



ASSEMBLY — 40TH SESSION

TECHNICAL COMMISSION

Agenda Item 29: Aviation Safety and Air Navigation Regional Implementation Coordination Mechanisms

REGIONAL ORGANIZATION TO IMPROVE THE AVIATION SAFETY - ESTABLISHMENT OF THE REGIONAL ORGANIZATION OF ACCIDENT INVESTIGATION OF CENTRAL AMERICA (GRIAA)

(Presented by Members States of the Central American Corporation for Air Navigation Services(COCESNA)²)

EXECUTIVE SUMMARY

This working paper includes the initiative and the work carried out, as well as the proposal for the constitution in the Central American Region of an accident and incident investigation entity whose main mission is to contribute to the continuous improvement of safety of the region and aviation in general, through the results of aviation accident and incident investigation and the identification of safety recommendations applicable to the region. It will also improve the effective application in the accident investigation area (AIG) of the Central American Region.

Action: The Assembly is invited to:

- a) take note of the information expressed in this working paper;
- b) take into account that the creation of GRIAA will strengthen AIG's capacities for the Central American Region;
- c) support the creation of the RAIO in the Central American region;
- d) encourage other members across their regions to establish a RAIO as a means to optimize resources in the field of accident investigation; and
- e) the President of the Council intercede before the Central American States to support the constitution of the Regional Accident and Incident Investigation Organization GRIAA.

<i>Strategic Objectives:</i>	This working paper relates to the Safety, Air Navigation Capacity and Efficiency, and Economic Development Strategic Objectives.
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<i>Financial implications:</i>	It has no financial implications for ICAO
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¹ English and Spanish versions provided by COCESNA.

² Belize, Costa Rica, El Salvador, Guatemala, Honduras and Nicaragua.

<i>References:</i>	Proceedings of the First to the Fifth GRIAA's Meeting that have taken place in Nicaragua, Guatemala, Nicaragua, Mexico and El Salvador, respectively. ROCD-2018/203 Regular Meeting of the COCESNA Council ROCD-2018/208 Regular Meeting of the COCESNA Council Convention of the International Civil Organization ICAO Annex 13 — <i>Aircraft Accident and Incident Investigation</i> Document 9756, <i>Manual of Aircraft Accident and Incident Investigation</i> Document 9946, <i>Manual on Regional Accident and Incident Investigation Organization</i> Document 10075, <i>Assembly Resolutions in Force (as of 6 October 2016)</i> Second High Level Safety Conference 2015 (HLSC 2015)
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1. INTRODUCTION

1.1 The six Central American countries rapporteurs of this working paper, according to the latest results found in the framework of the activities of the Universal Safety Oversight Audit Program (USOAP), present in the accident investigation area (AIG) an 82.01% compliance average in the effective implementation (EI).

1.2 The lack of experienced personnel and their preparation, the recordings of recommendations, notifications of the Accident/Incident Data Reporting (ADREP) among other aspects are those that accumulate the largest numbers of unresolved protocol questions (PQ) that the audits pointed to our States.

1.3 The States of Central America aware that many of these deficiencies have been dragging from the first cycle of USOAP audits carried out from 1996 to 2001 related to the Investigation of Aviation Accidents and Incidents took the initiative of establishing a Regional Aviation Accidents and incidents Investigation Group (GRIAA) as an embryo that would allow in the first phase to strengthen regional collaboration in the AIG field to get closer to what is set out in Annex 13 and thus partially cover the gap that States have where they could conduct investigations in accordance with the standards and recommended practices, ensuring the independence and impartiality of investigations.

2. **First Phase** towards the constitution of the RAIO, a Regional Aviation Accidents and incidents Investigation Group (GRIAA) was established that resembles a RAIO in Central America. In 2007, the idea of creating the Regional Aviation Accident and incidents Investigation Group called "GRIAA" was born, specifying this idea through the approval of the Member States of the Central American Air Navigation Services Corporation (COCESNA) to develop this project, establishing the following group of guidelines:

- a) standardization of Standards and procedures in the Central American region in accordance with the provisions of ICAO Annex 13 and related documents;
- b) prepare manuals, procedures and material guides;
- c) form a Rapid Response Team to support the Central American States in the investigation of accidents and incidents; and
- d) form a GRIAA Investigators base to conduct accident or incident investigation when the investigation is delegated to GRIAA, by a Member State.

2.2 Without a doubt, the initiative and willingness of the Central American States members of COCESNA to create the Regional Aviation Accident and Incident Investigation Group (GRIAA) has been an important step in strengthening cooperation in the AIG.

3. **Second Phase** to achieve the GRIAA institutionality and continue the implementation work.

3.1 In April 2018, the President of the ICAO Council Dr. Benard Aliu made an official visit to Nicaragua where the Directors of Civil Aviation of Central America attended and in the framework of a meeting a document was signed called "Initiative Managua statement by the Aviation Directors of the Central American Region related to the formation of an Aviation Accident Investigation Agency (RAIO)" where Dr. Aliu signed this document as an honorary witness and affirmed that initiatives such as ICAO. He gives his full support.

3.2 As of the signing of the Managua Declaration, the COCESNA Executive council composed of the authorities of the Central American States approved in 2018 three resolutions where it was agreed to continue the formation of the Regional Accident and Incident Investigation Body of Central America the following being provided therein:

- a) choose a coordinator of the GRIAA, appointing the Director General of Civil Aviation of Nicaragua this responsibility;
- b) establishment of a working group for the analysis of the documents for the operation of the GRIAA, made up of AIG specialists designated by each State;
- c) the Executive President of COCESNA and the GRIAA Coordinator present the Project for the Structure of the Regional Organ for the Investigation of aviation accidents and incidents; and
- d) the financial budget for the year 2018-2019 was approved.

3.3 With the appointment of the GRIAA Coordinator, the entire process for the formation of the Regional Aviation Accident and Incident Investigation Group was made dynamic, achieving significant advances such as:

- a) the integration of the AIG specialist group in Central America, where five work meetings have been held to date;
- b) preparation of AIG documents;
- c) emergency role in case of an accident or serious incident;
- d) investigator profile project;
- e) structure of the investigator's file;
- f) operational procedure for the investigator's work;
- g) confidentiality document;
- h) assistance to the States in the activities of first response to an event;
- i) signing of Memorandum of Understanding with States and AIG organizations; and
- j) four accident investigation courses where 55 specialists participated:
 - Basic Course (2); at the Central American Institute for Aeronautical Training (ICCAE);
 - Aircraft Accident Investigation Course at the Southern California Security Institute (SCSI);
 - Gas Turbine Accident investigation Course, SCSI; and

- Advanced Accident Investigation Course at the Transportation Safety Board of Canada (TSB).

3.4 Internationally, the activity carried out has been intense and productive, highlighting the close interrelation of work with the Regional Office for North America, Central America and the Caribbean (NACC) where its Regional Director and its AIG team have provided all their support and interest for the achievement of this Project and reliable evidence of it have been the activities carried out between meetings and events that have encouraged the strengthening and acceleration of AIG activity in the Region, as well as the formation of the Central American RAIO. Equally outstanding and timely has been the work and support in this context of the Executive Council of COCESNA, for all this we give our recognition and congratulations.

3.5 A Memorandum of Understanding was signed between the Transportation Safety Board of Canada (TSB) and the Central American States on cooperation related to the investigation of accidents and aviation incidents.

3.6 Through the GRIAA, the participation of all the AIG specialists of the Central American region in the Second Meeting of the Implementation of Accident and Incident Investigation Organizations (RAIO) for the CAR Region and Workshop on the Investigation and Prevention of Accidents (AIG) was encouraged.) (RAIO / CAR / 02). In the framework of this Meeting, a meeting was held with ARCM (AIG Regional Cooperation Mechanism in South America) for the signing of a Memorandum of Understanding on AIG cooperation. Similarly, it has been necessary to introduce project management to update the SSP planning with its planning, development and control guidelines for the implementation of the SSP required by Annex 19.

4. **Third Phase** establish the Regional Accident and Incident Investigation Organization (RAIO) in the Central American Region.

4.1 The experience accumulated in all these years has led us to verify that the most logical and convenient option for the creation of a Regional Accident Investigation Agency is the application of what is established in Document 9946 that provides clear guidance on the establishment and management of a regional accident and incident investigation organization (RAIO), which also reflects the obligations of States both individually and collectively. Following the objectives outlined in Doc. 9946, it is intended to achieve the following objectives:

- agree in accordance with ICAO requirements at the highest level of each government;
- formulate a well-defined planning that contemplates obligations and strict compliance requirements;
- the Member States of COCESNA will determine the resources necessary for the establishment of the RAIO, thereby calculating the level of financing required to sustain and develop it; and
- strengthen the institutional framework that will support the Central American RAIO.

4.2 The State of Nicaragua, considering that it has limited resources, has achieved an effective level of implementation of the ICAO Standards, being currently within the group of Level 1 States.

4.3 The Civil Aviation Authority and its commitment have played a key role in giving the necessary priority for the creation of an implementation team and a specific department to carry out the State Operational Safety Programme.

4.4 The constant interaction with service providers and air operators has raised the level of awareness that has allowed us to strengthen the safety data collection and analysis system to record historical data and identify the high impact indicators that will generate the most appropriate safety recommendations.

4.5 The State of Nicaragua, with its modest experience, wishes to share with all the States that, for the SSP implementation, there is no small or large State as we all must comply with the same standards. This requires the ability to design a State Safety Programme that fits our own characteristics with the resources we have available.

5. CONCLUSION

5.1 The States of the Central American Region, based on their own experience and other initiatives in the same direction, consider that the most convenient and viable way to achieve compliance with the Standards and Recommended Practices (SARPs) established by ICAO in Annex 13 and related documents, it is the constitution of a Regional Accident and Incident Investigation Organization (RAIO), which will allow the strengthening of AIG capabilities, contributing effectively to the improvement of Safety in the Central American Region.

5.2 The establishment of a Regional Accident investigation Organization will undoubtedly require the maximum support of ICAO to raise awareness among participating governments and urge them to sign the Constitution Agreement.

5.3 The stable source of funding is vital to realize a regional organization of accident investigation sustainable over time.

5.4 The establishment of a RAIO in the countries of Central America is oriented towards the objectives established by ICAO and therefore of the Global Aviation Security Plan (GASP).

5.5 There are favorable conditions for working in a collaborative environment and it represents an excellent opportunity for the effective application levels (EI) corresponding to the AIG to be substantially improved in the short term.

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