

Addressing AIG challenge in the AFI Region

Proposal for an
AIG cooperation network

RSOO Study Follow-up – Validation Workshop
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AIG requirements

AIG requirements in the AFI region

- BAGAIA is the only existing RAIO in the AFI region
- A few states have accident investigation laboratories
- Accident investigation expertise remains difficult to acquire
- Commercial aircraft manufacturers are only few in the world
- What serious event would occur, a major accident investigation bureau (NTSB, BEA, ...) would assist

AIG requirements in the AFI region (*Cont'd*)

- In accordance with Annex 13 SARPs, States are required to conduct an impartial and independent investigation into an accident or serious incident involving a civil aircraft
- Determining its cause and ensuring that safety measures have been taken to prevent its recurrence
- Only a small number of AFI States have sufficient internal resources, or competencies, to investigate a major, or complex, accident or serious incident on their own
- The State of occurrence could either delegate a part or all of the investigation to another State. It could also retain responsibility and seek assistance from another Accident Investigation Authority (AIA)

AIG requirements in the AFI region (*Cont'd*)

- The priority is to be able to lead and organise an investigation in an independent and sovereign manner with the support of available regional expertise.
- The challenge is to develop this expertise,
- Ensure that States have some AIG experts able to lead some investigative activities
- Create shared experience in the region on the occurrences that may arise.
- Some RSOOs have added a dedicated AIG expert to their organigram chart.
- Relation between Safety event reports, accident/serious incident investigation and recommendations and Safety management plans is essential to ensure safety measures are taken to prevent recurrence

Situation in terms of RAIO

BAGAIA

- BAGAIA is the only existing RAIO in the AFI region
- BAGAIA cannot endorse responsibility for the entire AFI region and even not the western part of the AFI region
- Among functions described in the BAGAIA agreement, BAGAIA should “conduct, either in whole or any part of:
 - an investigation into an aircraft accident or serious incident upon delegation of State of Occurrence in the BAG Sub-Region, by mutual arrangement and consent between the State of Occurrence and the BAGAIA”.
- Resources of BAGAIA are also limited and mainly dedicated to strengthening cooperation and collaboration, developing a common set of regulations, developing common guidance and capacity building on AIG in its member States

Objectives

Creating a cooperative AIG Network

- After analysing the current situation in the AFI region in terms of AIG competencies, resources and responsibilities,
- It seems more realistic to develop a mutual support and cooperative AFI network in AIG which could be articulated around one or two RAIOs,
- Developing a multiregional approach as for RSOO would not serve the purpose.
 - No sufficient critical mass
 - Focus on the exchange of experience and collaboration among the region
 - Understand support that can be brought by international investigation bureaus
- Very much inspired by ENCASIA model in Europe

Cooperative network principles

- Harmonisation of accident investigation methods in the AFI region
- Strengthen capacities of Member States Accident Investigation Authorities
- Organise cooperation among AFI AIAs
- The Network shall be responsible for providing appropriate assistance:

General Cooperation Scheme

Basic principles

- A State may delegate or request the assistance of another State or RAIO to conduct the investigation
- Accident investigations in the AFI region should be conducted in a similar manner.
- The accident investigation authorities play a central role in the accident investigation process
- Objective is to ensure determination of the causes of an accident or incident
- They should be fully independent in conducting the investigation
- Financial and human resources required to investigate in an effective and efficient manner are essential.

Basic principles (*Cont'd*)

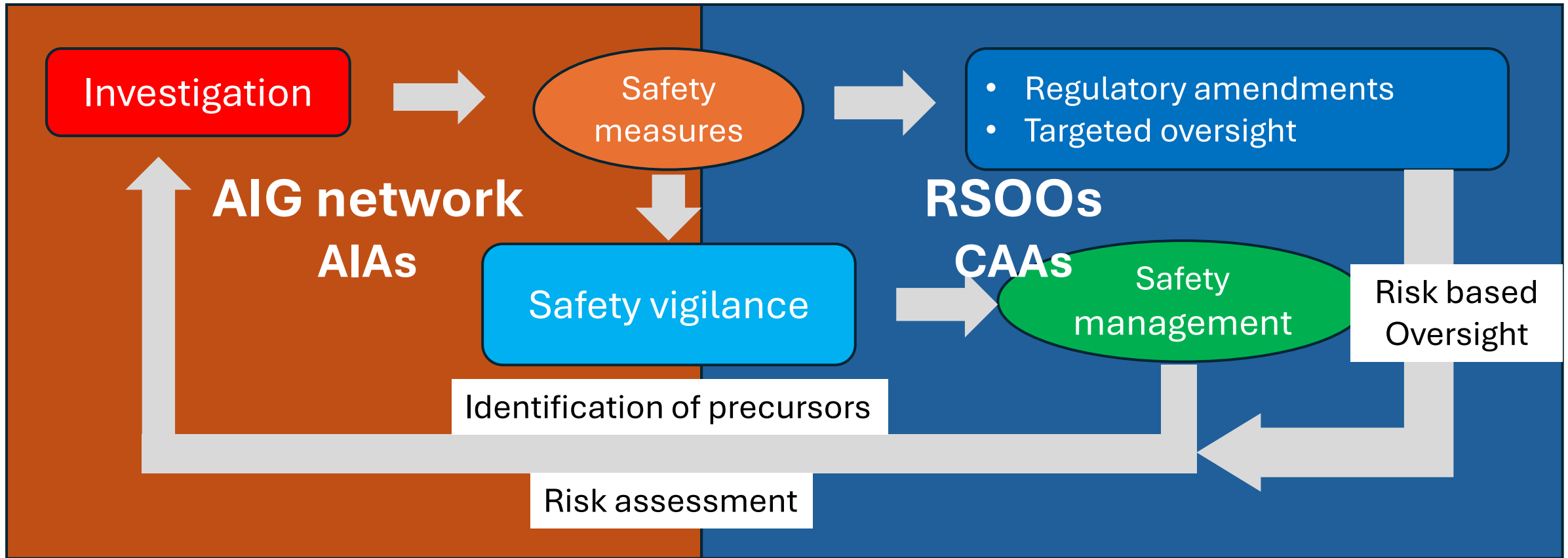
- The capacity of the Member States' accident investigation authorities should be strengthened
- Cooperation between AIAs is necessary to improve the efficiency of the investigation and prevention of civil aviation accidents and incidents in the AFI region.
- Cooperation between accident investigation authorities follow some principles:
 - Mutual assistance from accident investigation authorities from other Member States. Such assistance shall, as far as possible, be provided free of charge.
 - An accident investigation authority may, by mutual agreement, delegate the task of conducting an investigation on an accident or serious incident to another accident investigation authority, and shall facilitate the investigation process by that other authority

Basic principles (*Cont'd*)

- Network shall be responsible for
 - providing, at the request of the accident investigation authorities, appropriate assistance,
 - including, but not limited to,
 - a list of investigators,
 - equipment and skills
 - available in other Member States for possible use by the authority conducting the investigation.

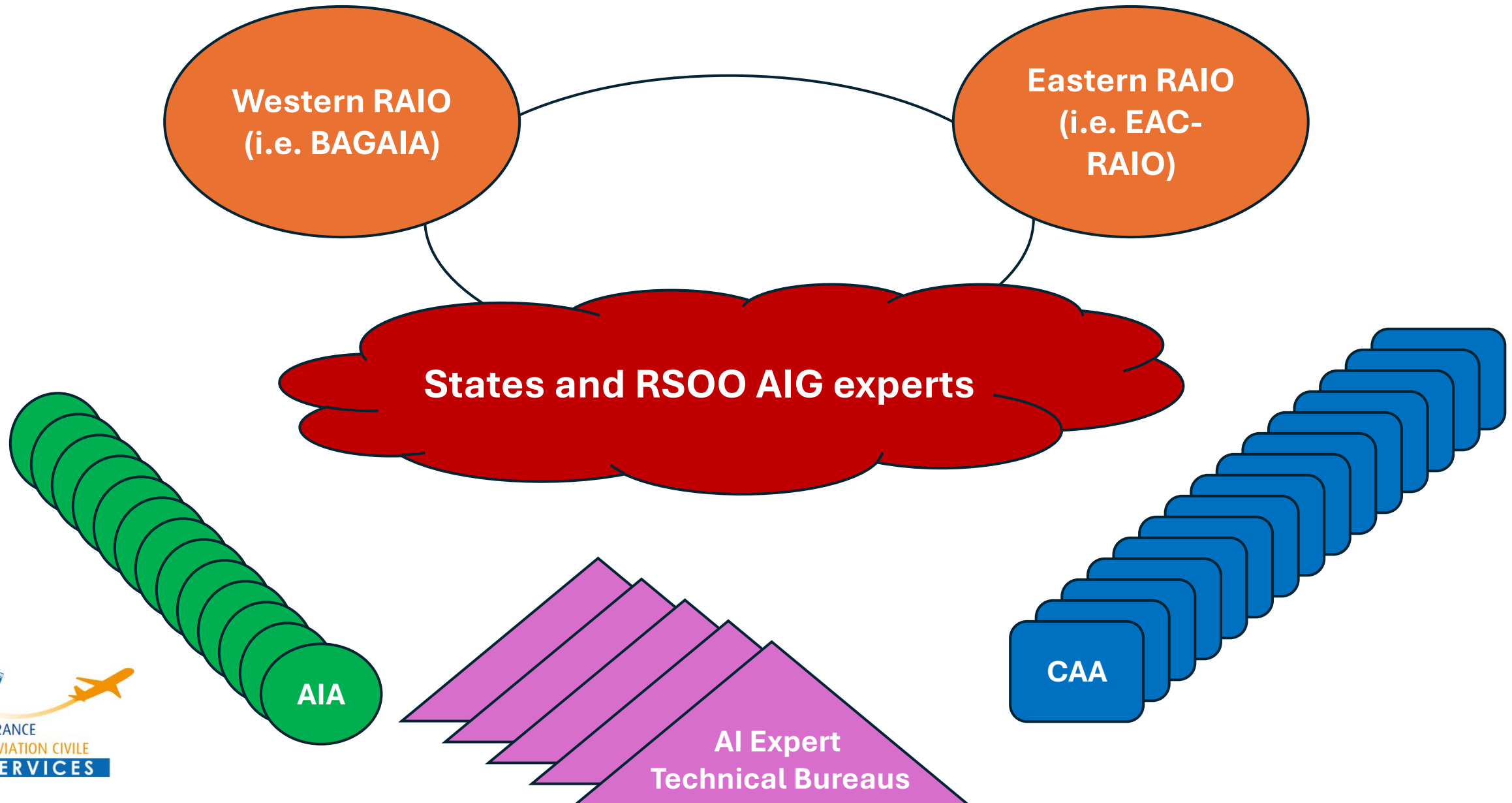
AIG Network and RSOOs

AIG Network and RSOOs



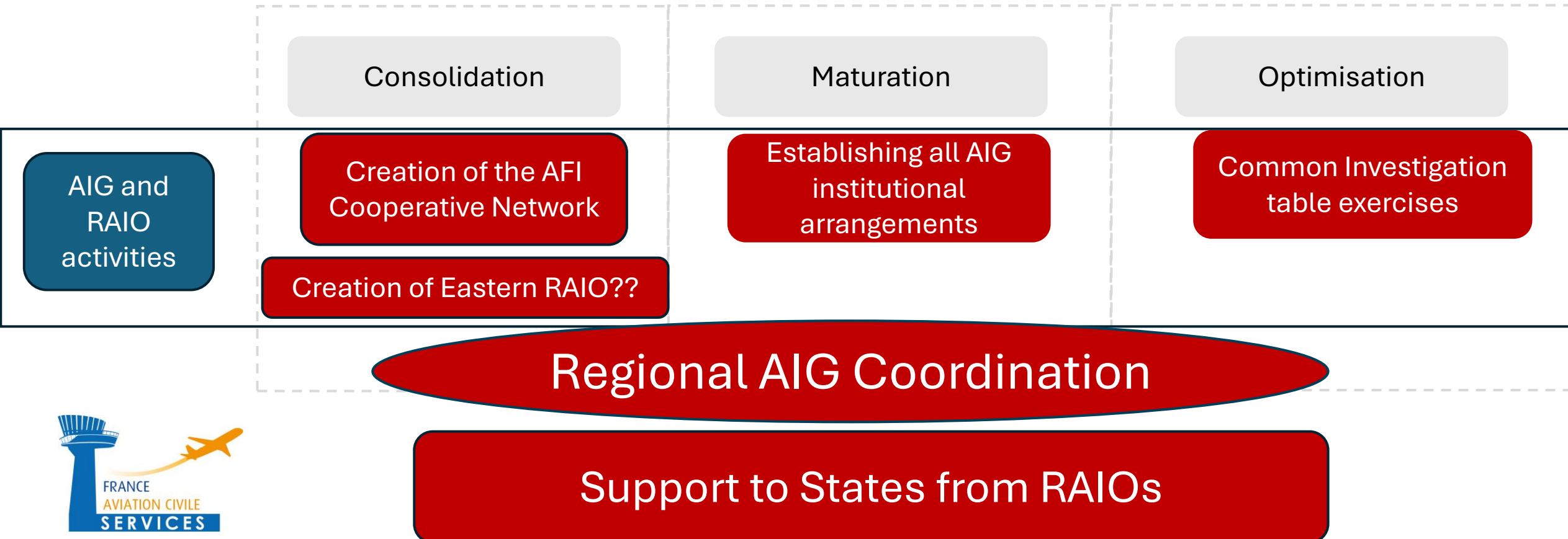
Clear Complementarity in between AIG activities and RSOO activities in the improvement of aviation safety

AIG Network structure



AIG Roadmap

A possible Roadmap for AIG Cooperative network



Thank you for your attention

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