Discussion on AIG implementation matters

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Agenda Item 3

ICAO NACC Regional Office, 12 to 14 November 2018

Warning

This is intended to be a roll-up your sleeves working meeting!

Principles/Opportunities

- ✈ To establish effective, sound and sustainable safety investigation capacity within CEN.AM and CAR regions.
- ✈ ICAO Annexes 13 and 19 are not limiting, they describe the minimum requirements.
- ✈ Keep in mind the role of investigations in relation to the States SMS/SSP and Safety Risk Management responsibilities and activities

Principles/Opportunities

✈ Foster CENAM and CAR regional common understanding, sharing, collaboration and cooperation between
- ✈ GRIAA (established)
- ✈ CAR-RAIO/RAIO-C/CAR-RAIB (to be established)
- ✈ All other States Investigation Authorities

✈ MoUs to ensure support and collaboration from other leading Investigation Authorities
- ✈ CAN-TSB (existing)
- ✈ USA-NTSB (verbal agreement in principle)
- ✈ UK-AAIB
- ✈ FRA-BEA
- ✈ Others

RAIO Meeting Overview

✈ Agenda Item 2 – Snapshot of what we HAVE
  ✈ where we are at the moment

✈ Agenda Item 3 – Overview of what we WANT
  ✈ in order to ensure an effective, sound and sustainable investigation capacity

✈ Agenda Item 4 – Agree on what we need to DO
  ✈ Based on the historical project plan from previous meetings, develop a workplan

AIG Legislation & Regulations

✈ Ratification of RAIO MoU/MoC (top priority)

   ✈ To be mirrored by States enabling LEG/REG

✈ States LEG/REG implementation

   ✈ Independence from Civil Aviation and Judicial

   ✈ Protection of safety information and data gathered during investigations

   ✈ Just culture

   ✈ Non-compelling of investigators in legal proceedings

✈ Process/timeline for new or amended Legislation or Regulation

AIG Docs & Manuals

- ✈ Org/Admin Policies & Procedures
    - ✈ Governance
    - ✈ Quality management
- ✈ Investigation Operations & Procedures,
- ✈ Other
    - ✈ Training,
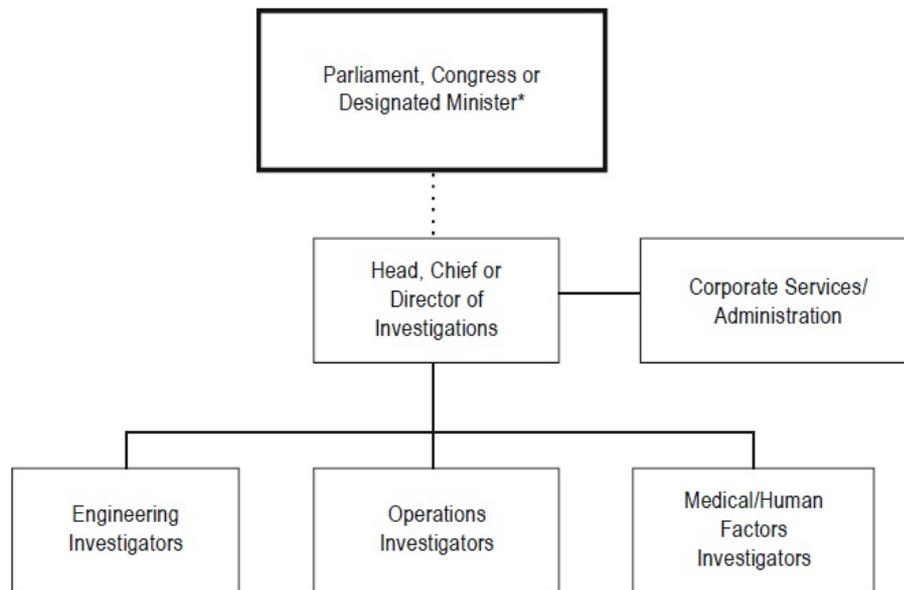   - ✈ guidance material,
    - ✈ etc.

Resources

✈ Human

   ✈ Size of organization, number of staff

   ✈ Number of investigators and their profile/specialties (e.g. FOP, ENG/Maint., ATM, HF, SMS, etc.);

   ✈ Full time vs Part-time;

   ✈ Investigation training and qualifications/experience

   ✈ Safety information data management and analysis

* The investigation authority should not report to the same Minister responsible for the regulation and/or safety oversight of civil aviation in the State nor should it report to the judicial authority.

Figure 3-3.   Example of a streamlined organizational structure
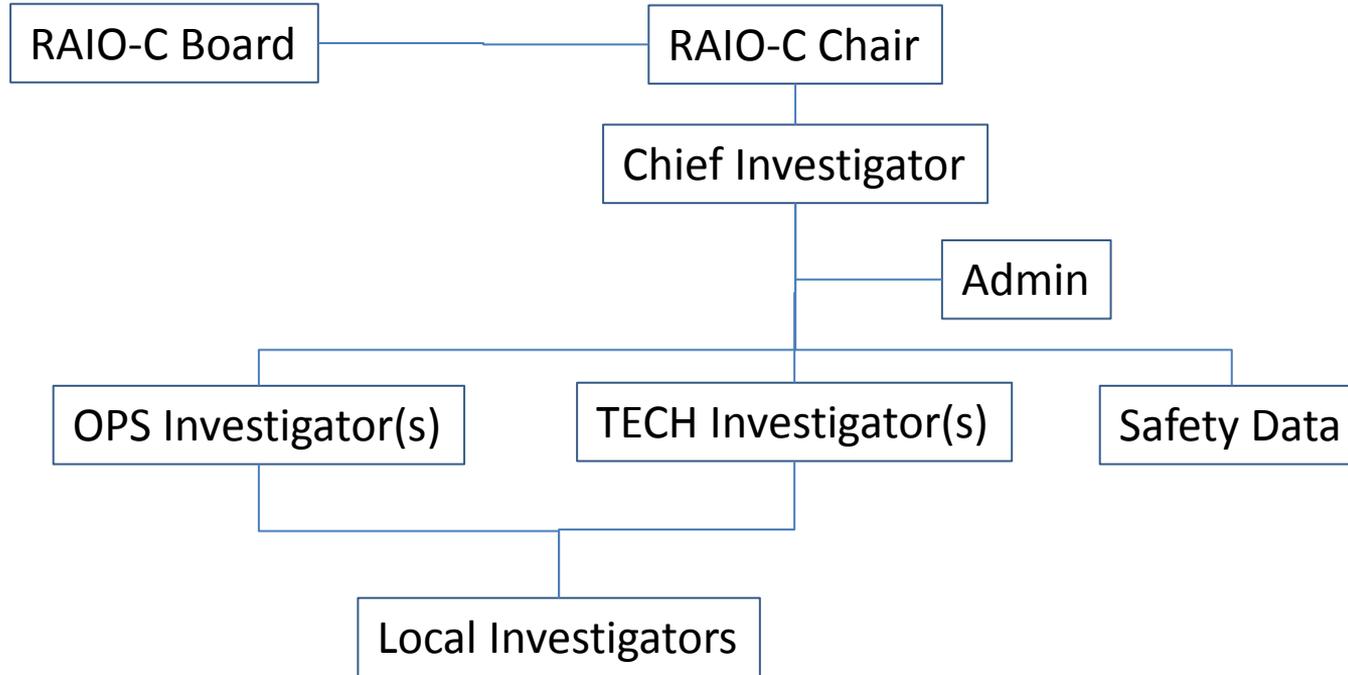
Resources (…)

✈ Material

　✈ Office location and facilities (independence and security)

　✈ Communications and transportation availability

　✈ Technical facilities and equipment (incl. Go-Kits)

Resources (...)

✈ Support

 ✈ Material examination & testing

 ✈ FDR/CVR readout facilities

 ✈ Underwater search and recovery

 ✈ MoUs with other organizations

Training program

✈ Training plan (global, individual)

✈ Induction, Basic/Initial, OJT, Recurrent, Specialized/Advanced

✈ Training activities, sources/providers

✈ Aviation Medical Examiners – specialized HF and Accident Investigation training

Occurrence Reporting & Notification

- ✈ ACC/INC reporting vs Mandatory/Voluntary/Confidential reporting programs
- ✈ Safety Information System – database(s) used, ECCAIRS/ADREP compatibility, safety analysis capability
- ✈ Number of occurrence reports received, occurrence risk classification

Investigation workload

✈ Investigation case management process/software

✈ Number (annual total, current/open) of:

✈ investigations conducted

✈ reports published

✈ recommendations issued and actively followed-on

Major accident readiness

✈ Go-Team and Kit readiness

✈ Coordination with local airport/police/military authorities (liaison, MoUs, etc.)

✈ Media & Public presence

✈ Family assistance

Which AIG areas or activities

✈ Are States Investigation Authorities comfortable with (strength); and,

✈ Do they find challenging or would need assistance with (weakness)

THANK YOU