



ICAO UNITING AVIATION

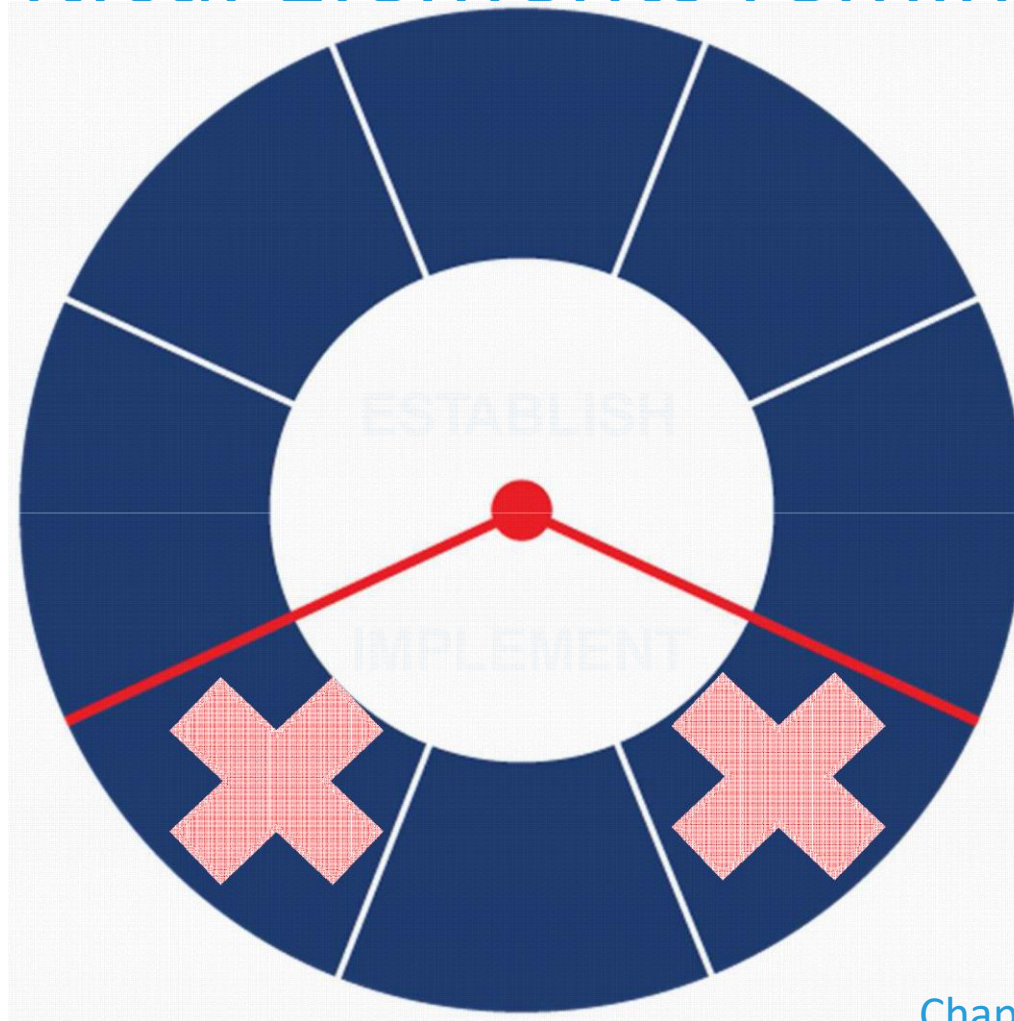
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Introduction
Structure of a State Aircraft
Accident Investigation System
based on the
8 Critical Elements approach



8 Critical Elements reminder



Annex 19
Chapter 3 and Appendix 1



Implementation : Establishment of a State Aircraft Accident Investigation System

(Each item will be developed in the following presentations)



CE-1 and CE-2 : Primary Legislation and Regulations

- Establish in the **primary aviation legislation** (or in a specific law regarding accident investigations) and in **specific regulations** the necessary provisions
 - establishing a comprehensive Investigation system,
 - from the event notification until the publication of the investigation report



CE-3 : Organisation

- Establish an **independant State** (Aircraft or multimodal) Accident/serious incidents Investigation **Authority**
 - As per indications provided by ICAO AIG section



CE-4 : Qualifications

- Ensure **qualification** and **experience** criteria are defined for investigators, IIC, Accredited representative, chief investigator, ...
- Ensure criteria are **fulfilled**



CE-4 : Training

- Establish **comprehensive** training program and plans for **all** investigators and staff
- Ensure the training program is implemented to maintain **permanently** the qualification of the investigators
- Do not forget **On the Job Trainings (OJTs)**



CE-5 : Technical guidance

- Establish an investigator Manual (or similar document(s)) **describing in details** :
 - all the aspects of the **organisation and functioning of the AIA**;
 - The **organisation of the investigations** for the different types of events
 - all investigation related **tasks**



CE-8 : Safety recommendations

- Ensure that **safety recommendations** are :
 - Established;
 - Issued;
 - Transmitted to concerned entities;
 - Followed;
 - Recorded with the answers;
 - Published in the final report.
- Ensure that appropriate **guidance** is established in that respect



CE-8 : Reporting

- Ensure the establishment and transmission to concerned States and ICAO of ADREP preliminary and final data reports
- Ensure that appropriate **database** is establish to store all the data resulting from the investigations and to allow **thorough analysis to derive safety lessons**





- North American Central American and Caribbean (NACC) Office
Mexico City
- South American (SAM) Office
Lima
- ICAO Headquarters
Montreal**
- 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) Office
Bangkok

Thank You

