INTERNATIONAL CIVIL AVIATION ORGANIZATION

THIRD MEETING OF THE STEERING COMMITTEE OF THE REGIONAL AVIATION SAFETY GROUP FOR AFRICA AND THE INDIAN OCEAN REGION (RASC/3)

(Yamoussoukro, Côte d'Ivoire (03-04 December 2015)

Agenda Item 04-: Reports on RASG-AFI Activities

AIRCRAFT ACCIDENT INVESTIGATION (AIG) PROJECT

(Ethiopia – AIG Champion State)

SUMMARY
This working paper describes the project for the implementation of an aircraft accident investigation tool kit (AIG iKit), to assist States to establish and maintain independent and effective accident investigation entities at both national and regional levels and achieve the relevant AFI target for the reduction of accident rate to world average. The paper also explains the progress made in the development and implementation of the Project under the Accident Investigation (AI) Safety Support Team. Action required from the meeting: The meeting is invited to: a) note the progress made in the development of AIG iKit Project; b) encourage all stakeholders to contribute in the mobilization of the necessary resources to support implementation of upcoming AIG safety initiative activities.
REFERENCE (S): RASG-AFI Procedures Handbook; RASG-AFI/2 Meeting Reports; Minutes of RASC Teleconferences. Declaration of the conference of African Ministers in charge of civil aviation, Abuja, July 2012.

1. INTRODUCTION

1.1   As part of the RASG-AFI Organizational structure, four Safety Support Teams (SSTs) were established for the purpose of facilitating and providing support in the development, prioritization and implementation of safety enhancement initiatives/projects to address challenges in the region. One of these Safety Support Teams, AIG – SST, is responsible for assisting States establish independent accident investigation entities at national and / or regional level.

1.2   During the second RASG-AFI meeting (RASG-AFI/2) held in Dakar in November 2013, the Group approved the Terms of Reference of each of the Safety Support Teams designed to guide the work of the Teams in accordance with the provisions contained in the Global Aviation Safety Plan

(GASP), the ICAO Strategic Objectives and the Abuja Safety Targets established by ministerial conference held in Abuja, in 2012.

Aircraft Investigation background

1.3   The Global Aviation Safety Plan (GASP) near term objective is the implementation of an effective State safety oversight system, prioritizing reduction of the global aviation accident rate in line with the Aviation safety targets for Africa to progressively reduce the African accident rate to the world average by the end of 2015.

1.4   ICAO monitors safety oversight capabilities of States for the implementation of an effective safety oversight system programme based on the 8 Critical Elements (CE). The analysis of USOAP audit results identifies AIG as a common deficient area among Sates in AFI region.

2.   DISCUSSION

National Aircraft Accident Investigation entities (AIG iKit)

2.1   Effective aircraft accident or incident investigation provides adequate safety recommendations for preventing similar occurrences. In order to assist States with a regulatory framework (legislation and procedures) for efficient implementation of ICAO Annex 13 provisions, a tool kit (AIG iKit) consistent with the level of traffic and judicial environment of AFI region States is to be developed by the AIG SST and proposed to States as a model. In this regard, a draft project proposal was circulated to the RASG AFI members.

2.2   It is intended that adoption and/or adaptation of the AIG-iKit be facilitated through workshops, leading to improvement of the effective implementation (EI) of AIG in individual States. The establishment of these basic provisions by States would therefore be the foundation of any accident and incidents investigation system.

Establishment of Regional Accident Investigation Organization

2.3   The framework for Aircraft Accident Investigation is considered with three options in mind, viz: . Establishment of a RAIO just like an RSOO; 2. Bilateral cooperation through an MOU between 2 or more States to rely on each other for AIG activities; and 3. A State establishing its own full-fledged independent AIG Board / Body.

2.4   The AIG-SST conducted a survey in RASG-AFI Member States to determine the status of implementation / establishment of Regional Aircraft Accident Investigation entities, State AIG Bodies and/or conclusion of related agreements between States within the AFI Region or outside third parties. Out of 48 States only 20 responded to the survey questionnaire.

2.5   It is envisaged however that for most AFI States, the establishment of a regional accident investigation organization with a pool of qualified investigators, might be a more appropriate solution and the preferred option for the effective implementation of an investigation and prevention system. Hence a number of initiatives for the creation AFI RAIOs were launched under the AFI Plan. However, only one of these initiatives have so far led to an established regional entity.

2.6   RASG-AFI AIG Safety Support Team is therefore working to provide States with the tools (MOUs) to enter into agreement with other States bilaterally, on one hand, and the framework guidance for participation in the establishment or adherence to regional aircraft investigation organizations (RAIOs) on the other hand.

2.7   To support the AIG initiative, a Workshop on Aircraft Accident Investigation offered by the Bureau of Accident Investigation (BEA) of France was conducted from 5 to 16 October, 2015 at the ICAO Dakar Office, with 44 participants from 8 francophone States and one ANSP.

3.   CONCLUSION

3.1   To ensure successful implementation of the AIG iKit Project, it is recommended that RASC coordinates with relevant stakeholders to mobilize the necessary resources and organise two AIG workshops, for English and French speaking participants.

4.   ACTION BY THE MEETING

4.1   The meeting is invited to
   a. note the information provided in this paper on the RASG AI AIG-SST;
   b. consider and approve the recommendation for the organization of two AIG workshops to States on the implementation of the AIG toolkit – iKit (See attached project proposal)
   c. propose a decision to sustain effective implementation of regional accident investigation organization in the Region.

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