



The European Network of Civil Aviation Safety Investigation Authorities (ENCASIA)

EU-AFRICA SAFETY IN AVIATION (EU-ASA)
PROJECT

DAKAR, 7 MAY 2024

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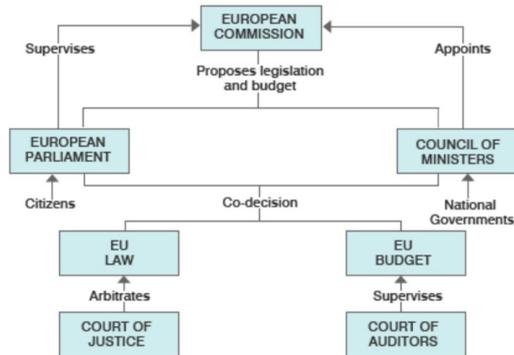
					
Austria	Belgium	Bulgaria	Croatia	Cyprus	Czech Republic
					
Denmark	Estonia	Finland	France	Germany	Greece
					
Hungary	Ireland	Italy	Latvia	Lithuania	Luxembourg
					
Malta	Netherlands	Poland	Portugal	Romania	Slovakia
					
Slovenia	Spain	Sweden	EU		

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EU and EU institutions



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Regulation 996

- Regulation (EU) No 996/2010 of the European Parliament and of the Council of 20 October 2010 on the investigation and prevention of accidents and incidents in civil aviation
- Binding for all EU and EEA members
- Completes Annex 13 of the Chicago convention
- Independent safety investigations by a permanent civil authority - neither seek nor take instructions from anybody

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Regulation 996

- A safety investigation authority from one Member State **may request the assistance** of safety investigation authorities from other Member States.
- A safety investigation authority **may delegate** the task of conducting an investigation into an accident or serious incident **to another safety investigation authority** subject to **mutual agreement** and shall facilitate the investigation process by that other authority.
- Establishes **ENCASIA**

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The reasoning behind establishing ENCASIA

- A need for a developed form to cooperate in matters of aviation safety investigations in Europe
- A need for a tool to facilitate the implementation of Reg. 996
- Different options were considered
- A decentralized system with independent safety investigation authorities (SIAs) cooperating in a network

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Fundamentals of ENCASIA

- Established by Regulation 996. Independent from other EU institutions. Not an agency. Not an investigation body
- Seeks to further improve the quality of safety investigations through stronger cooperation between investigation authorities
- Assists European institutions on all aspects of development of policies and rules relating to safety investigations and the prevention of accidents and incidents
- Dependent on the contribution and active participation by its members. Receives EU grants

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Aims and Objectives of ENCASIA

Effective
Independent
Investigations
through:



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Composition of ENCASIA

- Heads of the safety investigation authorities in each of the 27 Member States and observers
- and/or, in the case of a multimodal authority, the head of its aviation branch, or their representatives,
- Chair and deputy chair elected among these
- Observers

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ENCASIA Plenary Meetings

- Held two times a year
- Elects chairman and deputy for a three year term
- Decides on working programme, budget, annual report
- Sets the mandate for the working groups

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ENCASIA Plenary Meetings

- Round table updates from the members
- Updates from the working groups
- Decides on best practices and guidelines
- Thematic presentations (climate change, drones, cyber security)

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ENCASIA Working Groups

- Working Group 1: Management of Communication**
- Working Group 2: Cooperation and best practices (incl. family Assistance)**
- Working Group 3: ENCASIA Mutual Support System (EMSS)**
- Working Group 4: Planning and Resources**
- Working Group 5: Peer Reviews**
- Working Group 6: Safety Recommendations**
- Working Group 7: ICAO Matters**

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ENCASIA Administration and Management

- ENCASIA Management Board
- Heads of Working Groups
- Receives grants from European Commission
- Financial administration by SIA France (BEA)

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Challenges?

- Active member participation
- Making the work relevant for all members
- Cooperating with industry
- Manpower

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**The European Network of Civil Aviation
Safety Investigation Authorities
(ENCASIA)**

Thank You