



Qatar Air Accident Investigation (QAAI)

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April 2017



National AIG Experience

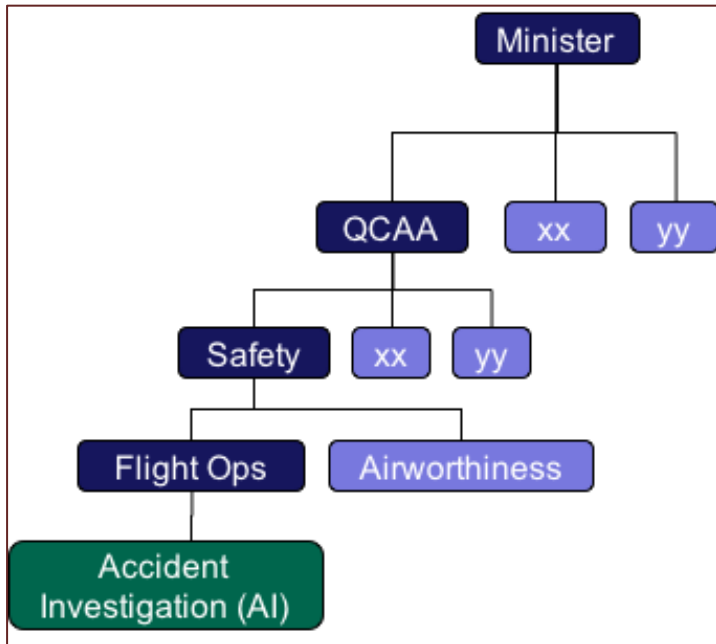
- *Motivation*
- *AIG Organization,*
- *Capabilities,*
- *Challenges/Best Practices*

- QATAR Aviation sector has **ambition** and is rapidly **growing**
- (INTER)NATIONAL AVIATION **REQUIREMENTS** (ICAO ANNEX 13)
- ICAO USOAP ?
- Proper Accident Investigation is a right for the community

Total System Safety Approach Building Blocks

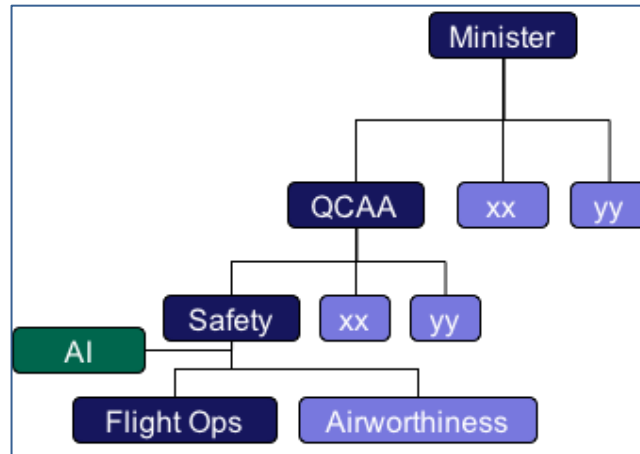


Organization



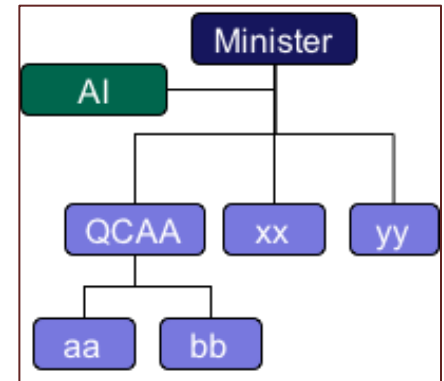
NOV 2016

Independency
ref ICAO



DEC 2016

Independency
Ref ICAO

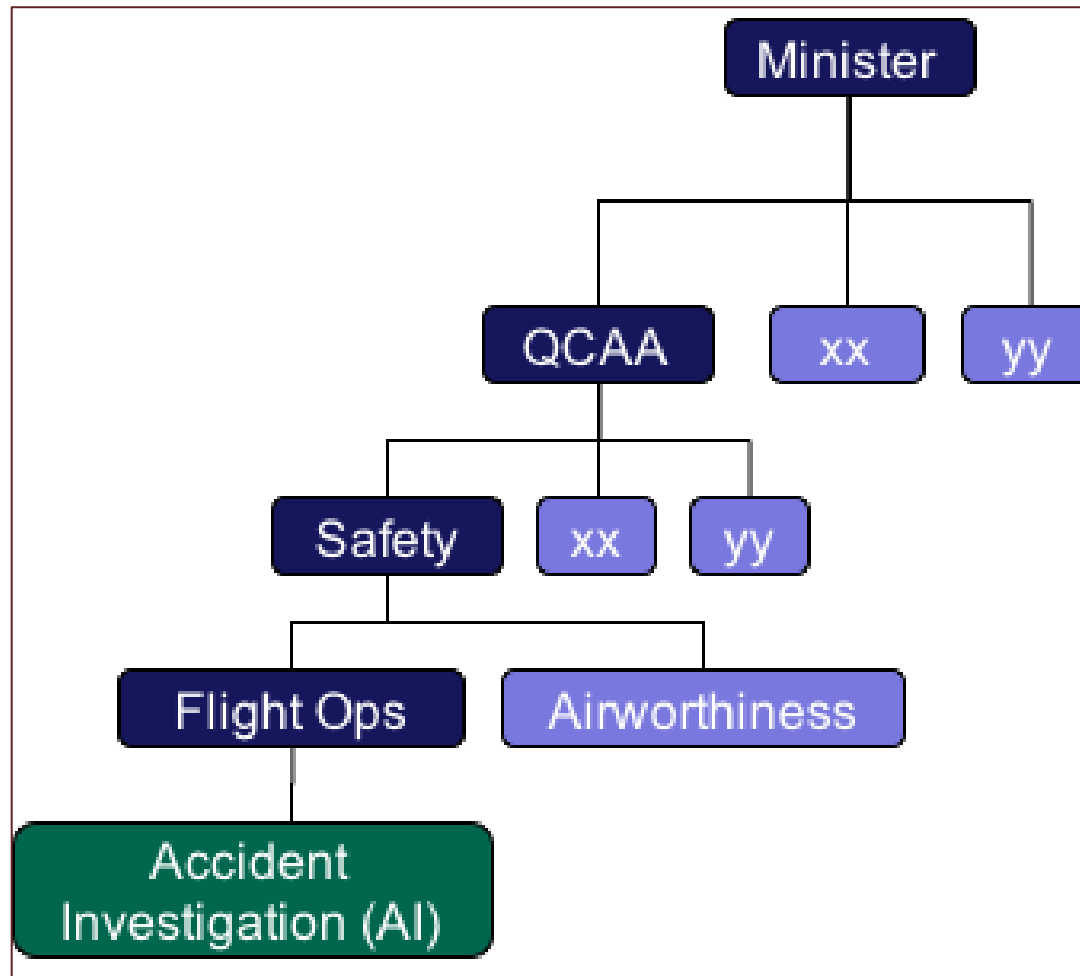


xxx 2017 ?

Independency
Ref ICAO

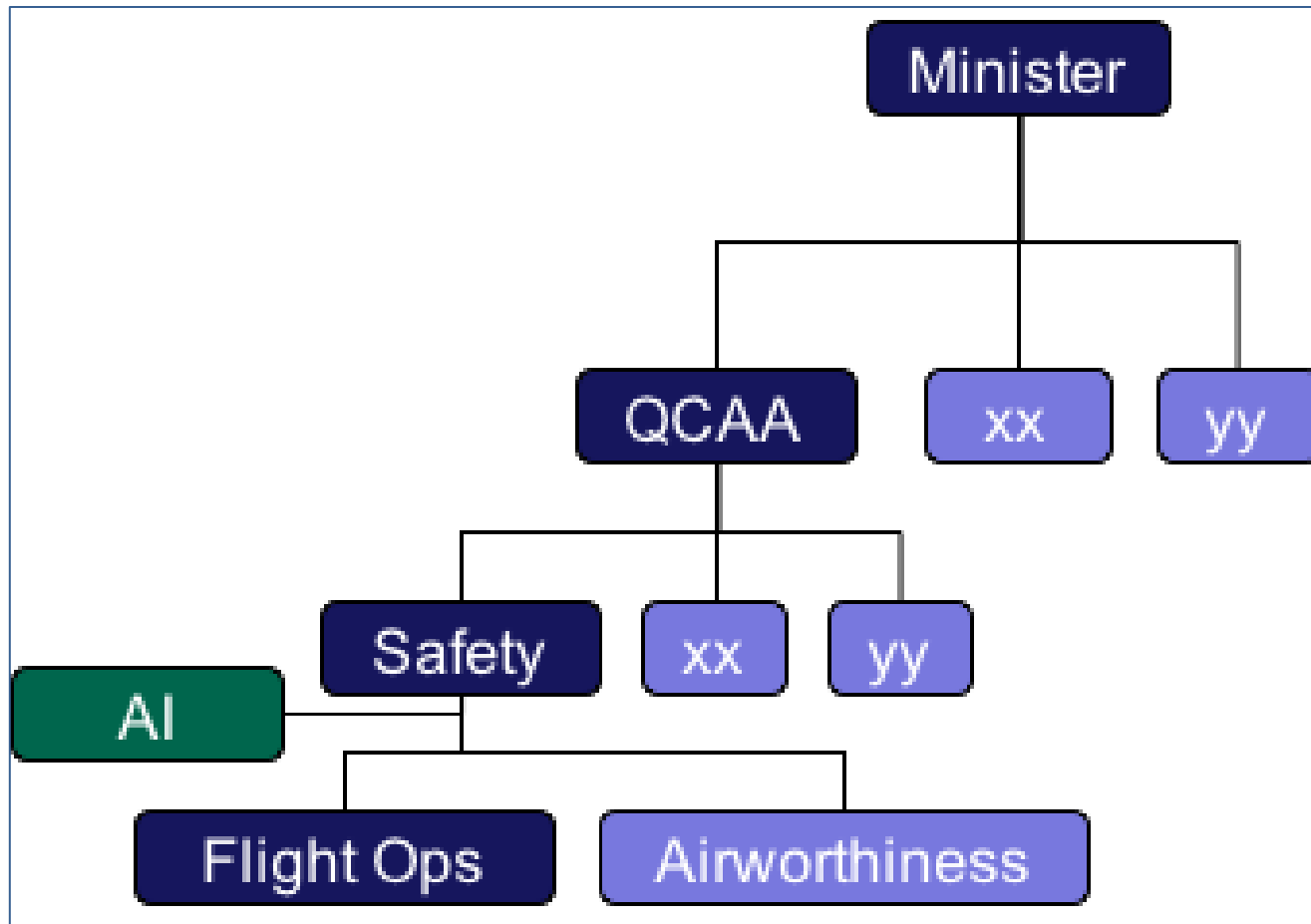
Organization November 2016

Independency ref ICAO



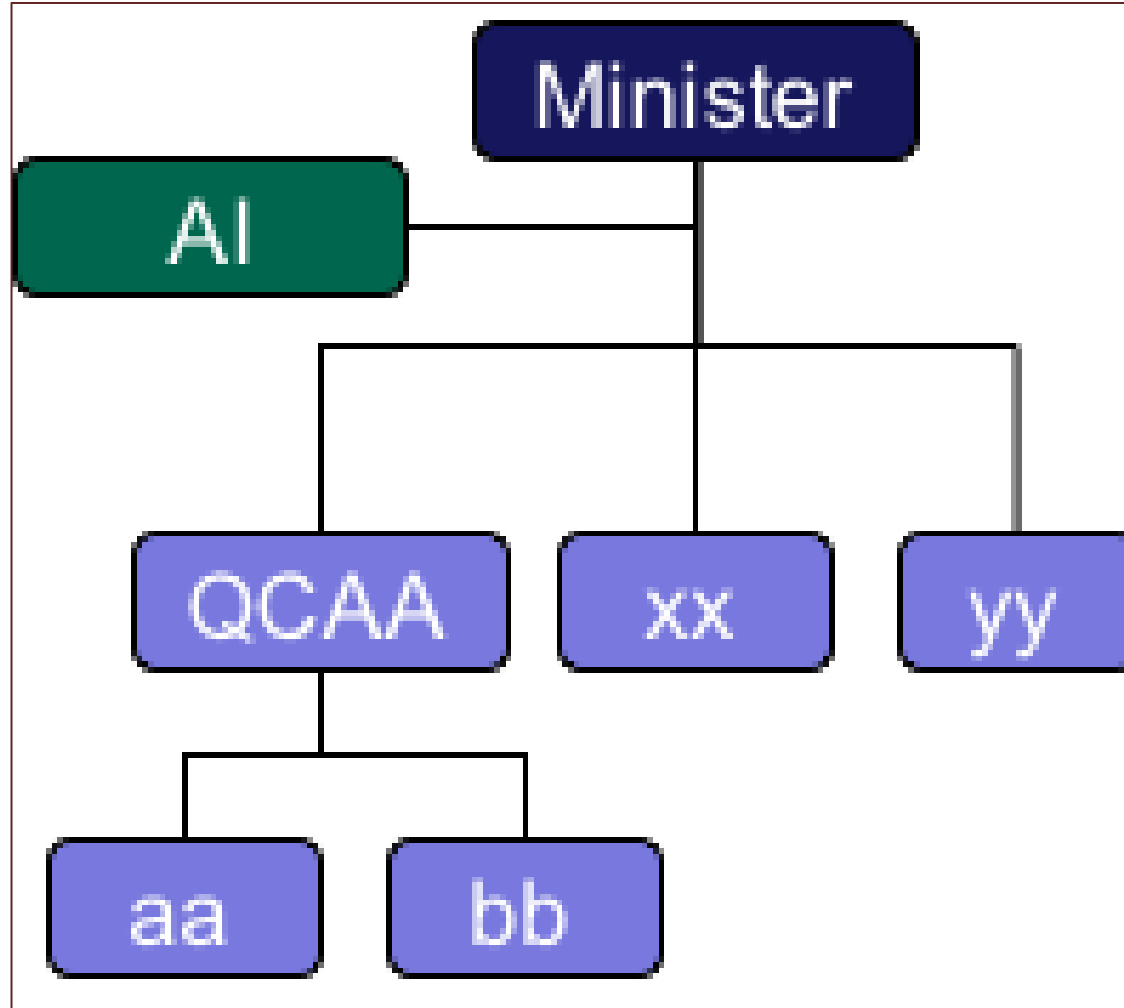
Organization December 2016

Independency Ref ICAO



Organization 2017

Independency Ref ICAO



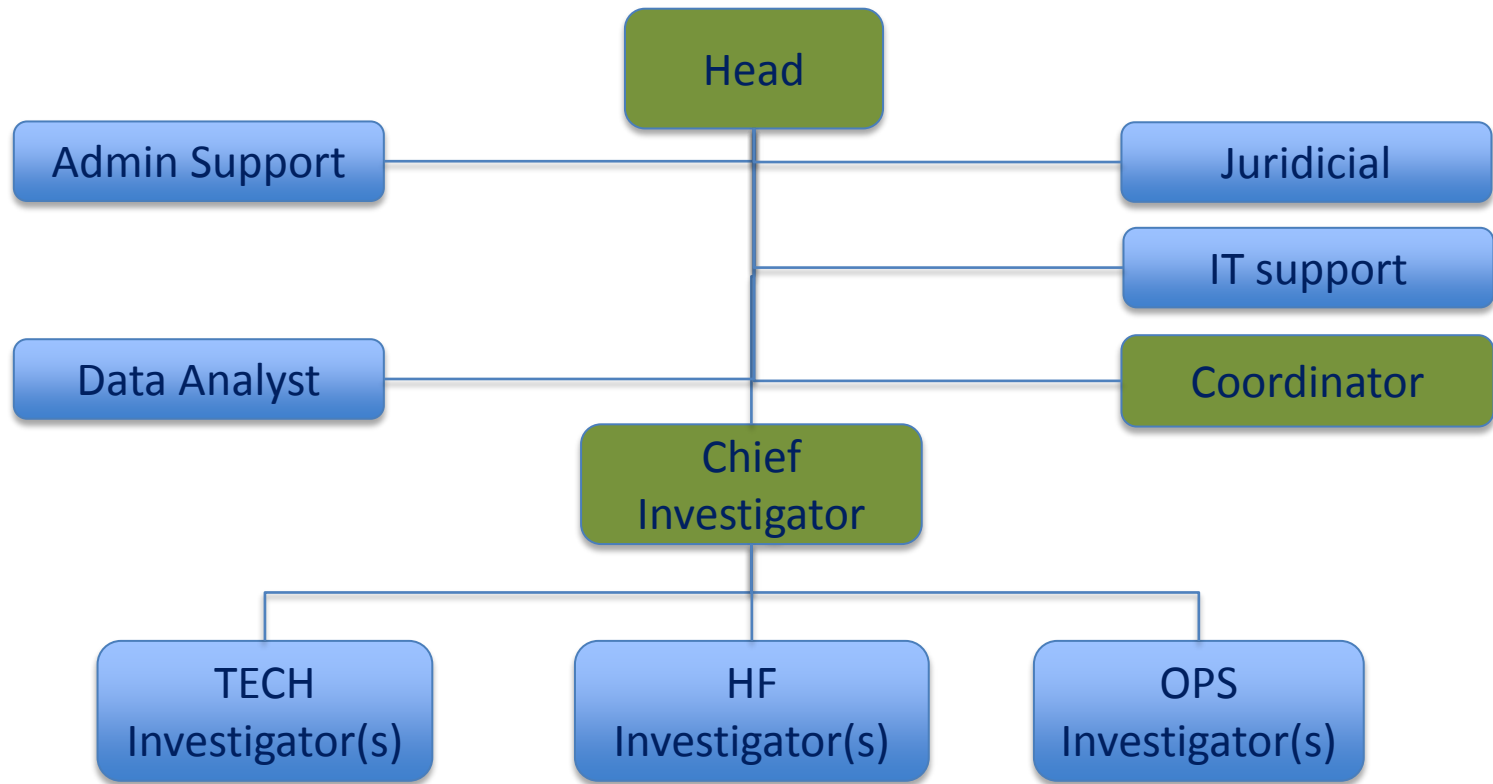


Internal Organization 1st steps

- Head of Unit, Chief Investigator and Coordinator
- Minimal set-up to enable Annex 13 **coördination** tasks
- 24/7 availability to be arranged
- Back-up and support to be arranged
- Working on basic procedures but LAW ??

Qatar Air Accident Investigation Unit

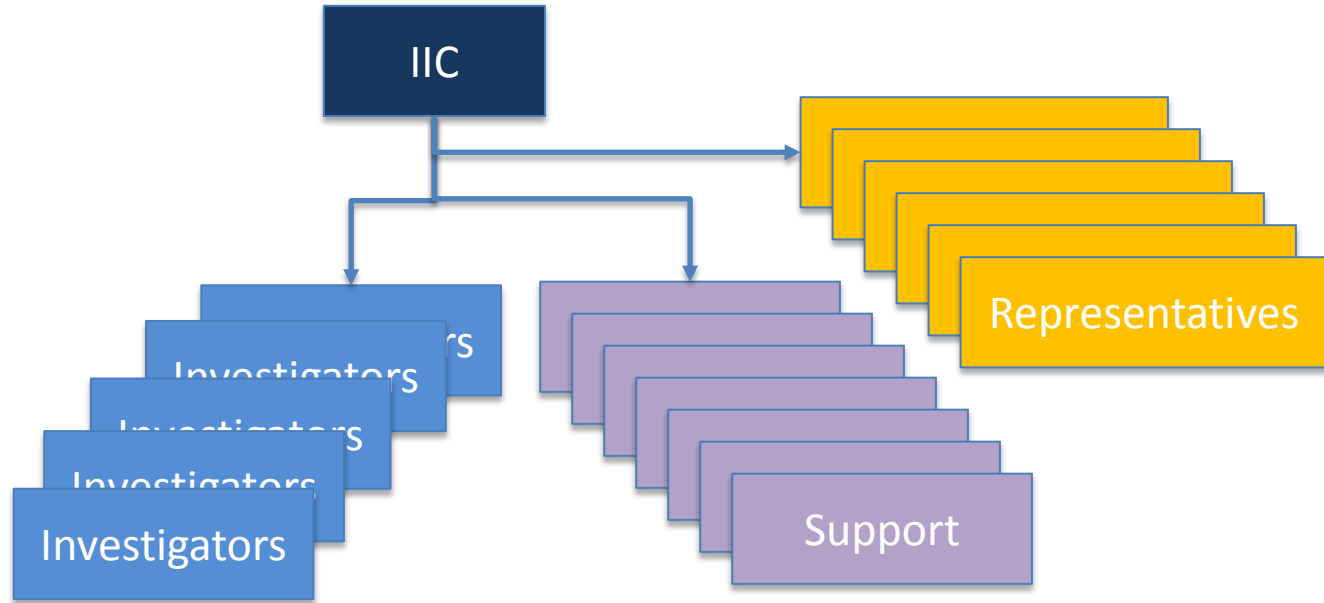
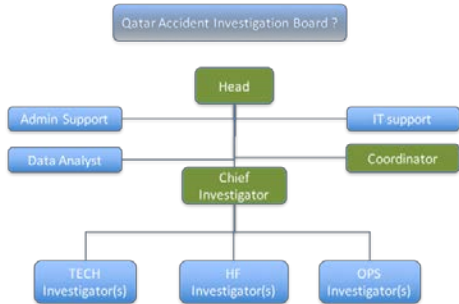
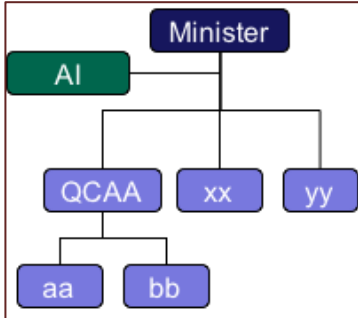
Qatar Accident Investigation Board ??



- QATAR AIR ACCIDENT INVESTIGATION UNIT
 - Established by Law
 - Independent from Aviation Regulator
 - **Legal Authority over the Accident Site (also.....)**
 - Unit with about 5 persons
- **Investigator In Charge (IIC)** appointed by QAAI
- Many Specialists required from:
 - Other investigation units
 - Operators
 - Manufacturers

ALL UNDER CONTROL OF INVESTIGATOR IN CHARGE (IIC) APPOINTED BY AIR ACCIDENT INVESTIGATION UNIT

Ready to investigate ?



normal

Actual investigation

Coordination

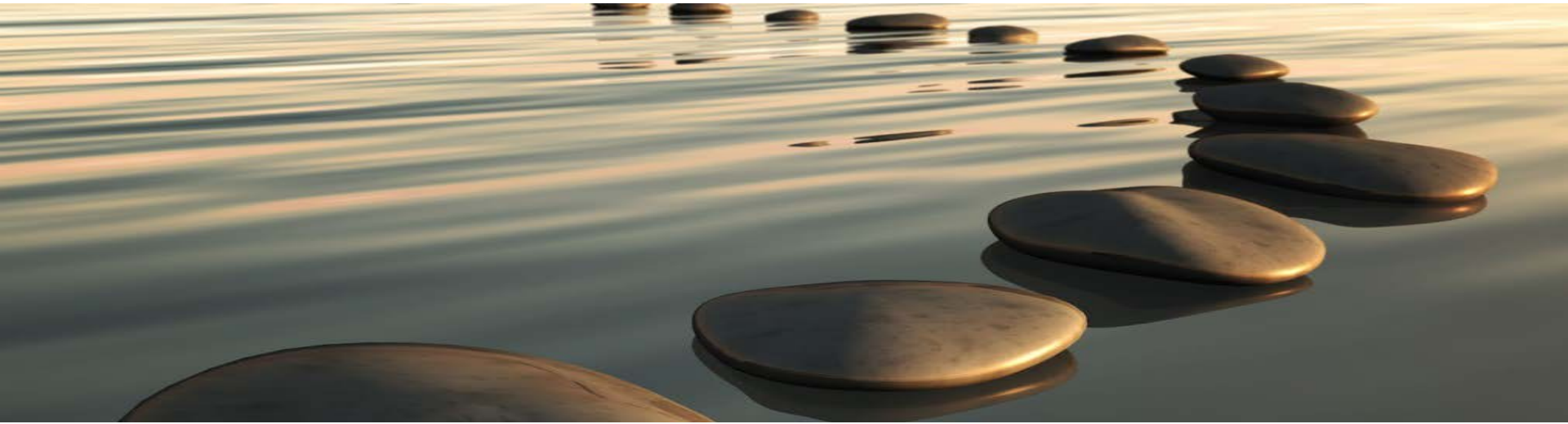
Current Capabilities



- Law still under discussion, many grey areas, at this moment still amending
- Everybody has a picture in mind about accident investigation but they are seldom the same
- Safety Culture is “under development” as always
- Controlling ad-hoc reactions under stressful situations
- Maturity development in relations between “key players”

Management of expectations

- Proper response to investigation/aviation community from 2017
- Full operational Readiness **not before** Mid 2017
- Never (?) capable for **stand-alone** large investigation
- Need to explore extensive Cooperation with other
 - States (Regional Cooperation)
 - Investigation Bodies (ITSA)
 - Other Organizations



NEXT Steps

- Decisions on Aviation Law
- Communication and working protocols and agreements related to occurrences internally and externally based on new law
- Regulations and Organization (finalize 2017)
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From ICAO Manuals

Doc 9962
AN/482



Manual on Accident and Incident Investigation Policies and Procedures
