Feedback from the tutorial 1: “Extending the Networks”

2016 ISASI Annual Seminar

“Every link is important”
Morning: 09:00 – 12:30

• Doc 9946 - Manual on Regional Accident and Incident Investigation Organization (RAIO)
  Marcus Costa, International Civil Aviation Organisation

• The European Network of Civil Aviation Safety Investigation Authorities
  Olivier Ferrante, European Society of Air Safety Investigators

• The NORDIC Accident Investigation Group (NAIG)
  Thorkell Agustsson, Director of ITSB, Chair of ISASI 2016

• Banjul Accord Group Accident Investigation Agency (BAGAIA)
  A Regional Accident Investigation Organization (RAIO) in West Africa
  Caj Frostell, BAGAIA Commissioner

• Regional Cooperation in Asia and Pacific Regions
  Mr Chong Chow Wah, Air Accident Investigation Bureau of Singapore

• AIG Regional Cooperation Mechanism of South America
  Mr Daniel Barafani, Director of Investigations, JIAAC (Junta de Investigación de Accidentes de Aviación Civil)
Afternoon: 14:00 – 16:15

• In it for the long run – Lockerbie to Ethiopian 787
  Rob Carter, Air Accident Investigation Branch United Kingdom

• Cooperation among manufacturers
  Marion Choudet, ATR & Mike Gamlin, Rolls Royce

• Expanding the network: Universities and research institutions
  Dr Matthew Greaves, Cranfield University

• Extending safety investigations to medical events
  Keith Conradi, Chief Investigator, Healthcare Safety Investigation Branch

• Wrap-up and Conclusions
  Olivier Ferrante, ESASI
Regional Accident and Incident Investigation Organization

RAIO’s

- Eliminate duplication of efforts
- Achieve economies of scale
- Investigators in the region gain experience quicker
- Help achieve independence of investigations

RAIO’s (DOC 9946) manual to be reviewed
Regional Investigation Systems

- Central America Caribbean
- Western Africa
- Eastern Africa
- IAC
- ENCASIA
- NAIG
- BAGAIA
- ARCM-SAM

Asia and Pacific
Summary (1 / 3)

• Wide variety of regional networks (are there any RAIOs?)
• Regional ISASI societies play a key role in Regional cooperation
  • MENASI / AsiaSASI / ESASI / etc.
• New provision in Annex 13 on delegating investigations to RAIOs
• “Cooperation” does NOT mean that governments would give up their sovereignty or responsibilities
  • Communication responsibilities in time of crisis
  • Relation with judicial authorities
• Peer Reviews seems an effective approach to further improve cooperation and efficiency
Summary (2 / 3)

• Relative scarcity of major air accidents have made them more challenging to investigate

• Certain MS which until today have not faced a major accident on their territory may not be sufficiently prepared to face the challenges

• It is crucial to strengthen national accident investigation capability through formalized cooperation to ensure a consistent response to accidents

• Funding: there must be commitment from ICAO Contracting States
Investigators work in both ‘formal’ and ‘informal’ networks

- Common points (Passion for aviation, noble cause, education, shared challenges)
  => Mutual confidence

- Challenge: to maintain the independence of the Safety Investigation Authority while maximising the benefits of industry relationships

- SMS is another form of “internal” network for prevention purposes

- Need for new/more networks/connections

- Safety investigations require a high level of expertise in various domains

- Form the relationships with Universities and research organisations early

- Find out what Universities and research organisations can offer you

- BE PREPARED and NETWORK in “peace time”
Thank you for your attention

Tutorial presentations and summary available from 27 October 2016:

http://www.esasi.eu/isasi-2016

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