

# Air Accident Investigation Department

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## Status of AIG Implementation (Bahamas)

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# Overview



- The Civil Aviation Act (2016) of the Bahamas, promulgated on 19<sup>th</sup> July 2016 provided for the separation of the functions within the overall Civil Aviation structure of the State.
- The former Civil Aviation Department separated into three primary entities according to their function:
  - 1) The Bahamas Civil Aviation Authority (BCAA) – Regulator
  - 2) Bahamas Air Navigation Services Division (BANSD) – Air Navigation Service Provider
  - 3) Air Accident Investigation Department (AAID) – Accident Investigation Authority.
- This separation officially took effect on the 3<sup>rd</sup> October, 2016.

# Legislation & Regulations



- Presently the legislative and regulatory framework is derived from The Civil Aviation Act (2016) and the Civil Aviation (Investigation of Air Accidents & Incidents) Regulations 2017 and Schedule 1 to the Civil Aviation (Investigation of Air Accidents & Incidents) Amendment Regulations 2017.
- However, in order to be more compliant with the latest amendments (15) and (16) to ICAO Annex 13, stand alone legislation in the form of the Aircraft Accident Investigation Authority Bill (2018) was developed using the ICAO Model Accident Investigation Act as guidance. Simultaneously, new regulations in the form of the Aircraft Accident Investigation Authority Regulations (2018) were developed as well.
- The proposed Legislations and Regulations gives way to a new body to be known as the Aircraft Accident Investigation Authority of The Bahamas (AAIA) and provides for the independence from civil aviation and judicial functions, the protection of safety information and non-compelling of investigators in legal proceedings.
- The new Bill and Regulations are expected to be completed with the Parliamentary approval process by years end. The AAID has been asked by the Cabinet of The Bahamas to make a presentation on the matter on 20<sup>th</sup> November 2018.

# AIG Docs & Manuals



The AAID in preparation for its transition into the AAIA is presently revamping its suite of Manuals (3):

1. AAIA Accident & Incident Investigation Administration Manual – contains technical guidance for the conduct of accident and incident investigation.

2. AAIA Training Manual – serves as the primary reference manual outlining the training and qualification for investigative staff of the AAIA.

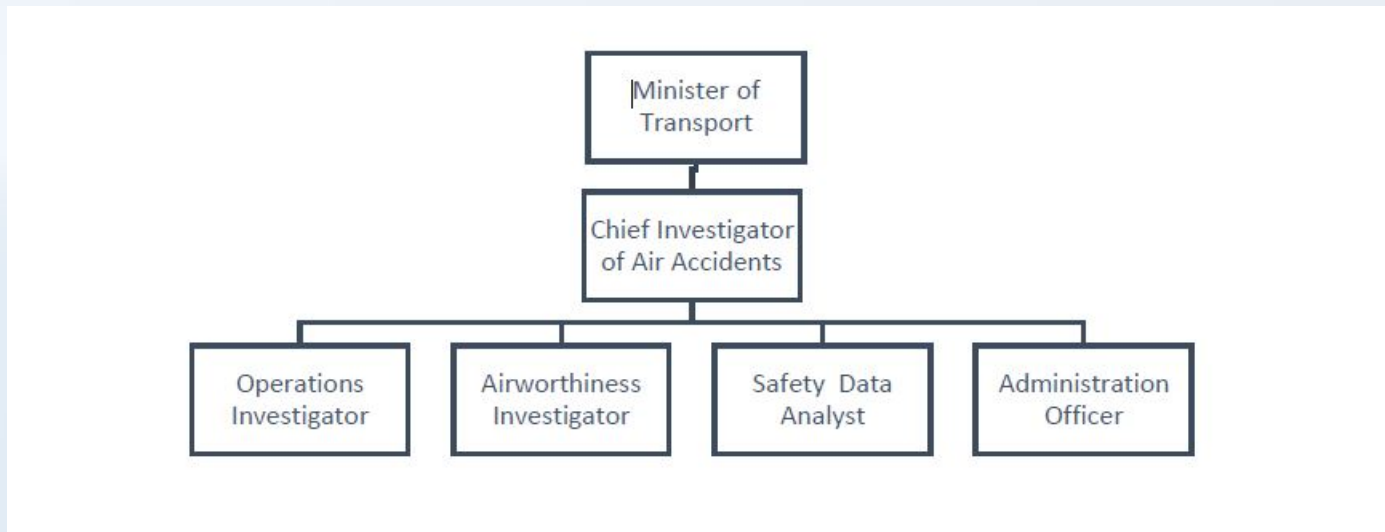
3. AAIA Policy Manual – the procedural manual of the AAIA relative to issues related to Human Resources and Employer/employee expectations and commitments.

# Resources



Human Resource

## Organizational Structure of the AAID



# Resources



## Human Resource

Training – each individual investigative staff member of the AAID has his/her own individual development plan according to area of speciality that allows progression from a “Trainee” to Accident Investigator in their respective posts.

First three years are outlined for each investigative staff post as follows:

- Year 1 – Must complete theoretical courses in the following subject areas, Basic Accident Investigation, Human Factors in Accident Investigation and Safety Management Systems.  
In-house training in the following areas, State AIG LEG and REGS, Professional Ethics for investigators, AAID Manual familiarization, ICAO concepts. Formal OJT is also initiated.
- Year 2 – Continuation and completion of OJT supplemented by Advanced Accident Investigation Course as well as specialist courses according to job description.
- Year 3 – Refresher training in accident investigation techniques in conjunction with other training that ensures investigators remain equipped with the necessary skills to remain efficient and effective in the carrying out of their duties.

\* Training providers utilized are NTSB Academy, USC, SCSi, Singapore Aviation Academy



# Resources



## Material

- Office & Location – AAID has identified a new office space for relocation as we are presently housed in an area with other government departments.
- Communication & Transportation – the AAID is equipped with a vehicle for use in the carrying out of its investigative functions and investigative staff are provided with mobile phones whereby they can be reached 24hrs on a rotational basis.
- Equipment – tools and other necessary equipment for investigation is stored in a secure area (measuring wheels, cameras, drone, PPE, etc).

# Resources



## Support

The AAID has developed and maintained a very good relationship with a myriad of aviation organizations both on the State Regulator/Accident Authority side as well as the industry (engine/airframe manufacture) side.

This photo was taken at a third party facility in Ft. Pierce, Florida during an engine analysis that involved both the Airframe (Cirrus) and engine (Continental) manufacturer, under oversight of the AAID.

The FAA, NTSB and TSB (Canada) has and continue to provide support for FDR/CVR readouts. NTSB advised that it is not the policy to enter into MOU's but they have assured their continued support as needed, when needed.





# Occurrence Reporting & Notification



Legislation mandates reporting of accidents to the AAID.

Mandatory reporting is the responsibility of the Bahamas Civil Aviation Authority (BCAA)

And Voluntary Reporting is under the purview of the AAID.

The ECCAIRS database is used for ADREPS, however, improvement in this area is being sought with the possibility of utilizing another database system that can interface with ECCAIRS and produce ADREPS.

# Investigation Workload



A third party vendor software application (CASORT) is used for case management and generates a case ID number for each occurrence. CASORT also allows for the attachment of safety recommendations to the associated occurrence as needed.

Since 3<sup>rd</sup> October 2016, the AAID has had on average around 30 accidents/incidents annually.

03/10/16 – 03/10/17 (28 occurrences)    03/10/17 – 03/10/18 (30 occurrences)

At this time 8 cases are still open.

The AAID has undergone a total revamping of its safety recommendation program including issuing, monitoring and tracking. Some 54 recommendations (BCAA, BANSO, Operators, Airport Authority) have been issued, or re-issued in some instances, during this process. Just over 35% of these have been addressed with the remainder being at various stages.

# Major Accident Readiness



Launch kits are always prepped and ready to go for use by investigators including individual go bags. The AAID enjoys a good working relationship with various agencies that are involved in performing their respective duties in wake of an aircraft accident/incident.

MOU's have been developed with the assistance of the Attorney General's office between the AAID, the Royal Bahamas Police Force (RBPF), Bahamas Customs, BCAA.

On the right is a manual that was developed and given to the Police, ARFF and other first responders to give guidance on the do's and don'ts of responding to such occurrences.

## EMERGENCY

## PROCEDURES



**Aircraft Accident Investigation Procedures for Police Officers and Emergency Services Personnel**



# AAID Strength/Weaknesses

