

INTERSTATE AVIATION COMMITTEE



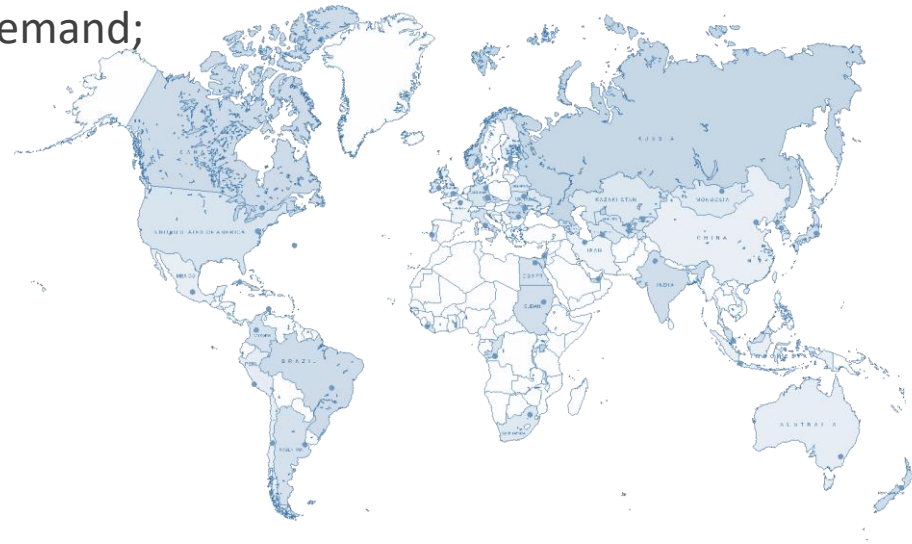
**Aircraft Accident and Incident Investigation and the Regional Approach
Abu Dhabi, United Arab Emirates, 19 to 21 November 2024**

**Supporting Member States:
Benefits and Challenges of RAIOs/ICMs**

The INTERSTATE AVIATION COMMITTEE

INTERSTATE AVIATION COMMITTEE (IAC/MAK) is an executive body of the Agreement on Civil Aviation and Use of Airspace (1991).

- Acting as a Regional Accident and Incident Investigation Organization (RAIO), IAC is operating within international agreements with 78 states and 19 organizations.
- Forms of cooperation within the IAC as a RAIO:
 - Full delegation of accidents and serious incidents investigations;
 - Full delegation of accidents investigations only;
 - Delegation of separate investigations on demand;
 - Technical assistance;
 - Rule-making, manuals and guidance development support;
 - Investigators training;
 - ...





Air Accident Investigation

- In total, over 900 aviation accidents were investigated, more than 40% of them in 77 countries.



One of the key activities of IAC is aviation accident investigation as a Regional Accident and Incident Investigation Organization (**RAIO**).

- IAC conducts investigations both in the states of the region and abroad.
- Technical assistance is provided for decoding and analysis of flight recorder information.
- Training courses on aircraft accident investigation are conducted in the states of the region.
- IAC specialists participate in ICAO working groups on the development and improvement of Standards and Recommended Practices (Annex 6, 13, 19, ...)

IAC is a member of the
Society of Air Safety Investigators (IASI).

Air accident Investigation

Since 1994 IAC has been member of the International Transport Safety Association



Russia, 2008



Netherlands, 2012



(comprises 17 independent investigation bodies)



Paris, 2016



Japan, 2017



Azerbaijan, 2018



Air accident investigation

IAC laboratory

- UNIQUE STRUCTURE BOTH IN EQUIPMENT AND EXPERT STUFF



- The IAC laboratory is one of the world's leading laboratories in the field of aircraft accident investigation.
 - Copying flight recorder information
 - Recovery of damaged flight recording media
 - Processing and analysis of flight recorder data
 - Flight dynamics analysis
 - Flight activity study
 - Study of aircraft systems and units technical condition
 - Development of methodological and guideline documents in the field of ensuring aircraft accidents investigation
 - Participation in the work of international working groups on flight recorders and measures to ensure flight safety

In 2023, the IAC laboratory conducted more than 150 studies of various aircraft systems and microelectronic devices, studies of the circumstances of aircraft accidents and incidents in the interests of the Member States of the Agreement.

Air accident investigation



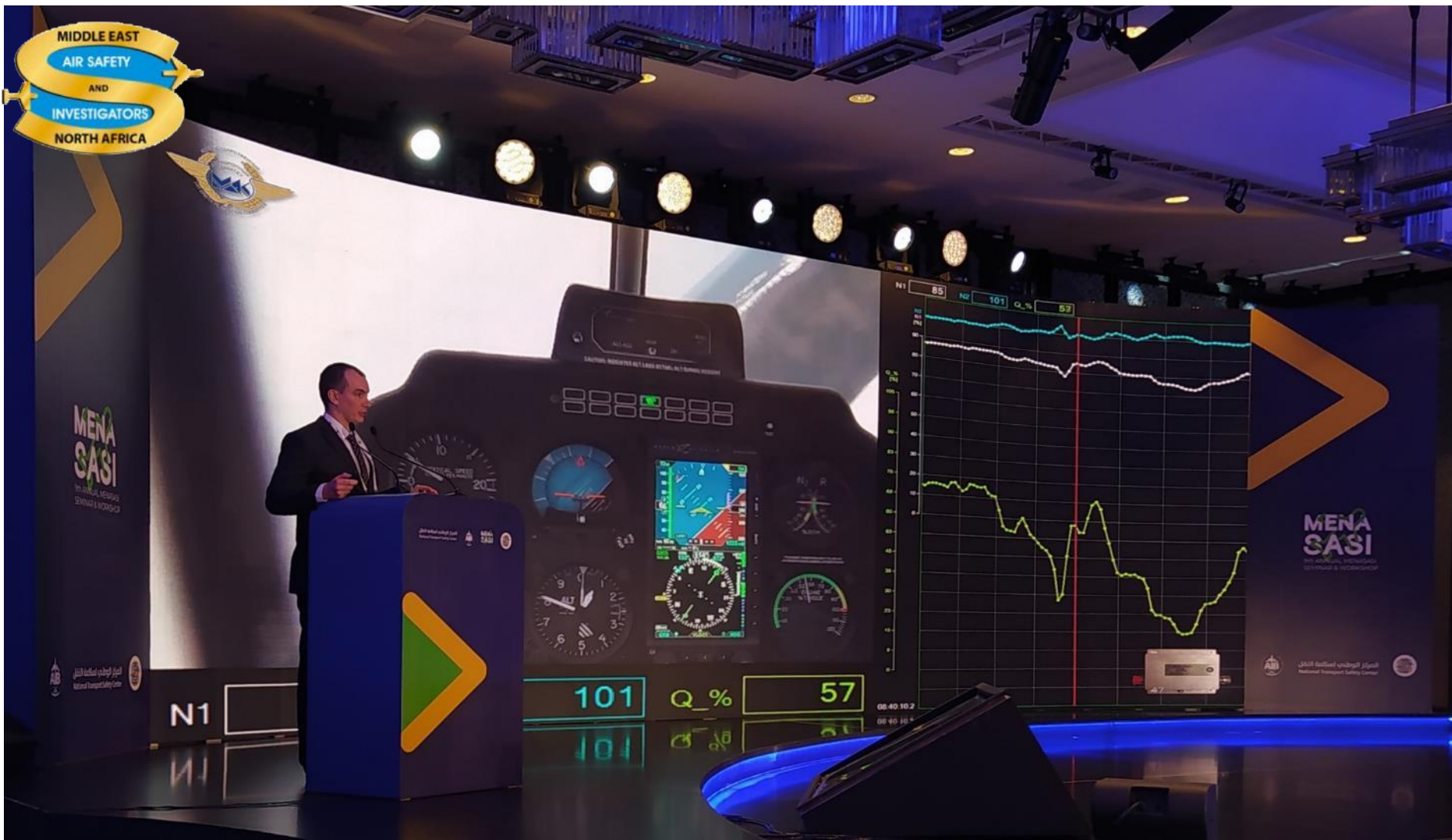
- The IAC laboratory makes it possible to work with most flight recorders produced by the world's leading companies and enterprises of the Russian Federation, as well as with various data media - aircraft computers and systems, navigation devices, wearable portable electronics, ...
- The complex of laboratory and software and hardware facilities, as well as the experience accumulated by the laboratory experts, ensure the conduct of complex X-ray, circuitry, photogrammetric, phonoscopic, tracing examinations, research in the field of microelectronics, flight dynamics, "human factor".



Air accident investigation. Training courses



MENASASI 2023



MENASASI 2023



Regional cooperation in the field of flight safety

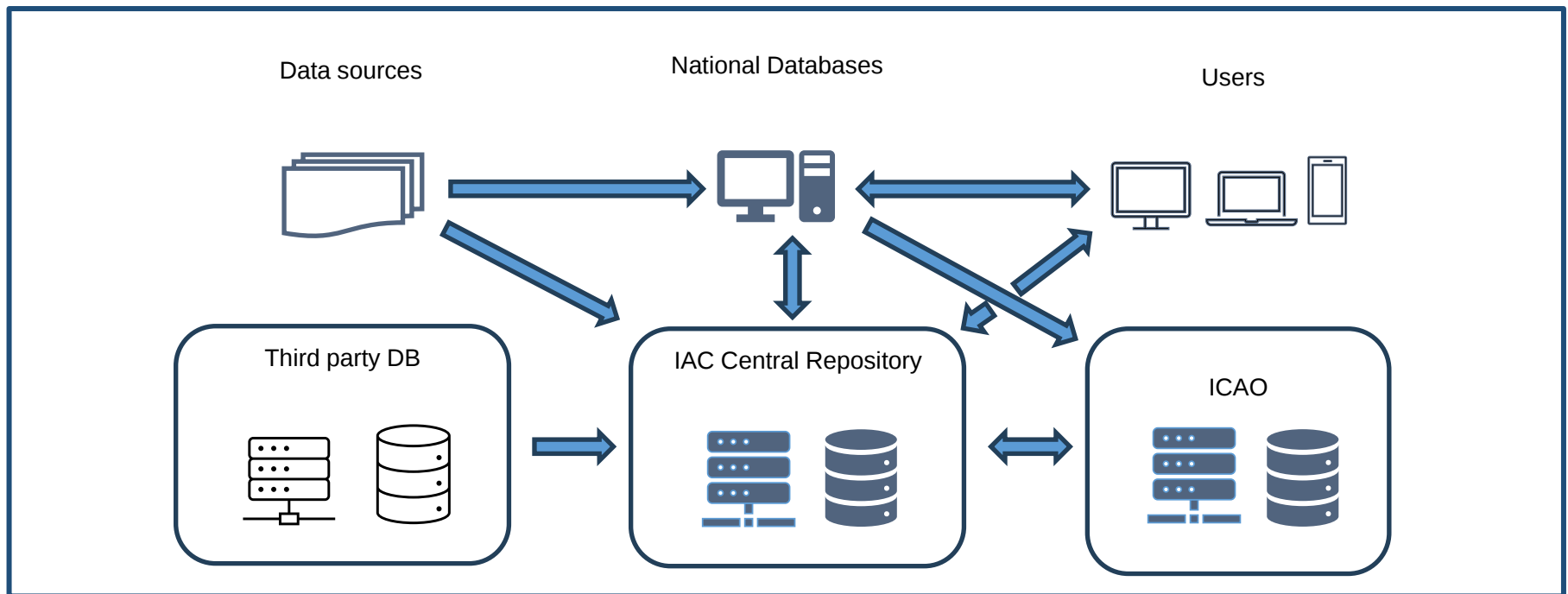


The Interstate Aviation Committee at the site of the 15th International Economic Forum of the Organization of Islamic Cooperation (OIC) organized a round table on the topic “Regional cooperation in the field of aviation safety”. The participants discussed regional experience of cooperation in the field of aviation safety, outlined ways to develop fruitful cooperation and expressed hope that these approaches will form the basis for the safe and sustainable functioning of civil aviation at the regional level. The importance of international and regional cooperation in the field of ensuring flight safety and the functioning of global civil aviation as a whole was noted.

IAC activities plan

Development of the concept of creating a common information space for data exchange in the field of flight safety, accidents and incidents investigation:

- to ensure continuous access to flight safety data and information in order to facilitate safety management activities and meet ICAO Standards and Recommended Practices.

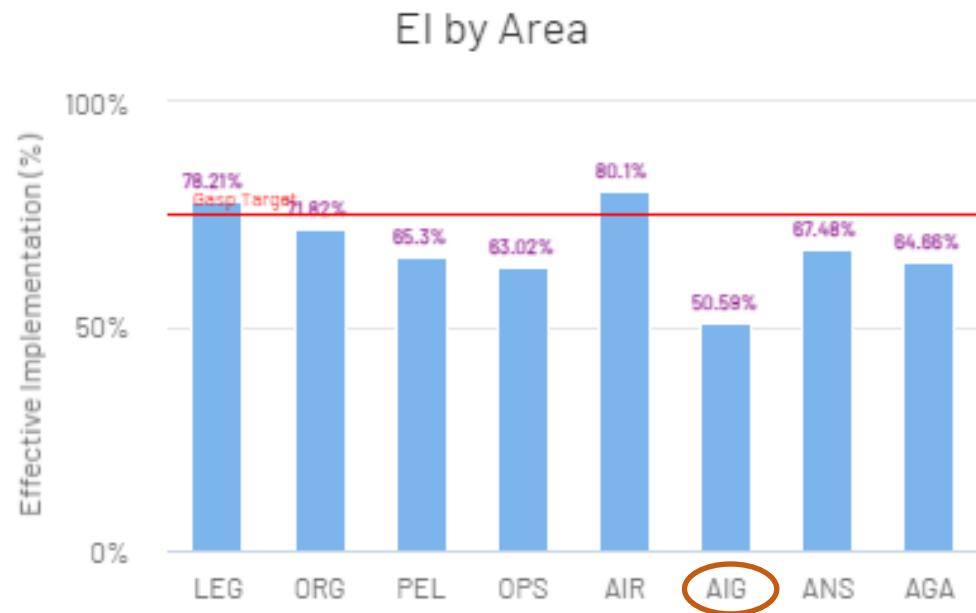




Plan of the IAC activities

ICAO is concerned about the progress of the implementation of initiatives in the field of improving flight safety and the realization of plans for the implementation of the Standards and Recommended Practices by States.

ICAO USOAP IAC/MAK Region



According to the results of ICAO audits

states of the region are experiencing difficulties in the development and implementation of the basic aviation legislation, guidance, instructive material, and in aviation specialists training.

IAC plans to expand cooperation in this area, considering various subject-matter of ICAO audits.

RAIO. Benefits/Challenges

Benefits

- Sharing of resources
- Well trained staff
- Laboratory
- Independence
- Better legal protection of investigation and flight safety data

Challenges

- Difference in legislation
- Transportation
- Language
- Legal aspects in case custody and reaching investigation subjects
- ICAO USOAP

RAIO. Challenges

How to deal with investigations within the RAIO?

Even if a State delegates the conduct of all investigations under its responsibility to another State or an RAIO, that State would still need to have an accident investigation authority established ...
(ICAO Doc 9756 Part I 2.1.10).

- Local AIA or authority is responsible for initial actions, including notification, measures to protect the evidence and to maintain safe custody, etc.
- ? *It means that a State still need to have the budget for the local AIA, trained stuff, equipment and etc., which can be difficult for states.
Will using of a local CAA's staff and power could be more effective solution?*
- RAIO will initiate an investigation appointing an IIC.
- ? *What will be the level of participation of local AIA and CAA in an investigation?
Whom will the Investigation Team will comprise of?*
- RAIO release the Final Report.
- ? *Who will make it publicly available, local AIA or RAIO? What about national legislation?*
- A RAIO will conduct an investigation in accordance to the national law.
- ? *National law can significantly differ from State to State. What to do if it differs from the Annex 13 provisions?*

RAIO. Challenges. ICAO USOAP

- Local AIA still will be responsible for the ICAO USOAP in regard to the AIG.
- ? *What is the role of a RAIO in USOAP procedure?*
- ? *Who is responsible for what?*
- ? *How to deal with sharing of responsibilities?*
- ? *How to address PQs?*
- ? *How a RAIO can participate and respond to findings?*
- ? *?????*
- ? ***How states can benefit from participating in RAIOs (in the frame of ICAO USOAP) if they are still responsible for everything?***

AN-CONF/14
14th Air Navigation Conference
26 August to 6 September 2024 | Montréal, Canada



Together
with the aviation world, with
confidence — to the future!

