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Regional Accident and Incident Investigation Organization



Jeddah, 25-27 April 2017





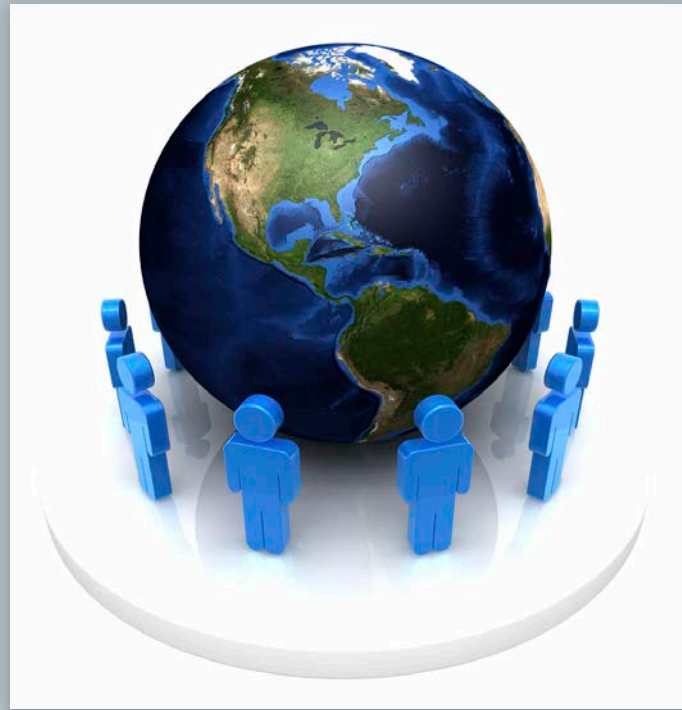
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Regional Investigation Systems







ICAO USOAP audits

Audit findings indicate that many States have not been able to implement an effective accident and incident investigation system. The findings have been associated, in general, with a lack of resources, both human and financial.



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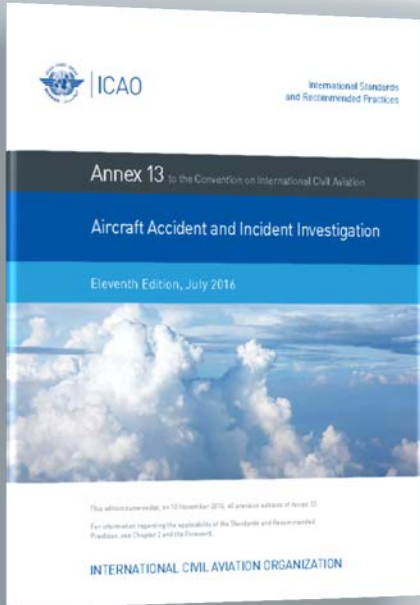
AIG Divisional Meeting

13 -18 Oct 2008





Annex 13



5.1 The State of Occurrence shall institute an investigation into the circumstances of the accident and be responsible for the conduct of the investigation, but it may delegate the whole or any part of the conducting of such investigation to another State or a regional accident and incident investigation organization by mutual arrangement and consent. In any event, the State of Occurrence shall use every means to facilitate the investigation.

5.1.2 The State of Occurrence shall institute an investigation into the circumstances of a serious incident when the aircraft is of a maximum mass of over 2 250 kg. Such a State may delegate the whole or any part of the conducting of such investigation to another State or a regional accident and incident investigation organization by mutual arrangement and consent. In any event the State of Occurrence shall use every means to facilitate the investigation.



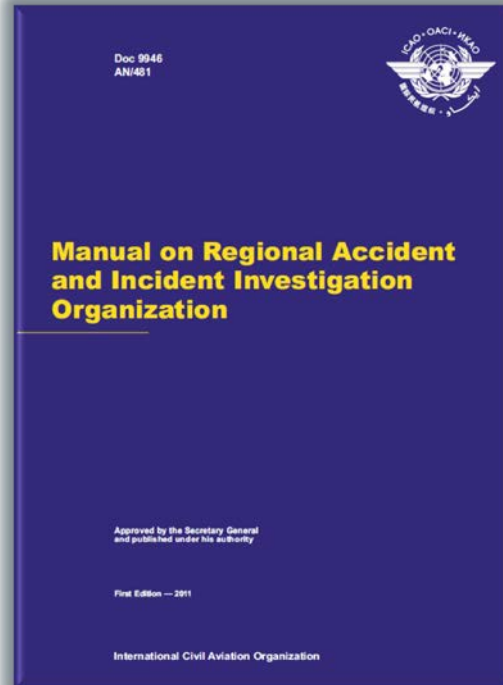
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“Cooperation” does NOT mean that governments would give up their sovereignty or responsibilities. Regional arrangement is an effective and efficient means for States to achieve the desired level of accident and incident investigation.



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RAIO

ADVANTAGES

- **Eliminate duplication of efforts**
- **Achieve economies of scale**
- **Investigators in the region gain experience quicker**
- **Help achieve independence of investigations.**



Establishment of an RAIO



- ▶ **Memorandum of Understanding (MOU)**
Memorandum of Cooperation (MOC)
- ▶ **Define organizational and operational procedures, policies of RAIO agreed upon by Member States.**
- ▶ **RAIO should have regulations, as per ICAO SARPs, for the conduct of investigations.**
- ▶ **RAIO should have a system for amending its regulations and procedures consistent with amendments to Annex 13.**



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Appendix 1

**MODEL AGREEMENT FOR THE ESTABLISHMENT AND
MANAGEMENT OF AN RAIO**



20 Articles



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Appendix 1

Article 3

Establishment

The Member States hereby establish the [*Name of RAIO*] as a independent accident and incident investigation organization reporting to the Member States.



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Appendix 1

ARTICLE 12

Role of Member States

Member States will:

- a) implement safety recommendations resulting from the investigation of accidents and incidents, or state the reasons why implementation was not done;
- b) promulgate common regulations developed by the [Name of RAIO] in the area of accident and incident investigation that are compliant with the provisions of ICAO Annex 13 – Aircraft Accident and Incident Investigation;
- c) participate in activities of the [Name of RAIO] with the aim of assisting other Member States in the area of accident and incident investigation; and
- d) adopt and support measures and programmes for the training of accident and incident investigators and other technical staff in the [Name of RAIO].





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Basic RAIO

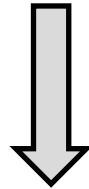
The national investigation authority retains full responsibility for investigation, while the RAIO provides standardized, common regulations, policies, and procedures for investigation, provides oversight of the implementation of such requirements, as well as advice, guidance and assistance to Member States.

Full RAIO

The national investigation authorities delegate the whole or part of their responsibilities concerning investigations to the RAIO, which conducts investigations on behalf of Member States. Such investigations would be based on common regional regulations, policies, and procedures, while Member States retain responsibility for the oversight of the system, in accordance with the Chicago Convention.



RAIO



Functionally independent from other organizations



RAIO

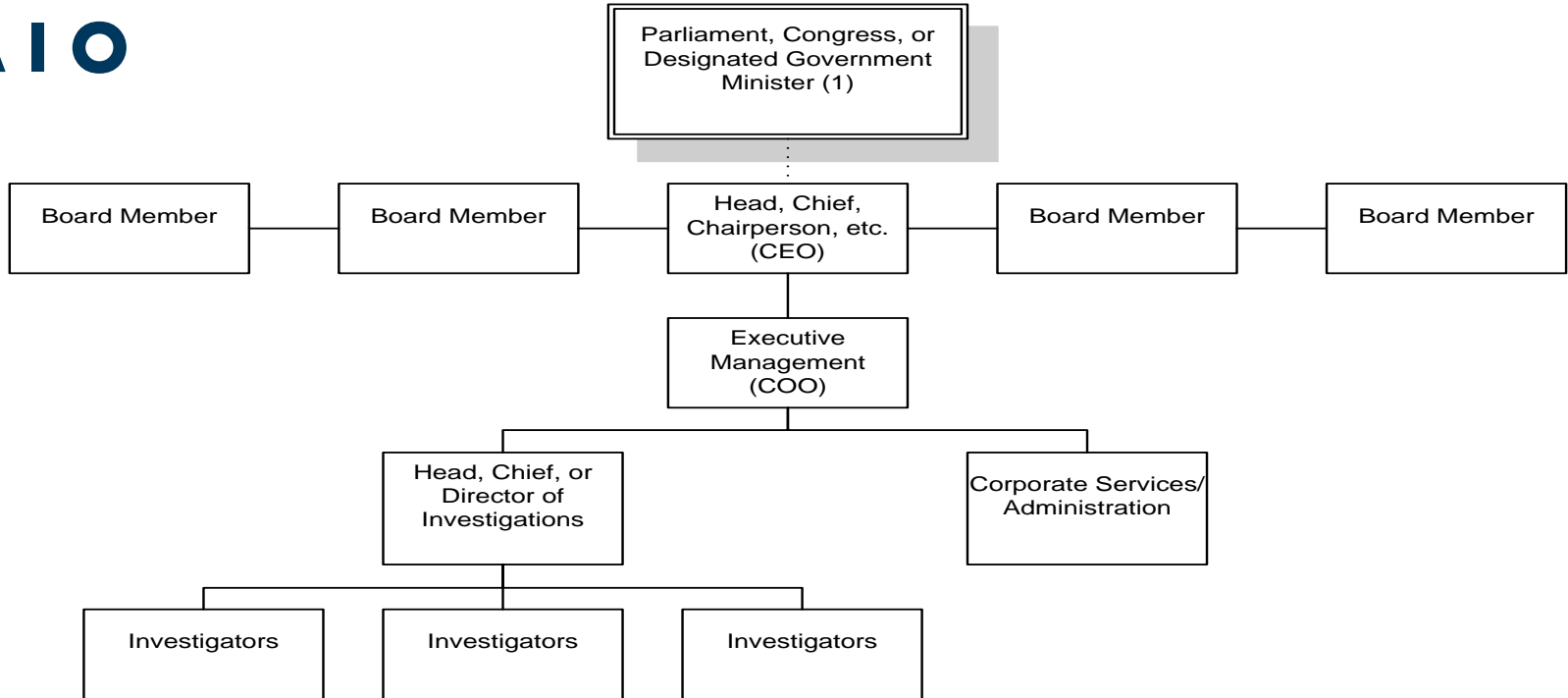
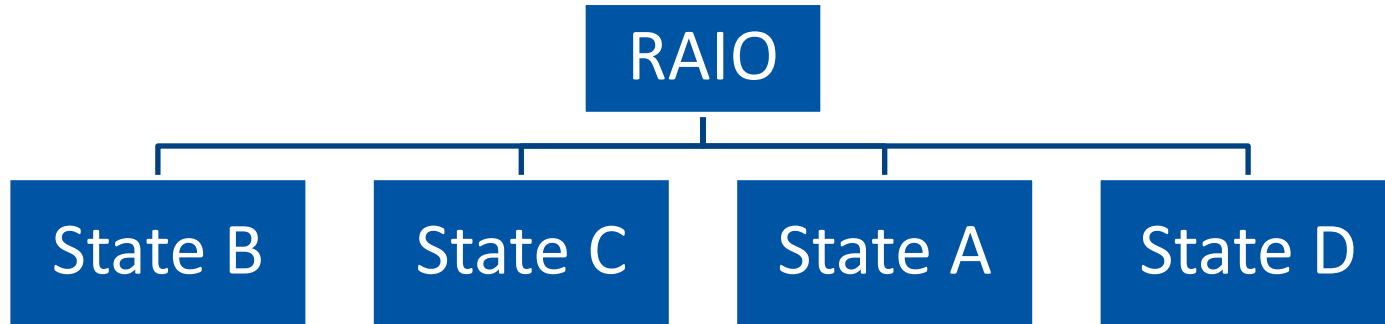


Figure 3-2



BOARD



► For an RAIO to be effective, it is essential that all Member States be represented on its Board



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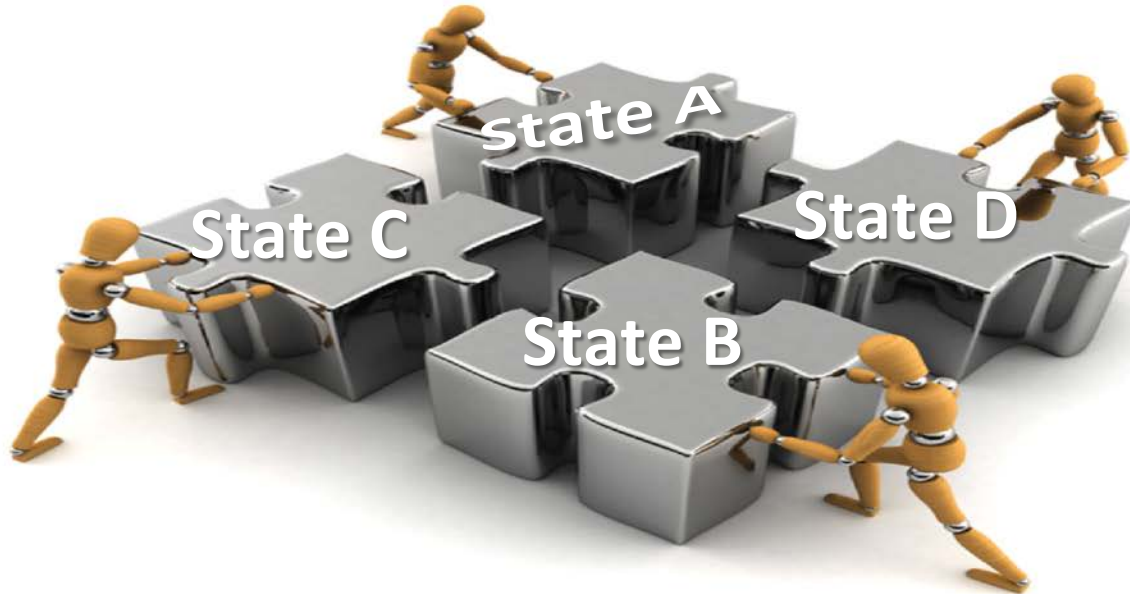


FUNDING

“Commitment” from member States



Chapter 4
FINANCING A REGIONAL ACCIDENT AND INCIDENT
INVESTIGATION ORGANIZATION
and
Appendix 1





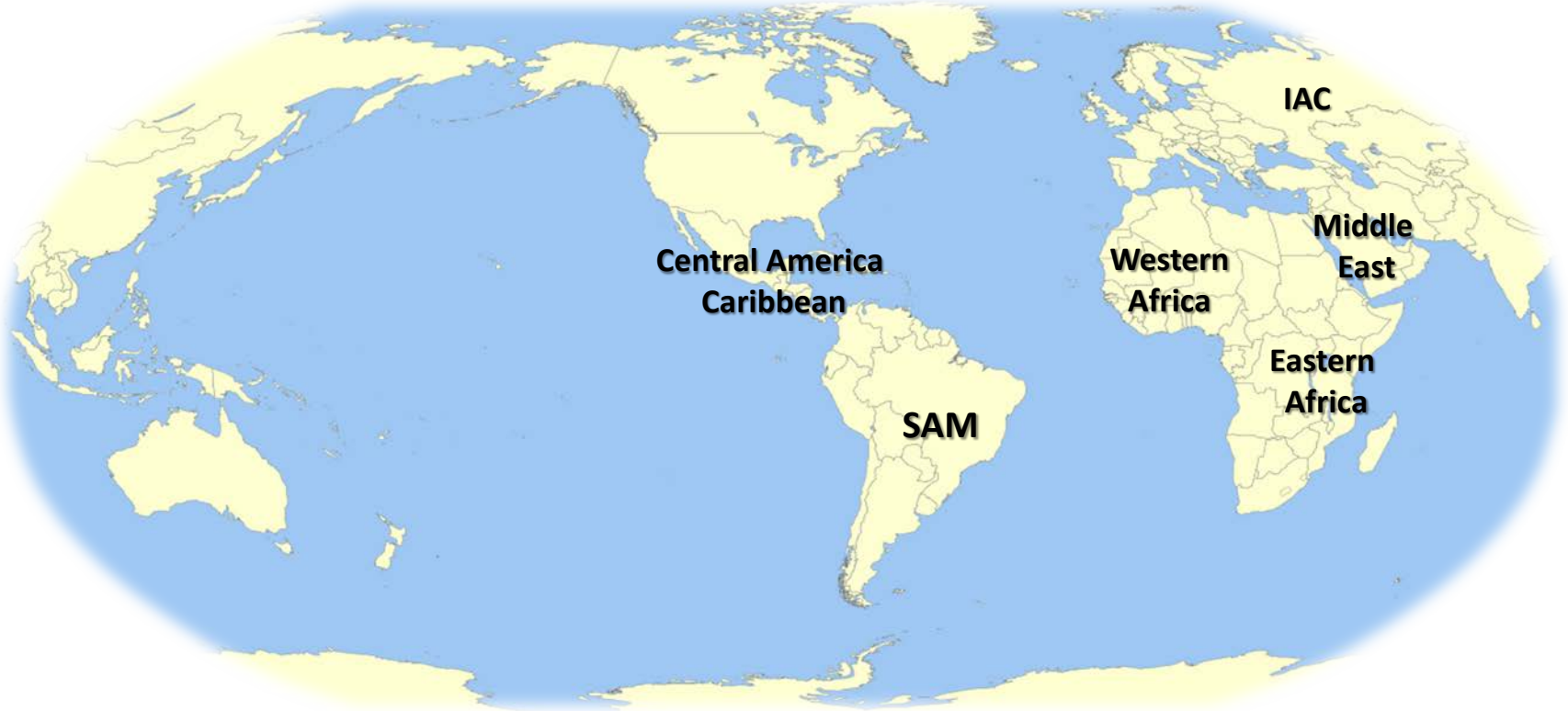
RAIO

MOU/MOC

The agreement establishing the RAIO must be registered with ICAO, as per Art. 83 of the Convention.

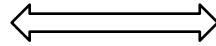
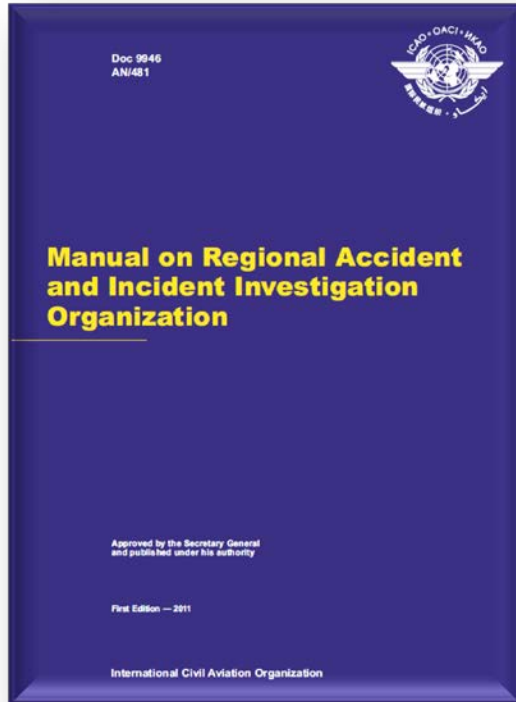


Regional Investigation Systems





Regional Accident and Incident Investigation Organization





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North American
Central American
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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