



**Agenda Item 4: Aviation Safety Matters**  
**4.3 Regional Aviation Safety Group – Pan America (RASG-PA)**

**CREATION OF A REGIONAL ACCIDENT AND INCIDENT INVESTIGATION GROUP  
(RAIO) FOR THE CENTRAL AMERICAN REGION**

(Presented by El Salvador)

<b>SUMMARY</b>	
This information paper presents the activities carried out to date on the establishment of a regional accident and incident investigation group in Central America (RAIO), which will help to strengthen and enhance the capacity of investigating aviation accidents and incidents, both at individual State level, as well as at Regional level.	
<b>References:</b>	
<ul style="list-style-type: none"><li>• ICAO Annex 13</li><li>• ICAO Doc 9946</li><li>• Conclusion 97/5 - 97th Meeting of Directors of Civil Aviation of Central America and Panama</li></ul>	
<b>Strategic Objective</b>	<i>This information paper is related to Strategic Objective: A. Safety – Enhance global civil aviation safety</i>

**1. Introduction**

1.1 Since 2007, the Central American States in conjunction with the Central American Corporation for Air Navigation Services (COCESNA), acting as an integration and harmonization body through the Central American Agency for Aviation Safety (ACSA), felt the need to establish a Regional Group for the investigation of serious aviation accidents and incidents, so in that year, through the COCESNA Technical Council resolution CT-15/2007-2; the Central America Accident and Incident Investigation (AIG) Experts Group was established, comprised of States and ACSA representatives.

1.2 In October 2008, the Central America Region AIG Group of Expert presented a paper to the Accident Investigation and Prevention (AIG) Divisional Meeting, held in ICAO Headquarters, Montreal, Canada, under Agenda Item 6 on "Regional Cooperation in Accident and Incident Investigations".

1.3 The representative of El Salvador presented a working paper titled: "Creation of a Board in charge of Serious Accident and Incident Investigation in Central America". The AIG/08 Divisional Meeting unanimously supported the creation of the Central American Commission and ICAO committed to provide the necessary support for its establishment.

1.4 In that meeting the ICAO AIG Division recommended the development of guidelines for States to know how to establish and manage a regional accident and incident investigation system (RAIO), and it was only in 2011 when ICAO published the Manual on Regional Accident and Incident Investigation Organization (Doc 9946).

1.5 It is worth mentioning that COCESNA/ACSA presented this project to RASGS-PA searching for the required support. The project was accepted by all RASG-PA members as Project GSI-4 – Effective incident and accident investigation, related to the corresponding Global Security Initiative (GSI).

1.6 At the end of February 2013, during the 97th Meeting of Directors of Civil Aviation of Central America and Panama, Conclusion 97/5 was issued as follows:

- "a) That COCESNA support and coordinate with States the development of this project.
- b) To participate in the ICAO Regional Accident/Incident Investigation Workshop for the NAM/CAR Regions (Mexico City, Mexico, 3 to 7 June 2013)".

## **2. Discussion**

2.1 The Central American States do not have the resources (trained personnel, equipment, laboratories, funds, etc.), to conduct independent research; in addition to the lack of skills of our States to investigate major, as well as less serious accidents and incidents, and this is reflected as a common finding in the USOAP audit reports received by the States of the region.

2.2 For the Central American States, the establishment of a Regional Group for the Aviation Accident and Incident Investigation is a need and is the only effective and efficient solution so that our countries achieve the desired capacity, required by Annex 13 regarding aviation accident and incident investigation.

2.3. The creation of this regional group (RAIO) does not mean a renounce to the State sovereignty, nor to the authority and responsibility conferred by Annex 13, but rather it is an association between States with their direct participation, and this synergy resulting from such cooperation brings great benefits such as:

- Eliminate duplication of efforts by joining human, technical and financial resources, laboratories and equipment in general.
- Collect, analyze and share information on accidents and incidents.
- The creation of this body would be a great progress in integrating the Central American region and the solidarity between countries.
- Standardization of regulations and procedures for accident and incidents investigation.

- Standardization of accident investigators training in the region, not only in theoretical and OJT courses, but also in terms of experience when being part of this regional group.
- Guarantee independence in the accident and incident investigation and achieve credibility, as researches performed in each State, would be of the knowledge of a Collegiate and impartial Body, as is the COCESNA Steering Council.

### 3. Implementation Strategy

3.1. The creation of this regional organization for the accident and incident investigation in Central America entails performing a certain number of activities in different phases for duly implementation; Figure 1, presents the Roadmap with the phases and activities to follow, for the RAIO implementation:

2 Semester 2012	1 Semester 2014	2 Semester 2014	
<b>PHASE I</b>	<b>PHASE II</b>	<b>PHASE III</b>	<b>PHASE IV</b>
<b>Approval by COCESNA Steering Council</b> - Initial Plan forming the group (TR) - Initial Work Plan (this roadmap). - Budget	<b>Planning</b> - The team nominated by each State will meet and plan, coordinated by ACSA	<b>Development</b> - The team develops the planned tasks	<b>Implementation</b> - The team prepares the RAIO promotion and starts operations

3.2. Continuing with the RAIO implementation strategy, it comprises among other things, adoption of joint policies, regulations and procedures, an annual operating budget duly approved, a team to attend the scene, laboratories (e.g. metallurgy, recorders, meteorology, photos and videos).

3.3. While ICAO recommends the signing of a Memorandum of Understanding between participating States for the creation of such regional organizations, at present some initial terms of reference are available, that can be presented to the COCESNA Steering Council, in order to approve the creation of the Group.