







**FEDERAL REPUBLIC OF NIGERIA**

**Civil Aviation (Investigation of Air Accidents and Incidents)  
Regulations–Investigation Order (IO) 001/2024**

**NOVEMBER 2024**

	<b>INVESTIGATION ORDER (IO)</b>
<b>ORDER NO</b>	<b>NSIB/IO/2024/001</b>
<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>CIVIL AVIATION (AIR ACCIDENT &amp; INCIDENT REGULATIONS PARTS AFFECTED)</b>	Parts 1,2,4,5,6,8 contained herein 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>	<p>To amend the Civil Aviation (Investigation of Air Accidents and Incidents) Regulations and adopt the following:</p> <ul style="list-style-type: none"> <li>a) Investigations involving unmanned aircraft (UA);</li> <li>b) Release of investigative information;</li> <li>c) Global Aeronautical Distress and Safety System (GADSS) data and information</li> <li>d) the publication of Final Reports; and</li> <li>e) the consultation period of Final Reports.</li> </ul> <p>Pending the final publication and gazetting of the Civil Aviation (Investigation of Air Accidents and Incidents) Regulations</p>
<b>APPROVED BY:</b>	
<b>NAME</b>	<b>CAPT. ALEX SABUNDU BADEH JR.</b>
<b>TITLE</b>	<b>Director-General/CEO, NSIB</b>
<b>SIGNATURE / DATE</b>	04 November, 2024 

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## 2.0 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 Organization (ICAO);
3. WHEREAS ICAO has amended the Annex 13 by adopting new Standards and Recommended Practices (SARPs) since 22 July 2024;
4. WHEREAS there has been observed some gaps between the Civil Aviation (Investigation of Air Accidents and Incidents) Regulations 2023 and amendment 19 to ICAO SARPs in Annex 13;
5. WHEREAS the Bureau has deemed it necessary to amend the Civil Aviation (Investigation of Air Accidents and Incidents) Regulations, 2023 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 Annex 13.

## 3.0 RECORD OF REVISIONS AND REASONS FOR REVISIONS

Rev. No	Date of Revision	Sections Affected	Reason for Changes
Rev. 00	04-11-2024	1,2,4,5,6,8 and Attachment C/Schedule	To bring the Civil Aviation (Investigation of Air Accidents and Incidents) Regulations 2023 up-to-date with the amendment 19 to Annex 13

## 4.0 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.

## 5.0 LIST OF EFFECTIVE PAGES

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

## 6.0 ACRONYMS

(Not Applicable)

## 7.0 MAIN TEXT OF ORDER

## PART I — ESTABLISHMENT

### 1.3 – Interpretation

(1) “*Accident*” means an occurrence associated with the operation of an aircraft which, in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time as it comes to rest at the end of the flight and the primary propulsion system is shut down, in which :

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Note 3. — The type of unmanned aircraft system to be investigated is addressed in Section 2.3.

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(14) “*C2 Link*<sup>1</sup>” means the data link between the remotely piloted aircraft and the remote pilot station for the purpose of managing flight.

(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)*<sup>1</sup>” means the component of the remotely piloted aircraft system containing the equipment used to pilot the remotely piloted aircraft.

(53) “*Remotely Piloted Aircraft (RPA)*<sup>1</sup>” means an unmanned aircraft which is piloted from a remote pilot station

(54) “*Remotely Piloted Aircraft System (RPAS)*<sup>1</sup>” 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*<sup>2</sup>” means the State having jurisdiction over the organization responsible for the final assembly of the aircraft, engine or propeller;

(67) “*State of Manufacture*<sup>3</sup>” means the State having jurisdiction over the organization responsible for the final assembly of the aircraft, remote pilot station, engine or propeller.

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<sup>1</sup> Applicable as of 26 November 2026

<sup>2</sup> Applicable until 25 November 2026

<sup>3</sup> Applicable as of 26 November 2026

## 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) Manned aircraft; or

b) 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

(c) 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 (remotely piloted aircraft are a subset of unmanned aircraft).

## PART 5 — INVESTIGATION

### **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.

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5.4 — (1) The Bureau shall have independence in the conduct of the investigation and have unrestricted authority over its conduct, consistent with the provisions of the Nigerian Safety

Investigation Bureau (Establishment) Act and Annex 13 to the Convention on International Civil Aviation. The investigation shall normally include:

...

- c) the timely, public dissemination of factual information, as appropriate;
- d) if appropriate, the issuance of safety recommendations;
- e) if possible, the determination of the causes and/or contributing factors; and
- f) the completion of the Final Report.

...

(5) For accidents or incidents that draw heightened public attention, the Bureau shall publicly release relevant factual information within the early days of the investigation to help ensure that the information in the public domain is as accurate as possible.

(6) For accidents or incidents, the Bureau shall publish a written Preliminary Report within thirty days of the accident or incident containing established factual information and indicating the progress of the investigation.

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

(a) 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.

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#### **5.16 Information to the State Conducting Investigation**

5.16 — (1) The Bureau shall, on request from the State conducting the investigation of an accident or incident, provide that State with all the relevant information available to it.

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(3) If the Bureau or any person has any data available from a flight recorder of an aircraft involved in an accident or incident, the Bureau or such person shall:

- (a) Without delay, provide the State conducting investigation with all such data available; and
- (b) Not divulge such data without the express consent of the State conducting the investigation;

## PART 6 — FINAL REPORT

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### 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 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.

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### 6.5 International Dissemination of the Final Report

6.5 - (1) The Director-General/CEO shall send the Final Report to ICAO where the accident or incident involves an aircraft of a maximum mass of over 5,700kg;

(2) A copy of the Final Report shall be sent to the President through the Minister responsible for civil aviation.

## SCHEDULE

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

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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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-END-