



ICAO

International Civil Aviation Organization  
North American, Central American and Caribbean Office  
INFORMATION PAPER

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**Eighth Meeting of the North American, Central American and Caribbean Directors of Civil Aviation  
(NACC/DCA/08)**

Ottawa, Canada, 31 July to 2 August 2018

- Agenda Item 4:            Accountability Report of the ICAO NACC No Country Left Behind (NCLB)  
Strategy**  
**4.6       Performance Level (last year's red)**

**REGIONAL AVIATION ACCIDENT INVESTIGATION GROUP (GRIAA)**

(Presented by COCESNA)

<b>EXECUTIVE SUMMARY</b>	
This working paper shows the initiative of COCESNA in regards to the development and implementation of the GRIAA Program in Central America, its background, as well as its technical and legal basis.	
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Safety</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• Convention on International Civil Aviation 1944</li><li>• GASP</li><li>• SARPS</li><li>• Art. 26 Convention</li><li>• Annex 13</li><li>• Doc. 9946</li><li>• CDC Agreement</li></ul>

**1.                   Introduction**

1.1       Within the operating framework of this Regional Aviation Accident Investigation Group, which according to Annex 13 to the Convention on International Civil Aviation and the national regulations derived from this Annex, investigations of aviation accidents and incidents must be conducted in a way that is functionally independent of any political or economic interference or any other kind of pressure. These regulatory conditions justify its creation since 2007 when ACSA started with this initiative.

1.2 The widespread desire of the Member States and manifested in the Resolution of the Board of Directors propelled ACSA to develop a project to establish an independent group for accident and incident investigation. In this regard, since 2007 the following actions were raised and developed:

1.3 In August 2007, the first meeting of the group took place and a representative from El Salvador was elected as president, and a series of initiatives that help the region was established, such as: (RASG-PA/03 – NE/08)

- a) develop MRAC-13 (Harmonized and standardized regulations for the region) for its approval in compliance with ICAO's Annex 13;
- b) develop a manual for accident investigators, procedures and checklists at the regional level;
- c) assess the possibility of creating a regional Go-Team to provide support to States in the investigation of serious accidents and incidents; and
- d) designate one person from each Member State to work as Investigator-in-Charge (IIC) of the Go-Team.

## **2. Background**

2.1 The International Civil Aviation Organization (ICAO) is the international organization created by the Convention on International Civil Aviation of 1944 (the Chicago Convention). Its main objectives are the safe and orderly development of international civil aviation, the application and adoption of the principles and provisions of the Chicago Convention, including the recommended standards and methods relating to the investigation of accidents and serious incidents and other matters related to the safety and efficiency of air navigation.

2.2 Article 26 of the Convention provides that every State in which an accident occurs “will institute an inquiry into the circumstances of the accident, in accordance, so far as its laws permit, with the procedure which may be recommended by the International Civil Aviation Organization”. Similarly, Annex 13 to the Convention specifies the standards and recommended practices (SARPS) for carrying out investigations of accidents and serious aviation incidents that States must follow in order to comply with their obligations under Article 26 of the Convention.

2.3 Taking into account the aspects mentioned above, ACSA organizes in Costa Rica the first meeting of the Group of Experts on the Investigation of Accidents and Serious Incidents in Central America from August 15 to 16, 2007. As a result of this meeting, in October 2008, the State of El Salvador will submit a note called “Regional Cooperation in the Investigation of Accidents and Serious Incidents” to ICAO on behalf of this group.

2.4 During those years, ACSA continues following the recommendations of Resolution A36-10 of the ICAO Assembly. It urges States to cooperate with ICAO and other States in the development and implementation of measures that comprise the skills and resources for accident prevention to achieve high levels of safety in civil aviation, as well as following the recommendations made by the Department Meeting of the Accident Investigation and Prevention (AIG) (2008) (AIG/08) held in Montreal, Canada, from October 13 to 18, 2008

2.5 During the formulation process and within the framework of the Regional Pan American Aviation Safety Group (RASG-PA) organized by ICAO, ACSA proposes the development and establishment of a Board responsible for the investigation of accidents and serious incidents at the Central American region. Finally, and pursuant to resolution 97/5 issued at the meeting of Directors General of Civil Aviation of the Region and Panama in 2009, point a) provides that: COCESNA supports and coordinates with the States the development of this regional project.

### **3 Benefits**

#### **3.1**

- a) The independence of the investigation process is guaranteed;
- b) It ensures that all research is done in accordance with the requirements established by ICAO;
- c) An optimization of both human and financial resources is being achieved;
- d) Through a process of standardized training of the members of this Board, it would be ensured that there are highly trained personnel in techniques for aviation accident investigation and in compliance with Annex 13 and GASP GSI-4.

### **4 Activities conducted**

#### **4.1**

- a. Drafting of the Procedures Manual for Accident Investigation (Nov. 2014).
- b. Creation of the group of experts at the regional level;
- c. Training program in the Certification in Aircraft Accident Investigation (AAI) given by the Southern California Safety Institute (SCSI), USA UU.
- d. Delivery of AIG equipment to the States.
- e. Investigation of accidents in Guatemala, El Salvador, Honduras and Costa Rica.
- f. Support to ICAO-NACC in the creation of CARAIO.
- g. Participation in forums, workshops and meetings.

### **5 GRIAA transfer**

5.1 Within the framework of the Resolution of the Board of Directors ROCD 203.19.3; “where it is requested that, within no more than three (3) months, the Technical Secretariat should develop a proposal associated with the establishment of the Regional Aviation Accident Investigation Group (GRIAA), within the Technical Secretariat, for its subsequent submission before the Board of Directors.” ACSA has started the coordination with the Technical Secretariat of COCESNA for the transfer and adoption of the Regional Aviation Accident Investigation Group.

### **6 Suggested actions**

6.1 The Meeting is invited to take note of the information provided by COCESNA on GRIAA.