, commercial companies and subject-matter experts.

Phase B: Following actions

Step 2: Establish a list of investigators, equipment and other local and outside organizations that States might utilize in investigations;

Step 3: Organize and host meetings, seminars/workshops to address issues associated with AIG activities aiming, among others, to improve regional coordination. An update on the cooperation progress shall be presented during each of these activities;

Step 4: Consider establishing a common training programme for the member States' investigators, taking into consideration the ICAO Circ 298, Training Guidelines for Aircraft Accident Investigators.

The common training will cover the following levels of training:

- Induction;
- Basic;
- Advanced;
- Specialized; and
- Recurrent
- The On-the-Job (OJT)

Step 5: Consider entering into bilateral and multilateral cooperation agreements among States regarding support in investigations. The most practicable mechanism of these agreements is signing memoranda of understanding.

The suggested cooperation areas are as follows:

- Sharing information;
- Sharing training;
- Sharing equipment;
- Sharing new investigation technologies;
- Sharing expertise;
- Participation with observer status in each other's investigations;
- Exchange investigation procedures; and
- Sharing knowledge.

- 4) A questionnaire will be prepared and circulated to the MID States for exploring the capabilities each individual State;
- 5) The progress of the implementation of the phased approach should be reported to the appropriate RASG; and
- 6) States should agree on the implementation of the programme, including the decision related to the possible establishment of RAIO(s).

- END -

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