



WORKING PAPER

**SPECIAL AFRICA-INDIAN OCEAN (AFI)
REGIONAL AIR NAVIGATION (RAN) MEETING**

Durban, South Africa, 24 to 29 November 2008

Agenda Item 4: Current status of aviation safety and related activities in the Africa-Indian Ocean (AFI) Region (Safety Committee)

**COOPERATION AMONG STATES FOR ACCIDENT
INVESTIGATION CAPACITY**

(Presented by South Africa)

SUMMARY

This paper reviews the need for cooperation among African States during occurrence investigations and accident prevention actions and considers the convening of accident prevention workshops, which include a State Safety Programme component, in the region on a regular basis. It also highlights the need for a forum to share safety-related information in a regional context, as well as the need for support of a just culture in the region.

Action by the meeting is in paragraph 3.

1. INTRODUCTION

1.1 It is common knowledge that the highest accident rate is in Africa (approximately 12.4 per million departures). However, when this rate is calculated on a State-by-State basis, it becomes apparent that some of the African States have a much lower accident rate than what the African average accident rate is, although there is an active aviation industry in the State.

1.2 On the other hand, as was indicated in the information made available during the High-Level Meeting on a Comprehensive Regional Implementation Plan for Aviation Safety in Africa (Montreal, 17 September 2007), the reporting culture of the African States is very low. It is indicated that only nine per cent (9 %) of the accidents and incidents recorded in the Accident/Incident Data Reporting (ADREP) system are in a closed/data status, suggesting that the States had completed the accident or incident investigation and submitted the required documentation to ICAO in accordance with the provisions contained in Annex 13 — *Aircraft Accident and Incident Investigation*.

2. DISCUSSION

2.1 The need exists for the States of Africa to improve their level of aviation safety by increasing their capacity to carry out effective investigations. In this way, they will be able to identify the systemic causes of the accidents and incidents and move from a reactive to a proactive accident prevention approach. Positive products of more effective occurrence investigations will also be that

the final reports will be produced in a reasonable time period and that the safety recommendations will be relevant and efficient in the State Safety Programme (SSP).

2.2 States should also work towards having effective Safety Programmes that are based on a just culture to be able to support non-punitive reporting of occurrences, so that accident prevention efforts could be maximized across the boundaries of the States. Furthermore, the State Safety Programme must support the safety management systems (SMS) in the State's service provider architecture to give proper effect to the State's accident prevention efforts.

2.3 Due to the character of the region, there are many movements of aircraft over the borders of the different African States. This also requires cooperation between the African States and other ICAO States for the purposes of occurrence investigations. To increase the effectiveness of occurrence investigations, especially in the early stages of the investigation, the States should enter into agreements based on the principles of Annex 13 at their earliest convenience. It will be most efficient if these agreements are entered into initially in the regional groupings and then it could be propagated to the neighbouring regions. These agreements related to accident prevention matters could encompass the sharing of information, human resources and expertise.

2.4 The sharing of investigative expertise between the African States for training of accident and incident investigators will be beneficial and in the spirit of the ICAO Circular *Training Guidelines for Aircraft Accident Investigators* (Circ 298). The investigators will have an opportunity to gain experience and learn from each other in an environment in which they are comfortable. The circular also suggests that, for advanced training purposes, the investigators could attend relevant seminars and conferences; however, such undertakings are costly for the African investigators. To facilitate such exchanges of information, it is necessary that regular occurrence investigation and prevention workshops — which include a State Safety Programme component — be held in the AFI Region, ideally on an annual basis. The administration and execution of such workshops should be undertaken by ICAO's regional offices with industry participation. States should consider hosting the workshops on a rotational basis throughout the region, which would reduce participants' travel costs and ensure as wide an audience as possible.

3. ACTION BY THE MEETING

3.1 The meeting is invited to approve the following recommendation:

Recommendation 4/x — Accident prevention measures

That ICAO:

- a) assist States to develop agreements amongst African States to foster effective occurrence investigations in a regional context;
- b) arrange additional occurrence investigations and prevention workshops that include a State Safety Programme component on a regular basis in the AFI Region;
- c) develop a forum to share safety-related information in a regional context; and
- d) promote and support a just culture in the AFI Region.

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