

**24th COSCAP SA STEERING COMMITTEE MEETING****Status of Aircraft Accident Investigation (AIG) in South Asia  
Information Paper 2 (IP-2)**

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**SUMMARY**

The 8<sup>th</sup> National Coordinator (NC) Meeting of COSCAP-SA discussed about the importance of Aircraft Accident Investigation and the deficiencies exist in the SA region and wished to present an Information Paper to the 24<sup>th</sup> SCM of COSCAP-SA.

**1) Background**

1.1 Aircraft Accident Investigation (AIG) was an audit area under Universal Safety Oversight Audit Programme (USOAP) and continues to be under scrutiny in the Continuous Monitoring Approach (CMA).

1.2 Performance of SA States in the ICAO audits in AIG has shown varying levels of Effective Implementation of Annex 13 provisions by States and also capabilities in AIG in terms of legal provisions, independent body for accident investigation, investigator staffing and training, procedures, arrangements and infrastructure available for accident investigation.

1.3 AIG has not been in focus of COSCAP-SA Annual Work Programme as a high priority area other than been listed under Immediate Objective 2; Improvements to the performance of States to reduce Lack of Effective Implementation LEIs.

**2) Discussion**

2.1 8<sup>th</sup> National Coordinators' Meeting of COSCAP-SA discussed about the need of the region to place more attention on AIG and that the SCM should be sensitized to AIG challenges. The States need to reduce their LEIs in AIG though other audit areas such as flight operations, airworthiness, personnel licensing, air navigation services and aerodromes tend to get more attention by virtue of their operational nature.

2.2 The Level of Effective Implementation of AIG in the SA region is averaged at 44.62% which is below the global average of 54.74%. This requires the region to assign due priority to AIG issues too.

2.3 The deficiencies in the region as a whole could be attributed to deficiencies in almost all the Critical Elements. This involves lack of laws and regulations, AIG organization, Investigators and their training, guidance material, agreements with other agencies, equipment and other arrangements such as securing accident sites, evidence collection, protection of sites and information and reporting etc.

2.4 Attention is also drawn to the ICAO State Letter 2013/55 dated 19 July 2013 (Ref. AN 6112-13/55) which introduces a new Standard specifying that 'States shall establish an accident investigation authority that is independent from State aviation authorities and other entities that could interfere with the conduct or objectivity of an investigation' which will come in to force in 2016.

2.5 The Asia Pacific Region has a forum for AIG, which is the Asia Pacific Accident Investigation Group (APAC AIG) chaired by Singapore, established in 2013 under Asia Pacific Regional Aviation Safety Team (APRAST) which meets annually to promote partnerships in AIG and make updates in AIG.

2.6 Annex 13 to the Convention – Aircraft Accident Investigation also provides for formulation of Regional Accident Investigation bodies which benefits States with lesser resources and the guidance material on such arrangements is available in ICAO Doc. 9946 - AN/481, 'Manual on Regional Accident and Incident Investigation Organization'.

2.7 Through ICAO Assembly Resolution A37-8, - 'Regional Cooperation and Assistance to Resolve Safety Related Deficiencies', the Assembly encourages States to foster the creation of regional and sub-regional partnerships to collaborate in the development of solutions to common problems to build safety oversight capability. The SA region requires no introduction to partnerships, having established the first ever COSCAP arrangement 18 years ago.

### **3) Recommendations/Actions**

3.1 The SCM is requested to take attention of the facts presented in the above discussion

3.2 The SCM is urged to consider AIG as an important area where regional partnerships could benefit the respective States.