



## The key word is to **PREVENT**, so as not to have to **INVESTIGATE**

IPIAAM is the National Accident Investigation Authority of Cabo Verde, whose mission is to investigate civil aviation and maritime accidents and incidents, with the sole view of determining the causes and/or factors causing such events, as well as making safety recommendations in order to avoid such incidents from occurring again in the future.

It is essential that we are aware that accident prevention works as a stimulus for aeronautical and maritime activities, and that it is not based solely on the unconditional compliance with established rules and standards.

### 03 INVESTIGATION X PREVENTION

As is the case for all other activities, air and sea transport are not immune to accidents, namely unwanted or unexpected events, that can be sudden and accidental, bringing undesirable effects and, thus, susceptible to causing varying degrees of damage.

### 05 AND WHEN AN ACCIDENT DOES OCCUR

The occurrence of an accident, whether in the air or at sea, can be notified to IPIAAM by any citizen

### 06 IPIAAM RECOMMENDATIONS

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## MESSAGE FROM THE BOARD OF DIRECTORS

Despite its short existence, the IPIAAM is an institution which merges two crucial sectors, both complex, yet with different activities, i.e., two complementary worlds that can achieve better results together in terms of prevention and investigation of civil aviation and maritime accidents and incidents.

The role in promoting civil aviation and maritime safety in Cabo Verde is changing, and proof of this is the establishment of IPIAAM as a new player working with the country's transportation systems. The institution combines civil aviation and maritime transport, focussing on a modern approach to communication and maintaining a close contact with stakeholders.

This Newsletter aims to be a reference for communication, keeping readers better informed about IPIAAM's activities, as it contributes to improving

operational safety in our skies and on our seas, through the publication of key safety recommendations.

This is a publication which aims to raise awareness, among national, public and private organisations, of IPIAAM's main actions and issues related to safety in the two fundamental transportation systems connecting the Cabo Verde islands to the rest of the world, focussing primarily on technical staff working in the merchant navy and in civil aviation, as well as the general public.

It this way, it is a space dedicated to matters of shared interest and to knowledge exchange.

The Board of Directors of IPIAAM hereby takes this opportunity to wish you a pleasant journey as you discover what each issue has to offer.

Greetings,

# INVESTIGATION X PREVENTION

As is the case for other activities, air and sea transport are not immune to accidents, namely unwanted or unexpected events, that can be sudden and accidental, bringing undesirable effects and, thus, susceptible to causing varying degrees of damage.

Whether it is professionals working in the field of air or maritime transport services or passengers using their services, there is a relatively high degree of trust in the safety of operations, and **disasters are very rare**. However, when such accidents do occur, they can be disastrous and unexpected events for society, causing substantial social commotion, especially in cases where there are victims.

In this context, it is extremely important to investigate the causes and factors that contributed to the occurrence of any civil aviation or maritime disaster. The investigation provides the basis for issuing recommendations to professionals in these sectors, in order to avoid new tragedies and to provide continuous improvement in the level of operational safety.

The investigation process is conducted with a view to preventing accidents and incidents, and consists of the

collection and analysis of information, the drawing up of conclusions, the determination of the cause or causes and, possibly, the formulation of safety recommendations. The prompt carrying out of safety investigations following accidents and incidents, as well as the communication, analysis and dissemination of the respective recommendations, reinforces safety in these types of transportation systems and contributes to the prevention of future accidents and incidents from occurring.

Up until December 2018, there were two entities responsible for investigating accidents and incidents in Cabo Verde, namely, the **Aircraft Accident Prevention and Investigation Commission - CPIAA** and the **Maritime**





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**Accidents and Incidents Prevention and Investigation Office - GPIAM.** However, Cabo Verde, in line with international best practices, has now merged these two sectors (aviation and maritime) in the context of accident prevention through the creation of the Institute for the Prevention and Investigation of Aeronautical and Maritime Accidents - IPIAAM, thus contributing to an integrated approach in the area of investigation of incidents and accidents in these modes of transport, enhancing synergies and experience sharing.

The investigation of air and maritime accidents must be carried out independently and rigorously, by an independent body, with a legal structure and decision-making process, in accordance with the resolutions of the **International Organization of Civil Aviation - ICAO and the International Maritime Organization - IMO** respectively.

IPIAAM is a public entity, having a legal personality, with administrative, financial and assets management autonomy, responsible for investigating accidents and serious incidents, and promoting safety through the implementation of civil aviation and maritime accident prevention policies and programmes.

The key word is to PREVENT, so as not to have to investigate.

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occurring again in the future.

It is essential that we are aware that accident prevention works as a stimulus for aeronautical and maritime activities, and that it is not based solely on the unconditional compliance with established rules and standards.

Consequently, IPIAAM also assumes a leading role in promoting studies, training or other capacity-building and awareness actions in the area of prevention and investigation of civil aviation and maritime accidents.

The best way to prevent accidents is to carry out adequate training, to strengthen staff awareness and familiarisation of the working environment in which they carry out their activities, together with the application of collective and individual safety measures inherent to these activities.

It is necessary to reach a level of collective awareness that the prevention of accidents operates and develops within the norms and parameters provided, based on an effective analysis of the inherent risks and with maximum safety, thus safeguarding human resources and related materials.

Furthermore, the detection of any anomaly and its subsequent notification, constitutes a determining factor in preventing the occurrence of an accident, whether aeronautical or maritime, and the assumption of this responsibility on the part of professionals in both sectors, boosting the exchange of information on matters relating to incidents, which will result in greater predictability and improvements in the investigation process.



# AND WHEN AN ACCIDENT DOES OCCUR

The occurrence of an accident, whether in the air or at sea, can be notified to IPIAAM by any citizen via telephone (+238) **995 17 74/993 17 11/985 28 72/230 09 92**, email **[notification@ipiaam.cv](mailto:notification@ipiaam.cv)**, or through an online form on the IPIAAM website, **[www.ipiaam.cv](http://www.ipiaam.cv)**.

Notifications of serious accidents and incidents must be made within **6 hours** following the accident, and within **48 hours** in the case of other less serious accidents.

## SAFETY RECOMMENDATIONS

Safety, and the reinforcement of safety through commonly accepted and recommended practices, is at the heart of IPIAAM's operations and the main focus of its communication, being one of the most important aspects of aeronautical and maritime activities.

Safety Recommendations (SR) must identify necessary corrective actions yet, they must leave space for the target entity to determine how they should be implemented.

SR can emanate from a study or as a result of an investigation of an accident and/or serious incident.

### In the course of an investigation or study, IPIAAM will:

- Draft proposals for safety recommendations (SR), resulting from a study or investigation of an accident and/or serious incident;
- Include these SR proposals in a Preliminary Report, which is sent for comments, by note and/or email, to the recipients of the respective SR proposals, who have 30 days to provide feedback, counting from the date of receipt of the report;
- Analyse the comments received and, if justified, introduce changes in what is deemed necessary and relevant;
- Approve the Final Report with the final wording of the SR and send the document to the parties involved, by note and/or email;
- Publish and disseminate the SR on its website and through other communication channels.



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# IPIAAM RECOMMENDATIONS

Below is a list of some SR recently issued by IPIAAM:

- Maintain vessels at anchor in national port basins, exhibiting lights, especially at night, in accordance with Rule No. 30 of the COLREG-72 Convention, preventing collisions in Ports with the entry and exit of ships;
- Define anchorage area limits and types, to avoid the improper anchoring of vessels and/or ships in areas that interfere with the safety of approach, mooring and/or unberthing manoeuvres;
- Transpose international standards applicable to high-speed ships into national legislation, to ensure a higher level of safety for the crew, passengers and HSC type vessels involved in domestic voyages in Cabo Verde;
- Disseminate and implement the measures embodied in the Management Regulation for Safety and Environmental Protection for Inter-Island Maritime Traffic in the Cabo Verde Archipelago - RGSPA-IICV, approved and published in the Official Bulletin II Edition, of April 28;
- Review the process for verifying the effective presence of the MCC controller at his/her workstation, to react promptly to aircraft calls when in flight;
- Revise the constitution of the aircraft crew, for cockpit crew training flights;



# NATIONAL AND INTERNATIONAL ORGANISATIONS



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## REFERENCES

[https://www.isasi.org/  
Documents/EventsAndAlerts/  
ISASI-Forum-53-3-web.pdf](https://www.isasi.org/Documents/EventsAndAlerts/ISASI-Forum-53-3-web.pdf)

This edition of the ISASI publication provides several articles and case studies that address the investigation of air accidents with unmanned aircraft, from multiple aspects.

[https://www.icao.int/  
sustainability/Pages/Economic-  
Impacts-of-COVID-19.aspx](https://www.icao.int/sustainability/Pages/Economic-Impacts-of-COVID-19.aspx)

The International Civil Aviation Organization regularly monitors and publishes updated reports and forecasts on the economic impacts of the COVID-19 pandemic in the Civil Aviation sector.

[https://maiif.org/wp-content/  
uploads/2020/03/IMO-Lesson-  
learned-III-6.pdf](https://maiif.org/wp-content/uploads/2020/03/IMO-Lesson-learned-III-6.pdf)

Content referring to different factors that cause maritime accidents classified as being very serious. Four questions are presented (4 Qs/4 Ws), in order to draw important lessons from the events under analysis.