



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

Eighth Meeting of the Africa-Indian Ocean Regional Aviation Safety Group (RASG-AFI/8)

Kigali, Rwanda, 7 - 11 November 2022

Agenda Item 3: 3.3. Other Safety initiatives.

Incident Reporting, Investigation & Analysis

(Presented by IATA)

SUMMARY	
This working paper presents current challenges with incident/occurrence reporting and investigation in the AFI region and proposed way forward.	
Action by the Meeting is provided at paragraph 3 of the Paper.	
<i>Strategic Objectives</i>	This Working Paper relates to the ICAO Strategic Objectives on Aviation Safety; Air Navigation Capacity and Efficiency.

1 INTRODUCTION

1.1 For over two decades, the International Air Transport Association (IATA) has worked with member airlines, States and ANSPs in incident reporting and investigation to reduce AIRPROXs through the AFI ATS Incident Analysis Group (AIAG). Year-in-year-out we see the same trends and challenges among numerous States and ANSPs and it is time to address them.

2 DISCUSSION

2.1. The challenges we see are:

- a) Lack of timely investigation;
- b) Incomplete investigation or lack of depth in investigation;
- c) No investigation feedback at all (dead silence); and
- d) Mostly punitive measures

Through this paper, IATA would like to call on all States, ANSPs and RSOOs, to look seriously into this area and enhance their investigation efforts if the region is to realize improvement in reduction of Loss of Separation (LoS) events in the AFI Airspace. We have seen significant reduction in the

number of events in the last two years but that can be easily attributed to the relatively low traffic levels during the peak of the COVID-19 pandemic.

While IATA will continue to support all stakeholders in this area, it is important that States take the lead in the investigation of accidents and serious incidents since it's their obligation as stipulated in Annex 13 to the Convention on International Civil Aviation. ANSPs and RSOOs could be delegated this task by States, where the capacity is lacking within the State. The industry cannot play the role of States but will continue to support their efforts.

ARMA also has a critical role to play in this area which they have been doing but need the support of States through constant reporting. IATA will in turn play its role where necessary in providing required information for airlines to report not just in RVSM but all airspace so that ARMA are able to gather occurrences for the purpose of mathematical analysis and other safety management activities.

3 ACTION BY THE MEETING

3.1 The meeting is invited to,

- a. Take note of the prevailing challenges of the AFI region related to incident reporting and investigation, in order to reduce AIRPROXs;
- b. Urge States and ANSPs to conduct timely investigations of incidents and provide necessary feedback, and where capacity is lacking, request assistance from RSOOs and/or other appropriate entities; and
- c. Urge AFI States, in collaboration with ICAO, to coordinate and regularly review reported incidents and come up with strategies to minimize the occurrences.

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