



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

**FIFTH MEETING OF THE REGIONAL AVIATION SAFETY GROUP FOR AFRICA - INDIAN OCEAN
(RASG-AFI/5)**

(Accra, Ghana, from 29 July to 2 August, 2019)

Agenda Item 2: Reports on RASG-AFI Activities

**ACTIVITIES OF THE SAFETY SUPPORT TEAM - ACCIDENT AND INCIDENT INVESTIGATION
(AIG) PROJECT**

(Presented by Secretariat)

SUMMARY

This paper describes the progress made in the implementation of the Aircraft Accident Investigation (AIG) Project under the Safety Support Team. The objective is to provide assistance to AFI States in the development of harmonized AIG legislation, regulations and associated procedures required for the establishment of a State aircraft accident and incidents investigation system, in conformance with relevant ICAO documents, and encourage their adoption as an impetus to promoting regional harmonization and cooperation.

Action by the meeting is at Paragraph 3.

REFERENCE(S):

- RASG-AFI Procedures Handbook;
- RASG-AFI/3 and RASG-AFI/4 Meeting Reports;
- Minutes of RASC Teleconferences.
- Declaration of African Ministers in charge of civil aviation, Abuja, July 2012

Related ICAO Strategic Objective(s):

This Working Paper relates to the Safety Strategic Objective of ICAO.

1. INTRODUCTION

1.1 As part of the RASG-AFI Organizational structure, four Safety Support Teams (SSTs) were established for the purpose of facilitating and providing support in the development, prioritization and implementation of safety enhancement initiatives/projects to address challenges in the region. One of these Safety Support Teams, AIG – SST, is responsible for assisting States establish independent accident investigation entities at national and/or

regional level. This Project under RASG-AFI AIG Safety Support Team is intended to provide States with the regulatory provisions and tools (MoUs) to enter, on one hand into bilateral agreement with other States, and on the other hand to offer harmonized framework and guidance for the establishment and/or adherence to regional aircraft investigation organizations (RAIOs).

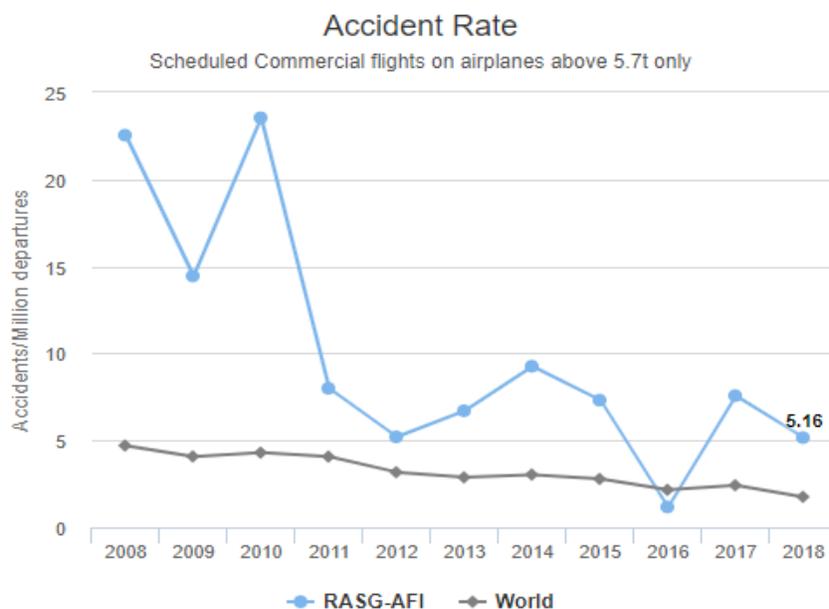
1.2 In compliance with the Decision of the 38th ICAO Assembly on the expansion of the AFI Plan activities to cover all safety-related areas including aircraft accident and incident investigation (AIG), the RASG-AFI initiative for an AIG Project was approved by the 20th meeting of the AFI Plan Steering Committee. 30,000 US Dollars was allocated by the AFI Plan in 2018 and a contribution of 8,000 US Dollars from Airbus Industrie to RASG-AFI. Further contributions are expected from the AFI Plan and Boeing.

1.3 As part of the Project implementation, two regional workshops, facilitated by two AIG Officers from ICAO HQ, with the support of one WACAF and one ESAF RO, were hosted by the Nigeria – AIB in Abuja from 28 to 31 August 2018 and Ethiopian AIB in Addis Ababa from 3 to 6 September 2018. The participants were provided with guidance for the development and implementation of harmonized legislative frameworks, regulations, and associated procedures required for the establishment of a State aircraft accident and incidents investigation system, in conformance with relevant ICAO documents.

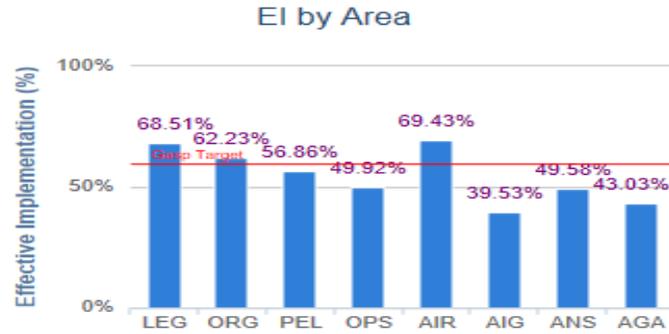
2. DISCUSSION

2.1 AIRCRAFT INVESTIGATION BACKGROUND

2.1.1 One of the Aviation safety targets for Africa is to progressively reduce the African accident rate to the world average. This is in line with the near term objectives of the Global Aviation Safety Plan (the implementation of an effective State safety oversight system; prioritizing reduction of the global aviation accident rate).



2.1.2 ICAO assesses and monitors the safety oversight capabilities of States through the effective implementation of a safety oversight system based on the eight (8) Critical Elements (CEs). The analysis of USOAP audit results identifies AIG as a common deficiency area among States in the AFI region.



2.2 Expected Outcome 1: Reinforcement of National Aircraft Accident Investigation system

2.2.1 It is intended that transposition of the ICAO AIG provisions and documentation provided through workshops, will lead to improving the effective implementation (EI) of AIG in individual States. The establishment of these basic provisions would therefore be the foundation of any accident and incidents investigation system, consistent with the level of traffic and judicial environment of AFI region States.

2.2.2 The Project implementation impact on the USOAP CMA results in the AIG area will be monitored by the RASG-AFI Secretariat through ICAO Online Portal.

1	Name	State	Year	Overall	LEG	ORG	PEL	OPS	AIR	AIG	ANS	AGA
2	Sierra Leone	SLE	2015	18.05	14.29	30	8.33	6.67	19.23	11.83	33.14	15.6
3	Lesotho	LSO	2007	21.81	27.27	9.09	39.29	21.3	46.53	0	24.43	4.41
4	United Republic of Tanzania	TZA	2017	63.97	71.43	66.67	76.34	45.26	87.07	46.06	70.36	58.22
5	Democratic Republic of the Congo	COD	2014	25.82	52.43	37.5	25.32	11.67	44.04	20.21	35.29	11.68
6	Swaziland	SWZ	2015	31.08	66.67	37.5	65.67	23.14	71	39.78	10.59	4.58
7	Ethiopia	ETH	2017	69.28	71.43	80	87.78	53.9	95.97	65.35	64.53	57.24
8	Sudan	SDN	2014	74.56	85	80	76	82.74	95.45	92.47	49.7	65.47
9	Ghana	GHA	2006	64.84	69.57	66.67	80	65.32	67.52	79.79	44.12	67.63
10	Egypt	EGY	2016	83.57	86.36	91.67	84.04	76.81	98.71	80.2	76.57	83.22
11	Nigeria	NGA	2016	66.93	95.24	100	86.08	56.91	90.48	81.37	52	49.33
12	South Africa	ZAF	2017	87.39	100	100	84.38	81.56	90.86	89.11	87.06	86.84
13	Sao Tome and Principe	STP	2014	19.17	35	25	30	14.75	25	23.66	14.94	6.52
14	Morocco	MAR	2016	67.73	38.1	90.91	64.56	36.11	78.33	89.22	82.29	62.42
15	Namibia	NAM	2016	60.57	69.57	30	65.43	59.35	73.83	72.83	44.77	60.74
16	Zambia	ZMB	2016	62.17	80.95	66.67	83.1	68.33	88.68	30.95	56.21	48.09
17	Madagascar	MDG	2018	78.08	100	90	78.21	83.47	83.31	45.16	90.91	71.32
18	Anagla	AGO	2017	49.7	80	75	54.43	84.43	98.13	6.59	21.64	29.77
19	Algeria	DZA	2011	58.83	47.62	44.44	62.5	65.29	67.53	35.48	59.06	61.54
20	Gambia	GMB	2005	78.46	100	88.89	93.75	64.46	91.35	54.84	87.57	73.05
21	Equatorial Guinea	GNQ	2017	62.52	95.45	90	75.34	73.55	89.22	12.77	71.34	41.91
22	Kenya	KEN	2013	77.84	76.19	70	83.33	70.73	95.41	40.86	83.04	86.67
23	Mauritius	MUS	2015	69.99	85.71	62.5	76.12	68.33	86.54	45.16	52.02	95.28
24	Togo	TGO	2016	85.19	90.91	100	88	85.25	94.29	55.32	89.35	89.78
25	Gabon	GAB	2016	25.73	66.67	45.45	26.58	35.59	52.38	5.38	13.1	18.12
26	Libya	LYB	2007	28.86	56.52	50	41.25	25.2	27.36	18.28	39.53	13.99
27	Djibouti	DJI	2017	4.22	0	30	2.44	0	4.95	0	12.26	0.79
28	Mali	MLI	2015	73.55	90.91	90	73.75	72.17	95.1	90.22	75.6	40.88
29	Senegal	SEN	2016	64.68	76.19	63.64	70.37	73.29	80.51	54.9	45.71	69.57
30	Tunisia	TUN	2009	72.02	63.64	50	70.89	72.8	89.81	65.89	85.88	53.62
31	Mozambique	MOZ	2017	50.54	84.21	62.5	45.68	60.16	85.71	19.35	53.76	29.41
32	Uganda	UGA	2014	61.26	42.86	87.5	67.09	47.58	82.86	66.3	47.62	68.7
33	Benin	BEN	2016	57.81	85.71	81.82	75.95	63.25	91.26	11.83	50.31	51.45
34	Congo	COG	2016	46.65	95	100	49.38	49.57	89.22	29.03	34.3	27.01
35	Liberia	LRB	2016	18.1	33.33	20	24.72	13.49	1.92	15.05	37.79	5.63
36	Malawi	MWI	2009	34.96	52.38	25	61.97	38.66	36.79	22.22	41.32	14.71
37	Mauritania	MRT	2014	85.61	84.21	100	97.4	79.49	89.22	87.1	90.48	73.48
38	Seychelles	SYC	2018	40.32	40.91	58.33	28.72	28.06	70.24	29.41	60.92	16.55
39	Niger	NER	2015	65.01	95.71	72.73	59.76	36.89	82.35	78.24	72.12	59.23
40	Burkina Faso	BFA	2017	73.27	85	80	71.25	89.43	81.55	57.45	68.52	68.75
41	Cabo Verde	CPV	2018	82.53	95.24	100	84.42	90.76	97.14	58.06	71.26	90.51
42	Zimbabwe	ZWE	2010	63.12	71.43	62.5	57.5	57.38	78.9	59.78	54.71	70.21
43	Cote d'Ivoire	CIV	2014	64.16	95	80	75.9	69.92	74.76	80.43	54.12	40.97
44	Eritrea	ERI	2010	20.83	23.81	11.11	14.08	22.21	36.19	18.28	15.12	20.3
45	Guinea	GIN	2016	22.39	52.38	20	34.15	20.33	50.98	22.83	4.17	13.67
46	Rwanda	RWA	2017	73.74	83.33	100	68	82.61	97.12	15.05	87.21	71.76
47	Botswana	BWA	2015	71	90.48	88.89	80	68.29	82.08	70.33	74.25	51.49
48	Chad	TCD	2017	45.07	80	72.73	40.24	36.07	81.55	45.16	30.64	39.42
49	Central African Republic	CAR	2007	7.29	25	0	1.3	3.42	14.85	2.15	3.88	7.69
50	Guinea-Bissau	GNB	2013	11.28	55	50	8.64	7.32	26.97	3.6	4.71	7.46
51	Cameroon	CMR	2015	59.69	68.18	60	75.31	83.2	89.74	8.6	62.21	37.11
52	Burundi	BDI	2013	26.74	38.1	25	21.21	22.95	38.1	30.39	null	19.86

2.3 Expected Outcome 2: Regional collaborative harmonization of Accident Investigation guidance and advisory materials

2.3.1 In accordance with the AFI Plan AIG Project milestones, the participants are expected, following the workshop on AIG fundamentals, to establish a collaborative scheme, under the leadership of selected States, the support of RSOOs and the facilitation of Regional officers, for the development of harmonized regulations and investigators' manual.

Moreover, with regards to fulfilling their obligations under Article 26 of the Chicago Convention, most AFI States will be provided, through this RASG-AFI AIG safety initiative and the support of their respective accredited regional safety entities or to relevant Regional Economic Communities (REC), with the provisions of delegating civil aviation accidents investigating tasks, establishing or joining a Regional accident and incidents investigation organization (RAIO).

2.3.2 The funding of the missions and activities related to the above harmonization across the AFI region is already secured (100,000 US Dollars) under a complimentary project submitted to ICAO HQ through donors' resources mobilization.

2.4 Conclusion

2.4.1 To ensure an efficient subsequent implementation of the next phase of the Project (regional harmonization), another edition of the previous workshop with newly updated ICAO guidance and open to all AFI States with an EI % in AIG lower than 60, is scheduled to be hosted in Cotonou, Benin, from 11 to 15 November 2019 with the support of a Regional Officer/AIG Auditor from EUR/NAT Office and the facilitation of WACF and ESAF Regional Officers.

3. ACTION BY THE MEETING

3.1 The Meeting is invited to:

- a) note the information provided in this paper on the implementation status of the RASG- AFI AIG-SST initiative and the way forward;
- b) note the availability of funds from the AFI Plan and partners; and
- c) sensitize the highest national State authorities on their international obligations for accidents and incident investigations to secure their positive and active involvement.

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