



INTERNATIONAL CIVIL AVIATION ORGANIZATION

A United Nations Specialized Agency

COSCAP-SEA

AIRCRAFT ACCIDENT/INCIDENT INVESTIGATION AUTHORITY WORKSHOP

Module 2.1

Options for establishing the State's independent accident and incident investigation authority

State's general policy on management vs delegation of investigations



- Full Conduct of Investigations by the State (as ‘State of Occurrence’*); or
 - Partial Delegation of Investigations; or
 - Full Delegation of the Investigations to another State or a RAIO?
- * Or State having responsibility to launch the investigation, as per Annex13 (e.g. as State of Registry for occurrences over the high sea).
- In Options 1 & 2, when needed and/or relevant, the State can still delegate an investigation to another State or RAIO (by mutual consent).
- What is the impact on the ‘control’ of the investigation by the ‘State of occurrence’?

Scope of the investigation authority (AAIIA)



- Only for civil aviation; or
- Multimodal?
- What about military/State aviation?

Reporting lines



- Need to ensure legal, functional and organizational independence.
- What are the options?
- Caution and safeguards needed if the AIIA reports to the same Ministry as the CAA.

Some aspects to consider



- Availability of financial and human resources (expertise & experience)?
- Will the AIIA be a competitive employer?
- Volume of investigation activity?
- Existence of a RAIO or partner State(s)?
- Priorities within the State / civil aviation?
- Other aspects?

National review process



- Importance of an objective & independent review (targets, advantages vs. disadvantages; possible showstoppers) at national level, taking into account various factors, including:
 - Level of activity in the various modes;
 - Financial and human resources: needed vs available;
 - Possible organizational structures and reporting lines;
 - Consultation with all relevant stakeholders;
 - Experience of other States; and
 - National plans/policies/priorities.
- Results of the review should be presented at the appropriate high level in the State.

What is your State's experience?



ICAO

North American
Central American
and Caribbean
(NACC) Office
Mexico City

South American
(SAM) Office
Lima

ICAO
Headquarters
Montréal

Western and
Central African
(WACAF) Office
Dakar

European and
North Atlantic
(EUR/NAT) Office
Paris

Middle East
(MID) Office
Cairo

Eastern and
Southern African
(ESAF) Office
Nairobi

Asia and Pacific
(APAC) Sub-office
Beijing

Asia and Pacific
(APAC) Office
Bangkok



THANK YOU