



International Civil Aviation Organization

MIDANPIRG/17 and RASG-MID/7 Meeting

(Cairo, Egypt, 15 - 18 April 2019)

Agenda Item 5.1: Regional Performance Framework for Safety

**RECOMMENDATION FOR THE ESTABLISHMENT OF AN ICAO ACCIDENT
INVESTIGATION WORKING GROUP (AIWG) FOR THE MID-REGION**

(Presented by the United Arab Emirates)

SUMMARY

This paper proposes the establishment of an ICAO Accident Investigation Working Group (AIWG) for the MID-Region, constituted under the framework of the MID Regional Aviation Safety Group (RASG).

Action by the meeting is at paragraph 3.

1. INTRODUCTION

1.1 It is incumbent on the State in which an aircraft accident occurs to institute an inquiry into the circumstances of the accident in conformity with Article 26 of the Convention.

1.2 Aircraft accident and incident investigations have yielded many safety recommendations, implementation of which has contributed significantly to improving safety.

1.3 Owing to the growing sophistication and complexity of modern aircraft, the conduct of an accident investigation usually requires participation by experts from many specialized technical and operational fields, and access to specially equipped facilities for investigation. Some MID-Region Contracting States do not have such specialized technical and operational investigation expertise and appropriate advanced investigation equipment and facilities.

1.4 The ICAO Universal Safety Oversight Audit Program (USOAP) findings indicate that a number of States have not been able to implement an effective accident and incident investigation system in line with ICAO SARPS and appropriate to their aviation activities. The USOAP findings have been associated, in general, with lack of resources, legislation, organization, training, equipment, and policies, procedures, and guidelines for accident and incident investigations.

2. DISCUSSION

2.1 To assist in maintaining public confidence in the safety of commercial aviation in the MID-Region, it is important that aircraft accidents and incidents be investigated in a competent and timely manner to determine the probable cause(s) and that the resulting safety recommendations are soundly based and promulgated appropriately.

2.2 This target cannot be achieved without appropriate interaction and cooperation among the MID-Region States. The exchange of information and the sharing of resources, together with the establishment of a body to coordinate such interaction, would be necessary. The coordinating body may be constituted as a working group that dynamically interacts with the regional investigation entities at a strategic level to improve the capabilities of the MID-Region States to a point where their investigation abilities reach the level of best international practice.

2.3 The coordinating body could be referred to as the ICAO MID-Region Accident Investigation Working Group (AIWG). The body's Terms of Reference (ToRs) should set initial goals of establishing policies, strategies, and mechanisms relevant to improving and enabling the continuous improvement MID-Region States' accident investigation capabilities. The end result will be to meet ICAO SARPs (Annex 13) and international norms and to produce investigation reports in a timely and cost-effective manner.

2.4 The AIWG should research and develop provisions for accident and incident investigation to allow for timely and effective investigations as set forth in Annex 13, and in support of the Global Aviation Safety Plan (GASP). The AIWG should also establish mechanisms to facilitate cooperation among the MID-Region States in the investigation of major aircraft accidents and/or accidents in which the investigation requires highly specialized experts, equipment and facilities.

2.5 A working paper was presented by the UAE to the SST/5 meeting which took place in Cairo, 19-21 February 2019. The meeting recognized that the current structure of the MID-SST lacks focus, since its terms of reference include a wide range of important subjects (USOAP-CMA, SSP/SMS, ELP, AIG, etc.).

2.6 Accordingly, the meeting, specifically Bahrain, Egypt, Jordan, Libya, and Saudi Arabia, strongly supported the proposal of the UAE. The meeting agreed on Draft Decision 5/5 that the AIGW be established, and that the UAE present a working paper on the subject to the RASG-MID/7, including proposed ToRs. The meeting noted with appreciation the offer of the UAE to host the first meeting of the AIWG and to provide further support as this becomes necessary.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) approve the Draft Decision of SST/5 to establish an ICAO MID-Region Accident Investigation Working Group (AIWG), under the RASG MID framework; and
- b) review the draft Terms of Reference (ToR), as shown in **Appendix A**, and approve them.

APPENDIX A

DRAFT TERMS OF REFERENCE

FOR

THE MID-REGION ACCIDENT INVESTIGATION WORKING GROUP (AIG WG)

1. PURPOSE OF THE AIWG

- 1.1 The AIG WG is established to discuss, review, analyse, and categorize, on an annual basis, the enhancement initiatives on accident and incident investigation capabilities undertaken by the States.
- 1.2 The AIG WG will be responsible for developing mechanisms for assuring appropriate implementation of Annex 13 among States, and enhance the level of States' conformity with the international standards and best practices.
- 1.3 The AIG WG should form a Go-Team to support States that lack sufficient investigation capabilities.
- 1.4 In accordance with its Terms of Reference (ToR), the AIWG shall:
 - (a) develop methods and strategies, and advance policies, strategies, and provisions to enhance the capabilities of accident and incident investigation for the MID-Region States, and full implementation of the international SARPs. This shall enable continuous improvement of the quality of investigations and that they be carried out in a timely and cost-effective manner.
 - (b) encourage and facilitate cooperation among the MID-Region States through managing the activities Accident Investigation Cooperation Mechanism (ARCM). This will assure supporting States in critical situations, such as accidents in which the investigation requires highly specialized expert knowledge, equipment, and/or facilities.
 - (c) establish initiatives to ensure that MID-Region States become familiar with and use, as appropriate, the most advanced investigation techniques, technology, operations, methodologies, training, etc.
 - (d) arrange with the other MID-Region bodies, harmonize tasks, and ensure utilization of common datasets, where available.
 - (e) develop an agreed and harmonized MID-Region dataset of accidents and incidents and provide analysis of the data and feedback to ICAO.
 - (f) provide data and information on accidents and incidents to the MID-Annual Safety Report Team (ASRT) for the development of the MID Annual Safety Report.
 - (g) share the outcome of its meetings with all concerned MID-Region subsidiary bodies, as appropriate.
 - (h) provide initiatives to the ICAO Accident Investigation Panel (AIGP).

2. COMPOSITION

- 2.1 The AIW WG is composed of investigators representing their individual State's accident and incident investigation authorities.

- 2.2 States' regulatory authorities, and appropriate regional professional organizations such as pilots and traffic controllers associations, Gulf Flight Safety Council, the International Air Transport Association (IATA), the International Society of Air Safety Investigations (ISASI), and Middle East and North Africa Society of Air Safety Investigators (MENASASI), should be invited to nominate an expert with relevant qualifications and professional experience for membership on the AIW WG.

3. INTERNAL SYSTEM

- 3.1 The AIW WG should conduct annual meeting, and also communicate through emails or telecommunication calls to discuss the progress of work.
- 3.2 Each State and Organization should be invited to send representatives to the AIG WG meeting so that the broadest possible participation is achieved.
- 3.3 It is suggested that the AIG WG meeting be arranged by the ICAO MID-Region office and be held in a MID-Region State as agreed by the members. The United Arab Emirates is willing to support the activities of the proposed AIWG and to host its first meeting in Abu Dhabi.

4. ROLES AND RESPONSIBILITIES

- 4.1 AIG WG Chairperson – Coordinate AIG WG activities and provide overall guidance and leadership.
- 4.2 AIG WG Vice Chairperson – Assist the Chairperson and deputise him/her when required.
- 4.3 AIG WG Members – participate in and contribute to the work of the AIG WG and ICAO – Support.

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