

# NIGERIAN SAFETY INVESTIGATION BUREAU

SAFETY HOUSE, NNAMDI AZIKIWE INTERNATIONAL AIRPORT P.M.B. 7009 GARKI FCT- ABUJA; NIGERIA



## NIGERIAN SAFETY INVESTIGATION BUREAU (NSIB) INVESTIGATION ORDER - (NSIB – IO)

	INVESTIGATION ORDER (IO)
<b>ORDER NO</b>	NSIB/IO/2004/001
<b>BASIS</b>	Pursuant to the powers vested on the Director-General by Section 5(b) of the Nigerian Safety Investigation (Establishment) Act 2022, the NSIB hereby orders as contained in this document.
<b>APPLICABILITY</b>	Aircraft accident and incident investigation
<b>PURPOSE</b>	An order to adopt the amendments to ICAO Standards and Recommended Practices as contained in Amendment 19 to Annex 13 to the Convention on International Civil Aviation but yet to be transposed in the Civil Aviation (Investigation of Air Accidents and Incidents) Regulations.
<b>ICAO ANNEX REFERENCE OR OTHER SOURCES</b>	Annex 13 Edition 13 <sup>th</sup> , Amendment 19
<b>REGULATIONS PARTS AFFECTED</b>	Parts 1,2,4,5,6,8 and Attachment C/Schedule contained in paragraph 7.0 of this Order are affected
<b>ISSUE/ REV NO / DATE</b>	ISSUE 1/REV.00 04/11/2024 of the IO
<b>EFFECTIVE DATE</b>	28/11/2024
<b>ACTIONS REQUIRED AND COMPLIANCE TIMELINES</b>	To amend the Civil Aviation (Investigation of Air Accidents and Incidents) Regulations and adopt the following: a) Investigations involving unmanned aircraft (UA); b) Release of investigative information; c) Global Aeronautical Distress and Safety System (GADSS) data and information d) the publication of Final Reports; and e) the consultation period of Final Reports. Pending the final publication and gazetting of the Civil Aviation (Investigation of Air Accidents and Incidents) Regulations
<b>APPROVED BY:</b>	
<b>NAME</b>	CAPT. ALEX SABUNDU BADEH JR.
<b>TITLE</b>	Director-General/CEO, NSIB
<b>DATE / SIGNATURE</b>	04 <sup>TH</sup> November, 2024 

NSIB INVESTIGATION ORDER, 2024 ON AMMENDMENT 19 TO ANNEX 13



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Main Contents of the Order /implementing Standards as applicable (using similar numbering system as the Civil Aviation (Investigation of Air Accidents and Incidents) Regulations 2025



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## PREAMBLE

1. WHEREAS the Civil Aviation (Investigation of Air Accidents and Incidents) Regulations issued in 2023;
2. WHEREAS the Civil Aviation (Investigation of Air Accidents and Incidents) Regulations, 2023 was promulgated to correspond with the International Civil Aviation standards published by the International Civil Aviation Organisation (ICAO);
3. WHEREAS ICAO has amended the Annexes by adopting new Standards and Recommended Practices (SARPs) since 18 March 2024
4. WHEREAS there has been observed some gaps between the Civil Aviation (Investigation of Air Accidents and Incidents) Regulations and the new ICAO SARPs;
5. WHEREAS the Bureau has deemed it necessary to amend the Civil Aviation (Investigation of Air Accidents and Incidents) Regulations to capture the wordings and intent of the Standards and Recommended Practices SARPs encapsulated in Amendment 19 to the Annex 13; and
6. WHEREAS there is an urgent need to bring the Civil Aviation (Investigation of Air Accidents and Incidents) Regulations up to date with the ICAO SARPs.

## RECORD OF REVISIONS AND REASONS FOR REVISIONS

Rev. No	Date of Revision	Sections Affected	Reason for Changes
Rev. 00	04-11-2024	Part 1, 2, 4, 5, 6, 8 and Attachment C/Schedule	To enhance safety and to bring the Civil Aviation (Investigation of Air Accidents and Incidents) Regulations up to date with the ICAO SARPs

## AMENDMENT PROCEDURES

1. The Regulations Committee (RC) is responsible for the amendment of this document.
2. All requests for amendment shall be sent to [dq@nsib.gov.ng](mailto:dq@nsib.gov.ng); and [regulations.committee@nsib.gov.ng](mailto:regulations.committee@nsib.gov.ng) and to the attention of: Chairperson, Regulations Committee.
3. All amendments will be issued as a new revision to the whole ORDER. Text of changes in the proposed Regulations will be highlighted in grey as attached herewith.

## 4.0 LIST OF EFFECTIVE PAGES

Parts/Page	Rev No.	Date
1,2,4,5,6,8 and Attachment C/Schedule	00	04-11-2024

## 5.0 ACRONYMS

**Not Applicable**

## 6.0 DEFINITIONS

**Not Applicable**

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## 7.0 MAIN TEXTS OF ORDER ARE STATED HEREUNDER AS THE CIVIL AVIATION (INVESTIGATION OF AIR ACCIDENTS AND INCIDENTS) REGULATIONS, 2025

### PART I — ESTABLISHMENT

#### 1.3 – Interpretation

(14) “C2 Link” means the data link between the remotely piloted aircraft and the remote pilot station for the purpose of managing flight.

(29) “Flight Recorder” means any type of recorder installed in the aircraft for the purpose of complementing accident/incident investigation;

“Automatic Deployable Flight Recorder (ADFR)” means a combination of a flight recorder installed on the aircraft which is capable of automatically deploying from the aircraft.”

(45) “Operator” means a person, organization or enterprise engaged in or offering to engage in an aircraft operation;

*Note.* — In the context of remotely piloted aircraft, an aircraft operation refers to the operation of an RPAS.

(52) “Remote Pilot Station (RPS)” means the component of the remotely piloted aircraft system containing the equipment used to pilot the remotely piloted aircraft.

(53) “Remotely Piloted Aircraft (RPA)” means an unmanned aircraft which is piloted from a remote pilot station

(54) “Remotely Piloted Aircraft System (RPAS)” means a remotely piloted aircraft, its associated remote pilot station(s), the required C2 Link(s) and any other components as specified in the type design

(66) “State of Manufacture” means the State having jurisdiction over the organisation responsible for the final assembly of the aircraft, remote pilot station, engine or propeller.

### PART 2 — APPLICABILITY

2.1. — Unless otherwise stated, the specifications in these Regulations apply to activities following any —

- (a) Accident or incident involving civil manned aircraft or remotely piloted aircraft (RPA) arising out of or in the course of air navigation and either occurring in or over Nigeria or occurring to Nigerian registered aircraft or RPA elsewhere and/or where the interest of Nigeria is involved;
- (b) accident or incident involving state and civil aircraft or RPA either occurring in or over Nigeria.

2.2. — The specifications concerning the State of the Operator apply only when an aircraft or RPA is leased, chartered or interchanged and when a State is not the State of Registry and if it discharges in part or whole, the functions and obligations of the State of Registry;

2.3. — Unless otherwise stated, the specifications in these Regulations apply to activities following accidents and incidents involving:

- (a) as of 26 November 2026, remotely piloted aircraft (RPA) certificated in accordance with Annex 8 — Airworthiness of Aircraft and/or operated under an operator authorization in accordance with



## Annex 6 — Operation of Aircraft, Part IV — International Operations — Remotely Piloted Aircraft Systems

- (b) The provisions in these Regulations are not intended to preclude the Bureau from instituting an investigation in other circumstances where it expects to draw safety lessons for the operation of manned and unmanned aircraft.

### **PART 4 — NOTIFICATION**

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#### **4.1 Reporting of Aircraft Accidents and Incidents**

4.1. — (1) Where an accident or incident occurs anywhere in Nigeria, the relevant person or any other person shall immediately report it to the Bureau with much information as is readily available by the quickest means of communication available.

(2) In the event of any occurrence, the Operator shall immediately notify the Bureau by the quickest means available. The contact information of the Bureau is published on its website: [www.nsib.gov.ng](http://www.nsib.gov.ng) including Emergency hotline: 0807 709 0908 and 0807 709 0909, NSIB NIGERIA App. Further detailed information on the occurrence can be submitted to the Bureau using the Accident/Incident Reporting Form (NSIB Form 001) within 72 hours from the time of occurrence.

### **PART 5 — INVESTIGATION**

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#### **5.1 Instituting and conducting investigation of accidents or incidents in Nigeria to aircraft of a contracting State**

5.1. — (1) The Director-General/CEO shall immediately institute an investigation into the circumstances of an accident or serious incident which occurs in or over Nigeria to which these Regulations apply in compliance with Annex 13, and shall be responsible for the conduct of the investigation. In the case of investigation of an unmanned aircraft system, only remotely piloted aircraft certificate in accordance with Annex 8 – Airworthiness of Aircraft and/or operated under an operator authorization in accordance with Annex 6 – Operation of Aircraft, Part IV – International Operations – Remotely piloted Aircraft Systems are to be considered.

#### **5.5 Delegation of the whole or part of an investigation of accidents or incidents**

5.5. — (1) The Director-General/CEO may delegate the whole or part of an investigation into an accident or a serious incident to another contracting State or a Regional Accident Investigation Organization (RAIO) by mutual arrangement and consent. When the Bureau delegates a part of an investigation to another State or a RAIO, the Bureau retains the responsibility for the conduct of the investigation.

#### **5.6 Assistance to other States to conduct the whole or part of an investigation**

5.6. — (1) The Director-General/CEO shall carry out, or cause an investigator-in-charge to carry out, an investigation into an accident or incident where the whole investigation has been delegated to Nigeria by another State or a regional accident and incident investigation organisation. In this case, the Bureau is expected to be responsible for the conduct of the investigation, including the issuance of the Final Report and the ADREP reporting.

#### **5.10 Investigator-in-charge of access and control**

##### ***Issuance of Credentials to investigators***

5.10. — (1) The Director-General/CEO shall issue appropriate credentials to the Bureau's safety investigators and any person(s) so authorized to participate in an investigation. The credential shall include —



- (a) reference to empowering legislation;
- (b) method to control currency of the credentials; and
- (c) photo of the holder.

## ***Access and control over accident site, wreckage and evidence***

(2) For the purpose of enabling the investigator-in-charge to carry out an investigation into any accident or incident in the most efficient and effective manner within the shortest time, an investigator-in-charge shall —

have unhampered access to the site of the accident or incident as well as to the aircraft, its contents or its wreckage and shall have unrestricted control over it to ensure that a detailed examination can be made without delay by authorized personnel participating in the investigation. In the case of a remotely piloted aircraft system, relevant material includes the remotely piloted aircraft, its associated remote pilot station(s), the required C2 Link(s), any other components as specified in the type design, and any associated recordings and documents.

(4) When appropriate, the Director-General/CEO shall arrange for medical examination of the crew, passengers and involved aviation personnel by a physician, preferably experienced in accident investigation. These examinations shall be expeditious and may be used to determine whether the level of physical and psychological fitness of flight crew and other personnel involved in the occurrence is sufficient for them to contribute to the investigation.

## **PART 6 — FINAL REPORT**

### **6.3. Consultation with stakeholders for substantial comments to draft Final Report**

6.3. — (1) The Director-General/CEO shall send a copy of the draft Final Report to the following States as soon as possible, inviting their significant and substantiated comments on the report within a consultation period of thirty (30) days from the date of the transmittal correspondence —

- (a) the State that instituted the investigation;
- (b) the State of Registry;
- (c) the State of the Operator;
- (d) the State of Design;
- (e) the State of Manufacture; and
- (f) any State that participated in the investigation as per Part 5 of these Regulations.

The intended Safety Recommendations shall be included in the draft Final Report.

(5) If the Bureau receives comments within the consultation period, it shall either amend the draft Final Report to include the substance of the comments received or, if desired by the State or entity that provided comments, append the comments to the Final Report. Comments to be appended to the Final Report shall be restricted to non-editorial, specific technical aspects of the Final Report upon which no agreement could be reached.

(6) If the Bureau receives no comments within the consultation period, it shall issue the Final Report in accordance with Section 6.3, unless an extension of that period has been agreed by the Bureau and the States or entities concerned.

(7) The Bureau shall extend the consultation period prescribed in Section 6.3(1) to sixty (60) days, if it is notified of the need for additional time by the State or entity invited to comment.

(8) The Bureau shall send, within the consultation period of thirty (30) days from the date of receipt of transmittal letter, its significant and substantiated comments on draft Final Report, to the State conducting an accident or incident

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investigation to which the Bureau participated, unless an extension of the consultation period has been agreed by the State that issued the draft Final Report.

## 6.10 Addresses of Safety Recommendations

6.10 — (1) The Director-General/CEO shall address, when appropriate, any Safety Recommendations arising out of the investigations in a dated transmittal correspondence to the accident investigation authorities of other State(s) concerned, entities, undertaking and to ICAO, when ICAO documents are involved.

(2) When the Bureau issues a Safety Recommendation of Global Concern (SRGC), it shall inform ICAO of the issuance of that recommendation and its responses in a dated transmittal correspondence, even when the SRGC is not addressed to ICAO.

(3) When Final Reports contain Safety Recommendations addressed to ICAO, because ICAO documents are involved, these reports must be accompanied by a letter outlining the specific action proposed.

## 6.11 Action on Safety Recommendations

6.11. — (1) Any entity within Nigeria that receives Safety Recommendations shall inform the Bureau within ninety (90) days from the date of the transmittal correspondence of the preventive action taken or under consideration, or the reasons why no action will be taken.

(2) Where any Safety Recommendation is forwarded to the Bureau by the State conducting an investigation into accident or incident, the Director-General/CEO shall convey to that State within ninety (90) days from the date of the transmittal correspondence, of the preventive action taken or under consideration, or the reasons why no action will be taken.

## 6.12 Recording of Safety Recommendations issued

6.12 — (1) In the case where the Bureau is conducting the investigation or issuing a Safety Recommendation, the Director-General/CEO shall implement procedures to record the responses to that Safety Recommendation issued.

(2) The Director-General/CEO shall direct and deploy follow-up measures to monitor the implementation of the Safety Recommendations.

## PART 8 — ACCIDENT PREVENTION MEASURES

### 8.1 Safety Data Collection and Processing Systems (SDCPS)

8.1 — (1) The Bureau in conjunction with the Authority, shall establish and maintain a Safety Data Collection and Processing Systems (SDCPS) to capture, store, aggregate and enable the analysis of safety data and safety information, as part of Nigeria's State Safety Program (SSP) to facilitate the effective analysis of information on actual or potential safety deficiencies and to determine any preventive actions required to achieve an acceptable level of safety performance.

## SCHEDULE

### SCHEDULE 1: List of Examples of Serious Incidents (As per attachment C to Annex 13)

3. In the case of an unmanned aircraft, consider whether the most credible outcome, had the incident escalated into an accident, could have resulted in a person being fatally or seriously injured. Fatal and serious injuries are more likely to justify an investigation than those occurrences where the most credible outcome was merely to or loss of the unmanned aircraft. The risk of fatal or serious injury may also influence the extent of the investigation to be conducted.

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