



**Regional Workshop
in the area of Aircraft Accident and
Incident Investigation (AIG) within
AFI States
(Cotonou, Benin, 12 – 15 November 2019)**

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Regional Officer: Airworthiness WACAF**



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RASG-AFI



Abuja (Nigeria) a



Regulatory and implementation framework for international civil aviation

GLOBAL

Chicago Convention & Annexes (SARPs)

ICAO Strategic Objectives

Global Plans for Air Navigation and Safety (GANP, GASP, GAsEP)

REGIONAL

Regional Plans and Targets (Safety, Air Navigation, Security)
linked to APIRG, RASG-AFI, AFI Plan, AFI SECFAL Plan Programmes

Regional Office work programmes

NATIONAL

State CAPs, ICAO Plans of Action, AVSEC SIPs, National Plans

Implementation: Guidance, Support, Facilitation, Monitoring and Follow up

RASG-AFI AIG workshop 2018

Abuja (Nigeria) and Addis Ababa (Ethiopia)



We're working hard to make sure there's

NO COUNTRY LEFT BEHIND

when it comes to global aviation standards



Because all ICAO Member States should have access to the benefits of safe and reliable air transport services



The No Country Left Behind (NCLB) campaign

Launched by ICAO Council at the end of 2014:

- ✓ highlights ICAO's efforts to assist States in implementing ICAO Standards and Recommended Practices (SARPs).
- ✓ The main goal of this work is to help ensure that SARP implementation is better harmonized globally
- ✓ that all States have access to the significant socio-economic benefits of safe and reliable air transport.
- ✓ promotes ICAO's efforts to resolve Significant Safety Concerns (SSCs) brought to light through ICAO's safety oversight audits , as well as other safety, security and emissions-related objectives.



AFI Plan:

- ✓ A pragmatic approach for Safety; Capacity & Efficiency Enhancement
- ✓ AFI framework for the implementation of NCLB programme

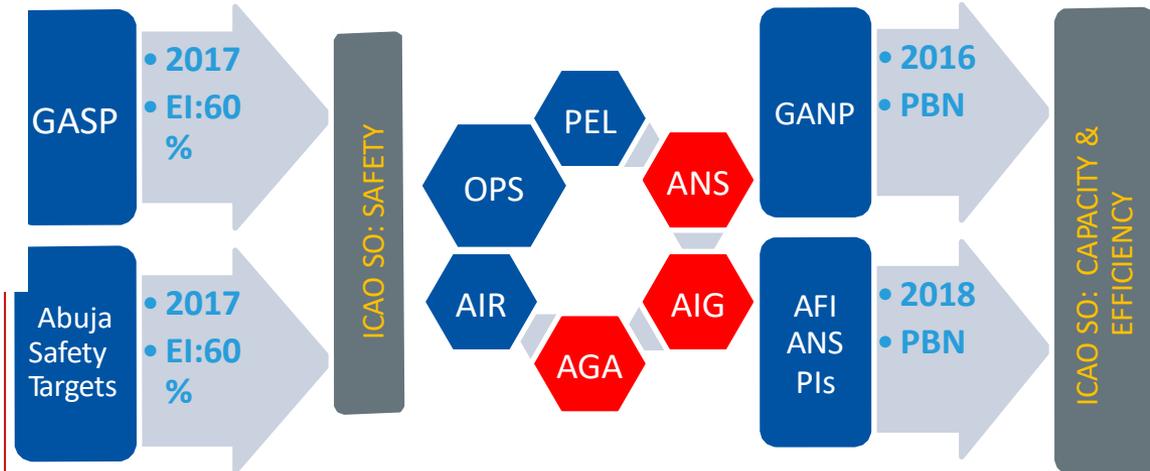
State-specific ICAO Plans of Action

ROSTAFI CIS Assistance Project Missions
COSCAPs / RSOOs
TCB Project



CMA Activities: Offsite Validations & ICVMs

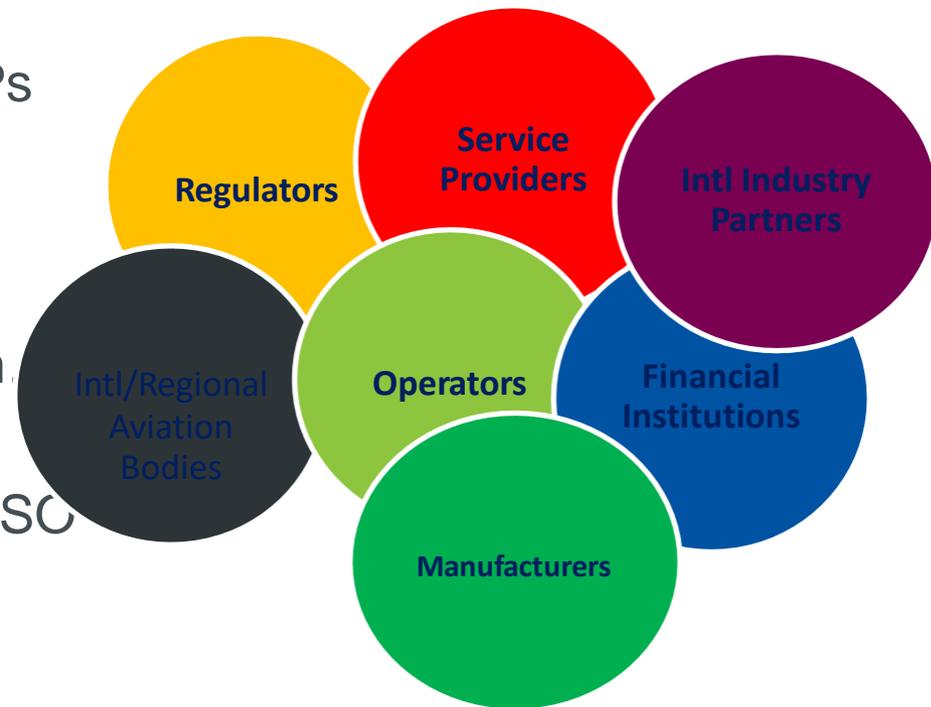
Expansion of AFI Plan to ANS and Alignment of Regional Targets with Global Plans





Collaboration and Outreach with Partners & Stakeholders

- Regulators: CAAs, RSOOs/COSCAPs
- Operators: Airlines, Airports
- Service providers: ANSPs
- Manufacturers: Aircraft/Air Navigation
- Financial Institutions: AfDB, WB, EU,
- Intl Industry partners: IATA, ACI, CANSCO Boeing, Airbus etc.
- Aviation/Continental Bodies: AFCAC, AUC
- RECs: ECCAS, ECOWAS, UEMOA





Revised Abuja Targets

- Consistent with the requirements of the GASP, the AFI Ministerial Conference on aviation safety held in July 2012, in Abuja, Nigeria adopted a set of strategic objectives with precise targets aimed at improving aviation safety in the AFI region.
- These objectives were revised in December 2017 as below.



AFI/Abuja revised targets

1. Progressively reduce the African accident rate from 8.6 to 2.5 per million departures by the end of 2022 with particular attention to CFIT and LOCI related occurrences.
2. All States to implement SSP/SMS consistent with the agreed milestones by end of year 2025.



AFI/Abuja revised targets

3. States to progressively increase the Effective Implementation (EI) percentage under the ICAO USOAP such that States with:
 - EI < 60% attain 60% by 2020;
 - $60\% \leq EI \leq 70\%$ attain 80% by 2022;
 - $70\% < EI$ attain 95% by 2028.
4. All States to implement SSP/SMS consistent with the agreed milestones by end of year 2025.



REGIONAL AVIATION SAFETY GROUP FOR AFRICA-INDIAN OCEAN REGION (RASG-AFI)



ICAO

UNITING AVIATION

NO COUNTRY LEFT BEHIND



RASG-AFI AIG Safety initiative

Consistent with GASP, calling on States for the implementation of international cooperation and the sharing of safety information and in this case, following effective incident and accident investigations, the AFI Plan Steering Committee adopted a Project to assist AFI States to establish and maintain independent and effective accident investigation entities at both national and regional levels and achieve the relevant AFI target



Project Title:	AFI18102-07, 2018 AIG
Project proposed by:	Ali OUSMANE, Regional Officer AIR, Secretary RASG-AFI SST (AIG)
Objectif Cible de sécurité AFI	Reduction du taux d'accident par rapport à la moyenne mondiale
Etat Champion du projet :	Ethiopie
Sponsors	Partenaires de sécurité de l'Aviation OACI, Boeing, Airbus



Project Justification

The responsibility for an accident and incident investigation rests on the **State of occurrence** to establish the legal and regulatory provisions for a properly conducted investigation

- The ICAO Universal Safety Oversight Audit Program (USOAP), audit missions reports have highlighted deficiencies in all phases of the accident investigation process, from the initial notification of an occurrence to the follow up of safety recommendations.



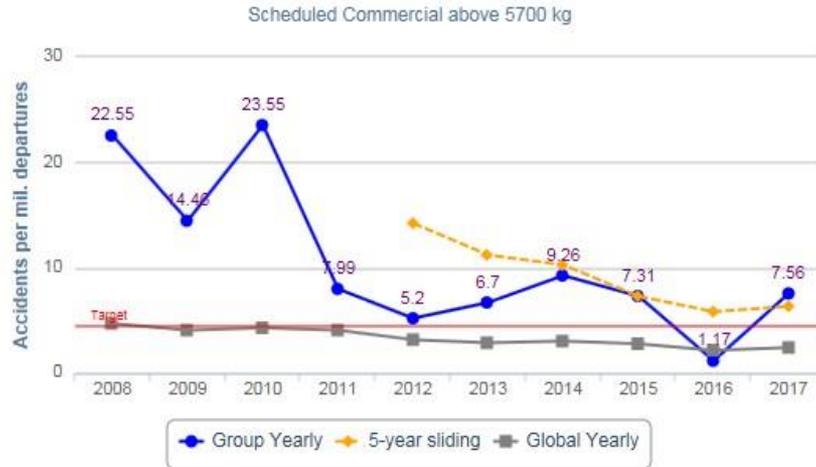
Project Justification

- Although the accident rate in AFI region has been steadily decreasing (with zero fatalities in 3 years) it still remains the highest in the world



Project Justification

Accident Rate



- RASG-AFI had no fatal accidents on scheduled commercial flights with aircraft over 5700 kg in 2017.

- RASG-AFI has an accident rate of 7.56 accidents per million departures in 2017.

- The current 5-year sliding average accident rate for RASG-AFI is 6.34.

- To be in line with the global accident rate and taking into account the traffic volume of RASG-AFI, the yearly accident rate for RASG-AFI should be between 0.35 and 4.49.

- The latest accident rate for RASG-AFI is 7.56 which is not in line with the global rate.

Accidents



Fatalities





Project Justification

EI by Area



EI by Critical Element



- The EI in the area of AIG is 39.53%, which is the lowest compared to all the audit areas.
- Moreover, this EI is far below 60%, which is the target by the end of 2017.



Accident Rate

Scheduled Commercial flights on airplanes above 5.7t only





Objective of workshop / Expected Outcome

Regional improvement of Fundamental Safety Oversight System in the area of Aircraft Accident and Incident Investigation (AIG) within AFI States.

12 – 15 Novembre 2019, Cotonou, Benin



Objective of workshop / Expected Outcome

Under RASG-AFI framework, with the objective of providing assistance to AFI States in the development of harmonized AIG legislation, regulations and associated procedures required for the establishment of a State aircraft accident and incidents investigation system, the workshop is designed to provide participants knowledge on the AIG policies and procedures for the investigation of accidents and incidents required by Annex 13.



Objective of workshop / Expected Outcome

Encouraging States adherence and assisting in the establishment of capacity building of regional accident and incidents investigation agencies,

*Supporting the conclusion of agreements/MOU, **will improve accident and incident investigations** in a cost-effective way taking into account the existing national budgetary resource constraints.*



Objectif de l'atelier / Résultat attendu

*Establishment of a **reporting system** and ADREP compliant database (ECCAIRS) and support for a collaborative scheme at regional level.*

*Economy of scale to carry out the investigation of a major accident provided by regional **adequately** professionally trained, **independent** and **investigative body**.*



INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO)

Proposed Programme for the ICAO Accident/Incident Investigation Workshop
Cotonou, Benin 12-15 November 2019

TIME	DAY1	DAY2	DAY3	DAY4
08.30-09.00	Registration		08:30	08:30
09.00-10.00	Opening Session Aviation Authorities keynotes Introduction to AFI PLAN and	Detailed presentation of Annex 13 SARPS (continuation). Guidance Manual on Accident and Incident Investigation Policies and Procedures (Doc 9962) on State policies, legislation, investigation procedures and checklists. Model Law & Model regulations	<i>Manual of Aircraft Accident and Incident Investigation (Doc 9756), Part IV (State responsibilities of Final Reporting)</i> - Format of Final Report - Safety recommendations. - ADREP reporting	Bilateral, regional arrangements Generic MOU for regional AIG Organization (<i>Manual on Regional Accident and Incident Investigation Organization (Doc 9946)</i>) BAGAIA presentation. - Introduction to funded regional projects on regional accident investigation agency (ECOWAS,ADB)
10.00 - 10.50	Workshop objectives ; Chicago convention and Annex 13 (definitions and applicability).			
Tea: 10:50 - 11:10				
11:10 - 13:00	Structure of a State Aircraft Accidents Investigation System, in links the 8 Critical Elements concept	Guidance Manual of Aircraft Accident and Incident Investigation (Doc 9756) Part I — Organization and Planning.	Safety recommendations follow up and monitoring national system (A13 §6.10 to 6.12) Other guidance material: Safety at the accident site and Assistance to Aircraft Accident Victims and their families	Group Discussions on harmonisation of AIG regulations and manuals Workshop Recommendations Way forward
Lunch: 13:00 - 14:00				
14:00 - 15:20	Hierarchy of legislative text and establishment of national aircraft accident and incident investigation Act and Regulations. Practical examples.	Structure and content of an Investigation Manual Structure and content of Procedures Practical case studies regarding specific organizational and investigation tasks	Guidance to addressing AIG PQs (Legislation and regulations)	Closing session certificates of attendance
Tea: 15:20 - 15:40				
15:40 - 17:00	Detailed presentation of Annex 13 Standards and Recommended Practices to achieve compliance with ICAO requirements.	<i>Training Guidelines for Aircraft Accident Investigators (Circ. 298)</i> Structure and general content of training policy, programme and plans for AIG investigators.	Guidance to addressing AIG PQs (Organization, staffing and training)	



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(MDO) Office
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Eastern and
Southern African
ESAFI Office
Nairobi

Asia and Pacific
(APAC) Sub-office
Beijing

Asia and Pacific
IAPACI Office
Bangkok



THANK YOU