



COSCAP-SEA AIRCRAFT ACCIDENT & INCIDENT INVESTIGATION AUTHORITY WORKSHOP

**AIR ACCIDENT INVESTIGATION BUREAU (AAIB)
MALAYSIA**

AIR ACCIDENT AND INCIDENT INVESTIGATION MALAYSIAN EXPERIENCE

Presenter

**Capt. Dato' Yahaya Abdul Rahman
(Chief Inspector of AAIB)**

20th February 2020



BACKGROUND- AAIB MALAYSIA

- Before 2013 Air Accident Investigation was carried out by DCA
- ICAO Annex 13, Paragraph 3.2 on independence of investigation;
A state 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 the investigation.(2010)
- An independent AAIB/BSKU was established under MOT on 28 March 2013 following Cabinet decision.
- Major accident of MH 370, MH 17 in 2014 (Fatal accidents) – speed the process
- AAIB **fully functional** in 2016.
- Beijing declaration on 31 Jan to 1 Feb 2018



CRITERIA FOR INDEPENDANT ACCIDENT INVESTIGATION AUTHORITY

- **FUNCTIONALLY INDEPENDENT**

No real or perceived influence by other Ministry on conduct of the investigation

- **AUTONOMOUS INVESTIGATION**

During conduct of investigation, neither seek or takes instruction from other authorities and has no unrestricted authority on the conduct of the investigation

- **UNRESTRICTED AUTHORITY TO PUBLISH INFORMATION**

Publish reports (preliminary,final and interim statement) under its own signiture

- **INDEPENDENT FUNDING AND STAFFING**

DOC. 9756



OBJECTIVE OF AN AIRCRAFT ACCIDENT/ INCIDENT INVESTIGATION

- Carry out an independent **accident and serious incident** investigation to prevent future occurrence and it is **not the purpose of this activity to apportion blame or liability**
- To identify immediate underlying systemic causes, **hazards**, errors or deficiency of an accident and recommend appropriate safety action
- Determine the facts, conditions and circumstances pertaining to the survival or non- survival of the occupants and recommendation for improvement
- Properly planned and managed accident investigation program in accordance with international SARP.
- **The final report** as the official conclusion of the investigation. The investigation can be reopened if new evidence become available.
- Accident prevention measures



MAJOR ACCIDENT

- Definition of Major accident investigation – An investigation into an accident involving a large aircraft and usually involving fatalities.
 - IIC appointed from **Senior investigator** of the State Investigation Authority
 - Establish head of working groups
 - Members from states Accredited Representatives , experts from operators, manufacturer, powerplant and accessories
-
- 37 Volunteers as special investigators



INVESTIGATION PROCESS

CRASH

REPORTED BY:

CATEGORIES

INVESTIGATE

NOTIFICATION

ANALYSE



ACCIDENT
SERIOUS INCIDENT
INCIDENT

APPOINT
INVESTIGATORS



MOT AAIB (Malaysia) Notification Form		Ref No: A 02/2017 MOT/BSAU/1600	
Ministry of Transport Malaysia (Air Accidents Investigation Bureau) No 26, Jalan Tun Hussein, Tingkat 4, 62100 Putrajaya, Malaysia		Telephone: +603 8952 1071 Facsimile: +603 8988 0163 Website: www.mot.gov.my Email: yahaya@mot.gov.my	
A. Classification accident / Incident (Serious) / Incident (Minor)	ACCID	INCD (Serious)	INCD (Minor)
B. Detail of Aircraft / Flight	Manufacturer : Piper Aircraft Corporation Model : PA-28-161 Nationality : Malaysia Registration : 9M-DRC Flight Number : 9M-DRC Serial Number : 28-7716165	C. Detail of Owner / Owner : Ung Yoke Hooi	



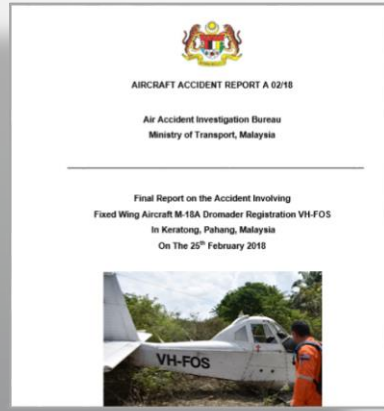
REPORTED TO:



State of Registry
State of Operator
State of Design
State of Manufacture
ICAO / ADREP
Other relevant state, agencies



**PRELIMINARY
REPORT**



FINAL REPORT
(SAFETY RECOMMENDATION)

DRAFT FINAL REPORT

**FURTHER
ANALYSIS**



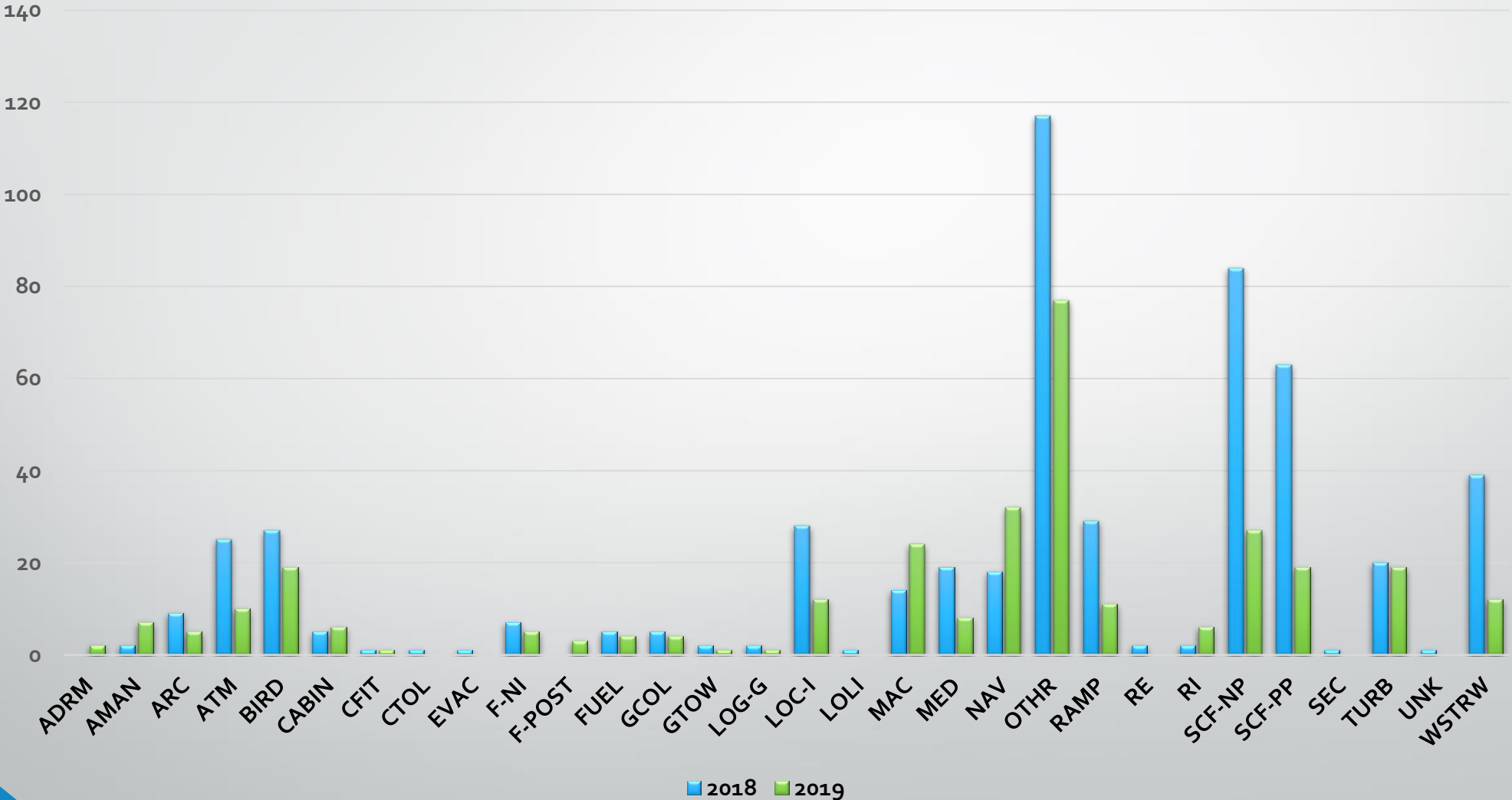


AIR ACCIDENTS/SERIOUS INCIDENTS INVESTIGATED FOR 2014 to 2019



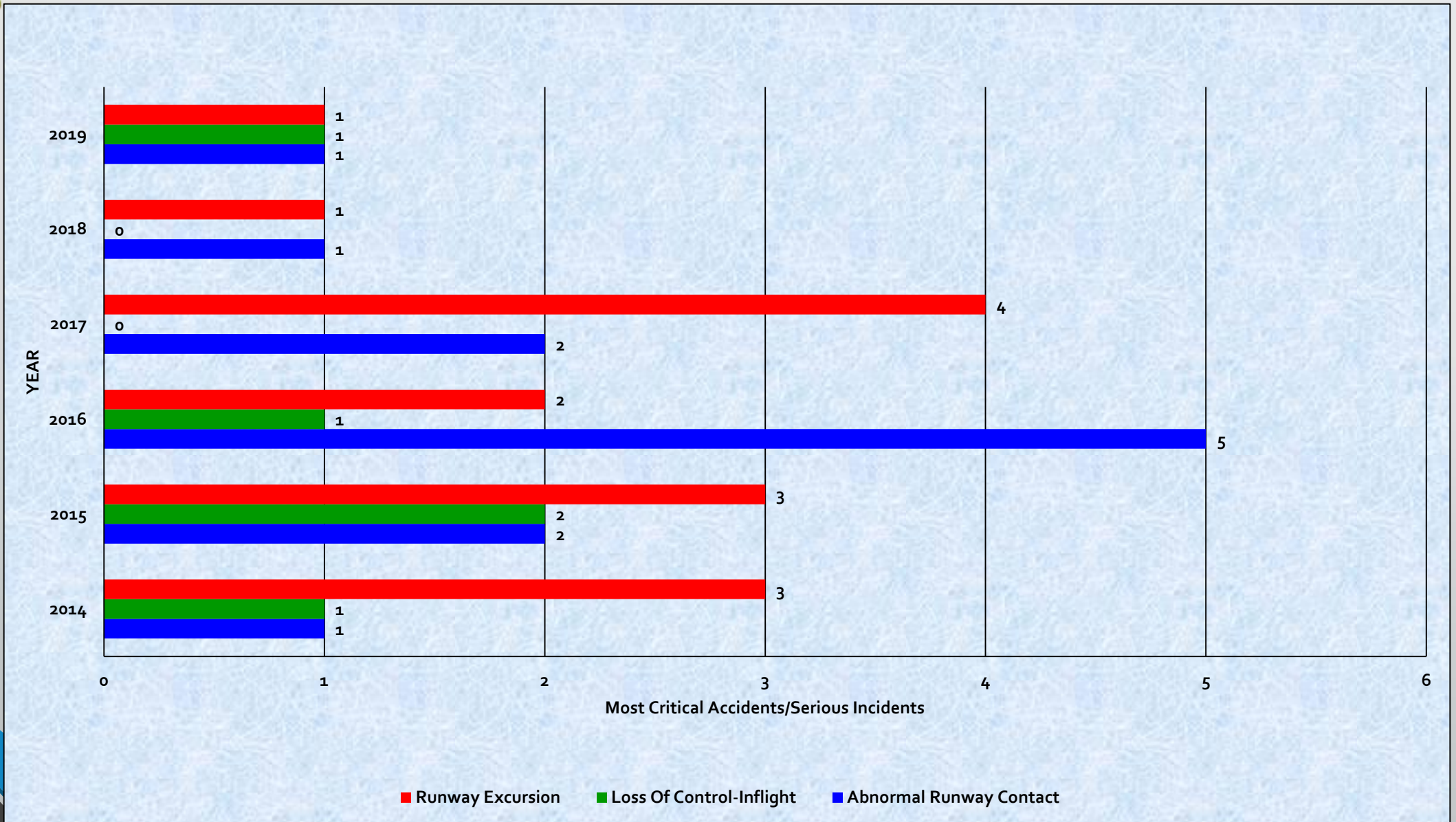


MOR CATEGORY 2018-2019





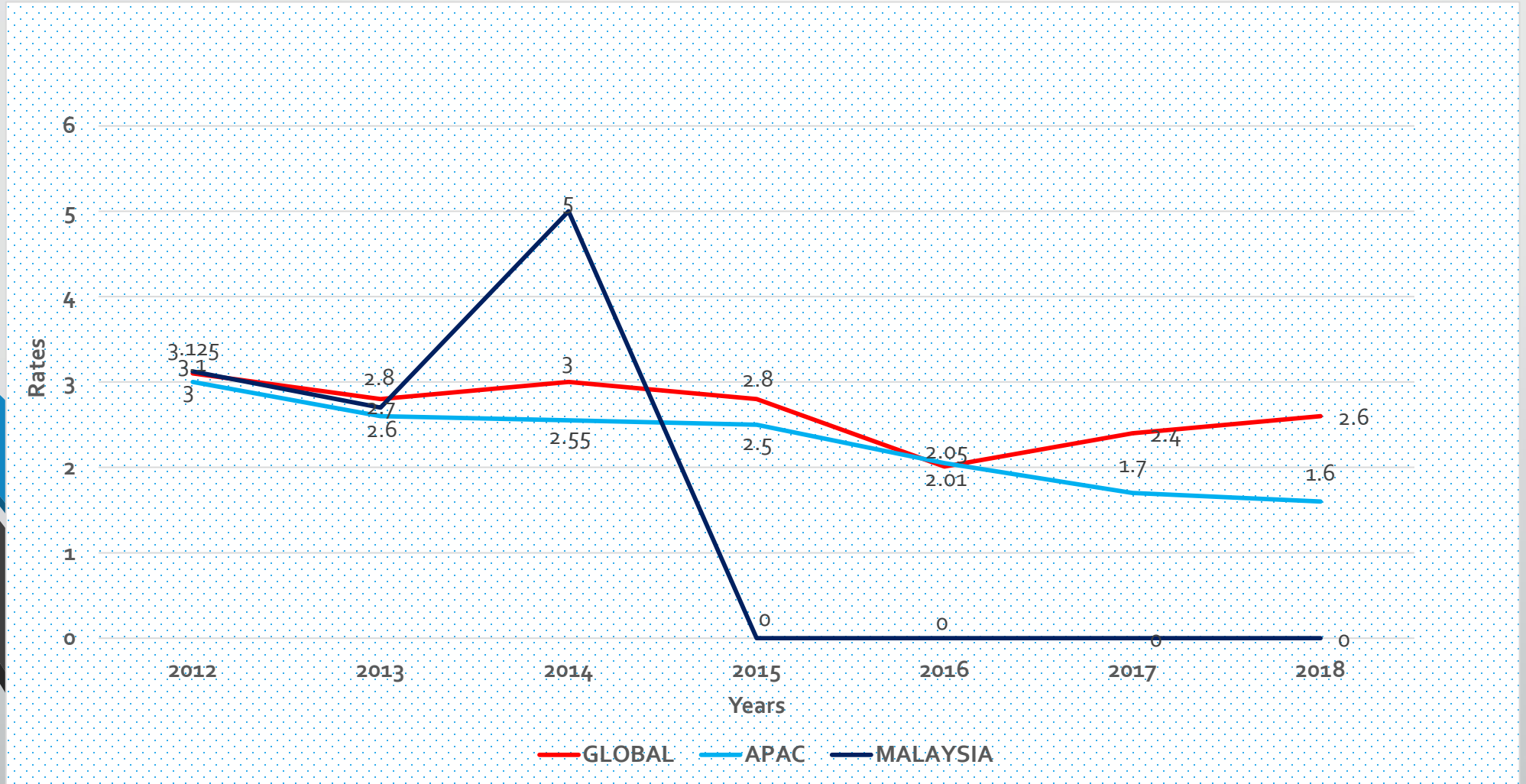
THREE MOST CRITICAL A/SI BY CATEGORY : 2014-2019





MALAYSIA, APAC & GLOBAL RATES (ACCIDENTS PER MILLION SCHEDULED DEPARTURES)

***Global & APAC Rate Source from ICAO Safety Report**





SAFETY PROMOTIONS

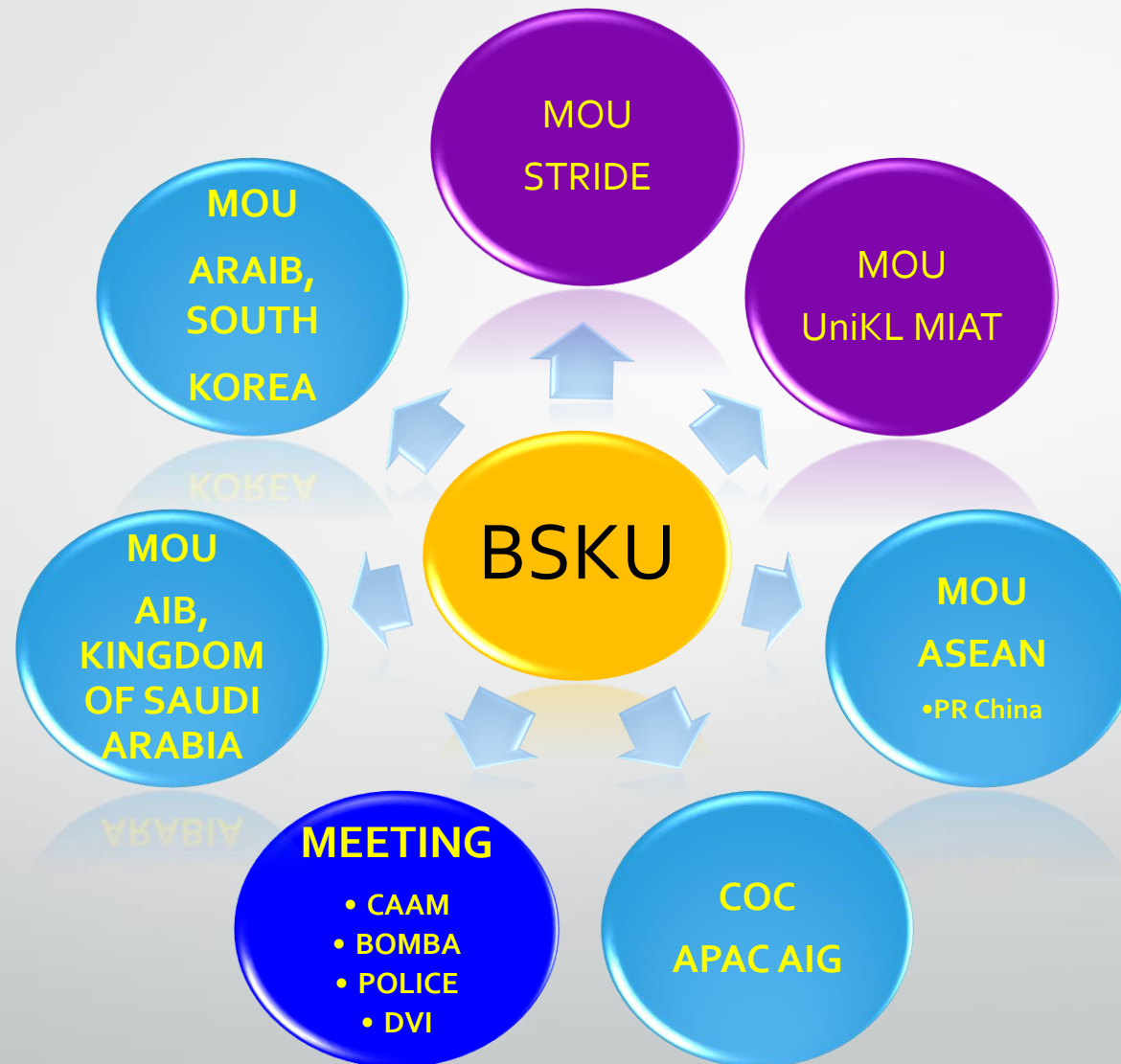


ASIA PACIFIC REGIONAL ACCIDENT INVESTIGATION WORKSHOP PUTRAJAYA 2019





CO-OPERATION





1

ICAO Universal Safety Oversight Audit Programme-Continuous Monitoring Approach (USOAP-CMA)

- Updating compliance checklist
- 110 protocol Questions (2 x Not Applicable)
- 27 Findings/not satisfactory

2

High priority;

- Amend the **primary** aviation legislation to include provisions ensuring the non-disclosure of cockpit voice recorder for purpose of other than accident or incident investigation
- State level safety data

AUDIT CORRECTIVE ACTION PLAN



TRAINING

BSKU Diving course using ULB detector at Langkawi in 1-7 October 2018



**Air Accident Investigation Bureau,
Malaysia**

17 mins •

16 oct – 2 Nov. 2018

First Air Accident Investigation Course ever conducted in Malaysia. Organized by UniKL MIAT in collaboration with AAIB Malaysia ... Well done everyone





CONCLUSIONS / CHALLENGES

- 1. Enhancing accident investigation capability**
- 2. Identify safety hazards for risk management**
- 3. Action on report recommendation**
- 3. Safety data analysis for future accident prevention**
- 4. Awareness programme through seminar/workshop**
- 5. Preparing for future complex investigation**



QUESTION AND ANSWER SESSION

THANK YOU

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