



ICAO CAIRO UNITING AVIATION

NO COUNTRY  
LEFT BEHIND



# ACAC/ICAO AIG Workshop

Jeddah, Saudi Arabia, 25-27 April 2016

## AIG Strategy for Regional Cooperation

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# History/Background

**MIDANPIRG Conclusion 10/79**  
*REGIONAL COOPERATION FOR SAFETY OVERSIGHT*

Apr. 2007

Feb. 2009

Oct. 2010

Mar. 2011

Sep. 2011

Nov. 2012

Dec. 2012

Jan. 2013

May. 2013

Jan. 2015

Apr. 2015

May. 2016

Apr. 2017



# History/Background

**MIDANPIRG Conclusion 11/87**

*States are urged to cooperate bilaterally and/or jointly as a group of States to make the appropriate arrangements in order to strengthen their safety oversight capabilities.*

Apr. 2007

Feb. 2009

Oct. 2010

Mar. 2011

Sep. 2011

Nov. 2012

Dec. 2012

Jan. 2013

May. 2013

Jan. 2015

Apr. 2015

May. 2016

Apr. 2017



# History/Background

**MIDANPIRG Conclusion 12/80**  
*ESTABLISHMENT OF MID RSOO*

*That, States be requested to inform the ICAO MID Regional Office about their views/intentions for the establishment of MID RSOO, prior to **31 March 2011**.*

Apr. 2007

Feb. 2009

Oct. 2010

Mar. 2011

Sep. 2011

Nov. 2012

Dec. 2012

Jan. 2013

May. 2013

Jan. 2015

Apr. 2015

May. 2016

Apr. 2017



# History/Background

**DGCA-MID Conclusion 1/9:** RSOO& RAIO to be addressed by RASG-MID

**DGCA-MID Conclusion 1/10:** Workshop on RSOO & RAIO

Apr. 2007

Feb. 2009

Oct. 2010

Mar. 2011

Sep. 2011

Nov. 2012

Dec. 2012

Jan. 2013

May. 2013

Jan. 2015

Apr. 2015

May. 2016

Apr. 2017



# History/Background

RASG-MID/1 meeting



Apr. 2007

Feb. 2009

Oct. 2010

Mar. 2011

Sep. 2011

Nov. 2012

Dec. 2012

Jan. 2013

May. 2013

Jan. 2015

Apr. 2015

May. 2016

Apr. 2017



# History/Background

RASG-MID/2 Conclusion 2/6  
(UAE proposal for Regional cooperation for the provision of AIG services)



Apr. 2007

Feb. 2009

Oct. 2010

Mar. 2011

Sep. 2011

Nov. 2012

Dec. 2012

Jan. 2013

May. 2013

Jan. 2015

Apr. 2015

May. 2016

Apr. 2017



# History/Background

ACAC/ICAO Seminar on Regional Safety Oversight Programmes  
RSOO Strategy and RAIO Strategy

Apr. 2007

Feb. 2009

Oct. 2010

Mar. 2011

Sep. 2011

Nov. 2012

Dec. 2012

Jan. 2013

May. 2013

Jan. 2015

Apr. 2015

May. 2016

Apr. 2017





# History/Background

RASG-MID/3: conduct of MENA RSOO Study



Apr. 2007

Feb. 2009

Oct. 2010

Mar. 2011

Sep. 2011

Nov. 2012

Dec. 2012

Jan. 2013

May. 2013

Jan. 2015

Apr. 2015

May. 2016

Apr. 2017



# History/Background

DGCA-MID/2 **Conc. 2/10**: endorsement of RSOO Strategy & agreement to conduct a Study

**Conc 2/11**: endorsement of RAIO Strategy

Apr. 2007

Feb. 2009

Oct. 2010

Mar. 2011

Sep. 2011

Nov. 2012

Dec. 2012

Jan. 2013

May. 2013

Jan. 2015

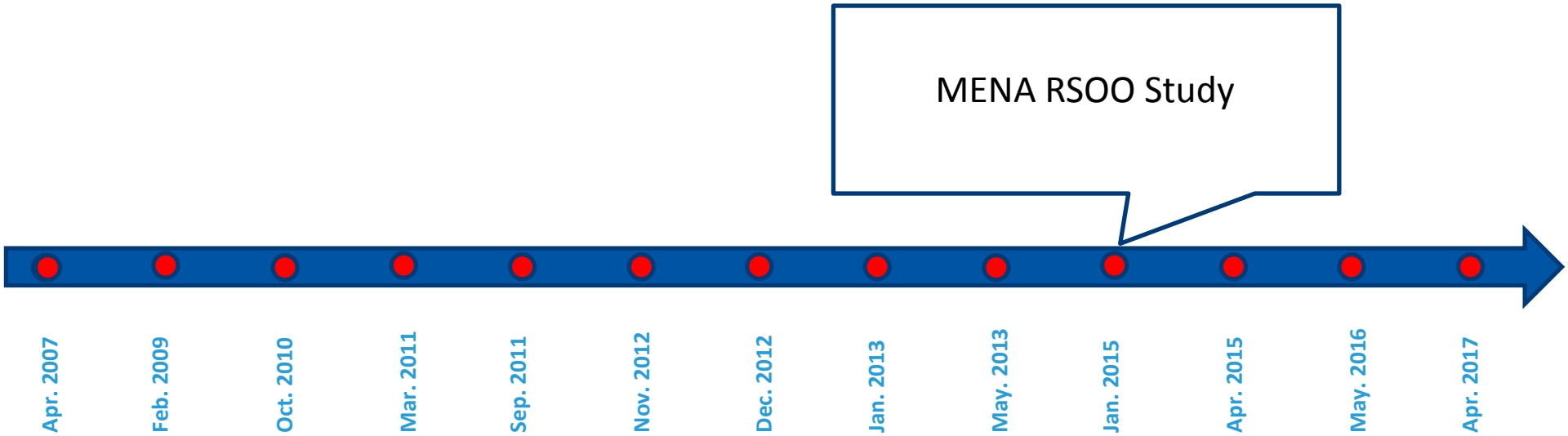
Apr. 2015

May. 2016

Apr. 2017



# History/Background





# History/Background

RASG-MID/4: Review of the MENA RSOO Study Initial Report

DGCA-MID/3 **Conclusion 3/5**: 9 States signed MENA RSOO Letter of Intent

Progress report on the implementation of the RAIO Strategy should be presented to the DGCA-MID/4 meeting

Apr. 2007

Feb. 2009

Oct. 2010

Mar. 2011

Sep. 2011

Nov. 2012

Dec. 2012

Jan. 2013

May. 2013

Jan. 2015

Apr. 2015

May. 2016

Apr. 2017



# History/Background

RASG-MID/5: **Conclusion 5/13:**  
ACAC/ICAO AIG Workshop



Apr. 2007

Feb. 2009

Oct. 2010

Mar. 2011

Sep. 2011

Nov. 2012

Dec. 2012

Jan. 2013

May. 2013

Jan. 2015

Apr. 2015

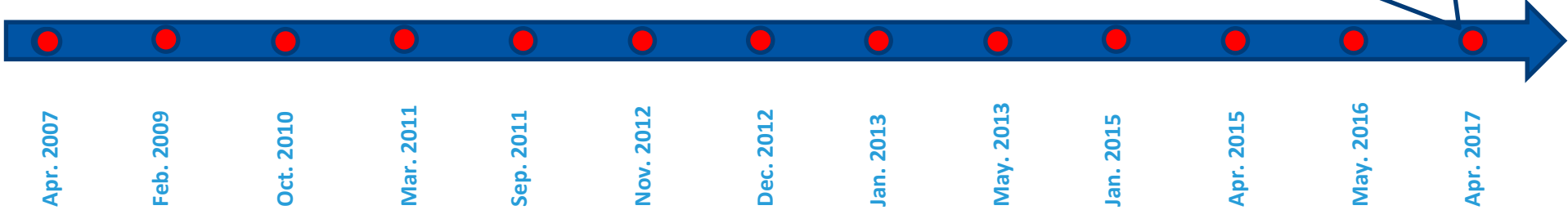
May. 2016

Apr. 2017



# History/Background

ACAC/ICAO      AIG      Workshop  
outcome: Revised Strategy for  
Regional Cooperation for the  
provision of AIG services





## Current version of the RAIO Strategy

- 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;



## Current version of the RAIO Strategy

- 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;





## Current version of the RAIO Strategy

- 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;



## Current version of the RAIO Strategy

- 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 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;



# Needed updates for the Introduction

- Refer to the Annex 13 STD 3.2 related to the independence of investigations
- Refer to Resolution A39-23 related to NCLB:
  - ✓ Recognizing that the successful implementation of the No Country Left Behind (NCLB) initiative will enhance States' air transport systems and align with the achievement of the United Nations (UN) Sustainable Development Goals (SDGs);
  - ✓ Recognizing that further progress in improving civil aviation, including the efficient human and financial resources for the implementation of assistance activities that are tailored to the needs of individual States, is best achieved through a cooperative, collaborative and coordinated approach in partnership with all stakeholders;
  - ✓ Urges Member States, the industry, financial institutions, donors and other stakeholders to coordinate and cooperate amongst themselves and through ICAO, and to support the implementation of assistance activities in line with the global and regional priorities established by ICAO, thereby avoiding duplication of efforts;



## Lessons learned

- The current version of the Strategy is a mixture of strategic plans and implementation roadmap.
- It urges/encourages States to do a list of actions (not binding, no precise timelines, etc)
- First phase is about data collection only (at State level); nothing about the consolidation of a regional database which provides a clear picture on States AIG capabilities
- Phase 2 is about Seminars/Workshops, Trainings (common training programmes); and bilateral/multi-lateral agreements to strengthen cooperation between States in areas such as: sharing of information, training, equipment, expertise, etc.
- No measurement of the implementation of Phase 1 and 2; therefore impossible to move ahead.



## Conclusion

- The background/introductory part of the current Strategy is still valid
- Need to stick to the strategic level in the revised version of the Strategy and leave the development of a detailed implementation Roadmap for a later stage (separate Document).
- Need to have a clear objective and to address the needs of different States (probably agree on a minimum level of cooperation and leave it for the discretion of States if they wish to join a full regional/sub-regional cooperation programme (RAIO))
- Need to agree on a new Title for the Strategy (not necessarily RAIO Strategy!)



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Central American  
and Caribbean  
(NACC) Office  
Mexico City

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(SAM) Office  
Lima

ICAO  
Headquarters  
Montréal

Western and  
Central African  
(WACAF) Office  
Dakar

European and  
North Atlantic  
(EUR/NAT) Office  
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Middle East  
(MID) Office  
Cairo

Eastern and  
Southern African  
(ESAF) Office  
Nairobi

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(APAC) Sub-office  
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Asia and Pacific  
(APAC) Office  
Bangkok



THANK YOU