



**INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO)**

**THIRD MEETING OF SOUTH AMERICAN AIG  
AUTHORITIES**

**AIG-SAM/3**

**FINAL REPORT**

**LIMA, PERU, 7-9 MARCH 2016**

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g) <i>Proposal for the incorporation of the BEA as ARCM member in condition of observer</i>	

## **HISTORICAL**

### **ii.1 Place and Date of the Meeting**

The Third Meeting of AIG Authorities of South America (AIG-SAM/3) was held at the premises of the ICAO South American Regional Office, from 7 to 9 March 2016.

### **ii.2 Opening Ceremony**

Mr. Oscar Quesada, Deputy Regional Director of the South American Office of the International Civil Aviation Organization (ICAO) and Mr. Marcus Costa, chief of the AIG Section of the Headquarters Office of the International Civil Aviation Organization (ICAO), welcomed the participants. Ms. Ana Pamela Suárez, Chairperson of the Junta Investigadora de Accidentes de Aviación Civil (JIAAC) from Argentina, provided opening remarks and officially opened the meeting.

### **ii.3 Officers of the Meeting**

The AIG-SAM/3 Meeting was held with the participation of Mrs. Ana Pamela Suárez, Chairperson of the Junta Investigadora de Accidentes de Aviación Civil (JIAAC) from Argentina. Mr. Marcelo Ureña, Regional Officer Flight Safety of the South American Office of the International Civil Aviation Organization (ICAO), Mr. Marcio Abreu, AIG Specialist of the South American Office of the International Civil Aviation Organisation (ICAO) and Mr. Daniel Barafani, Chief of the Operative Investigation Department of the Junta Investigadora de Accidentes de Aviación Civil (JIAAC) from Argentina acted as Co-secretaries of the Meeting. Mr. Gustavo Adolfo Iriarte Navas, Chief AIG of the Unidad Administrativa Especial de Aeronáutica Civil, Colombia, was elected as chairperson of the Meeting.

### **ii.4 Working Languages**

The working languages of the Meeting were English and Spanish, and it counted with simultaneous interpretation. The working papers, information papers and draft report of the meeting were available to participants in both languages.

### **ii.5 Schedule and Working Arrangements**

It was agreed that the working hours for the sessions of the meeting would be from 09:00 to 17:30 hours daily with adequate breaks. The Meeting was held in plenary session. At the end of the sessions, the Secretariat prepared a draft report for consideration of the Meeting, where measures to be taken and agreements to be followed were specified.

**ii.6            Agenda**

**Agenda**

**Item 1:            Approval of the Agenda and work programme**

**Agenda**

**Item 2:            Review and signature of the AIG Cooperation Agreement among the ARCM States**

- a) AIG Cooperation Agreement proposal among the ARCM States

**Agenda**

**Item 3:            AIG regulations review**

- a) Proposals for the amendment of the AIG State regulation
- b) Proposals for the amendment of LAR 113

**Agenda**

**Item 4:            ARCM AIG procedures manual review**

- a) Proposals for the amendment of the accidents and incidents investigation procedures manual

**Agenda**

**Item 5:            ARCM AIG training programme review**

- a) Proposal for the amendment of the ARCM AIG training programme

**Agenda**

**Item 6:            ARCM Safety data collection and processing system (SDCPS) procedures review**

- a) Proposal on procedures for the implementation of the ARCM safety data collection and processing system (SDCPS).

**Agenda**

**Item 7:            Investigation of non-serious incidents**

- a) Role of the organizations involved in the investigation of non-serious incidents

**Agenda**

**Item 8:            2016 ARCM activities programme approval**

- a) 2016 ARCM activities programme proposal

**Agenda**

**Item 9:            South American ARCM multinational investigator certification**

- a) South American ARCM multinational investigator certification manual proposal

**Agenda**

**Item 10: Other issues**

- a) ARCM web page proposal review
- b) ARCM logo proposal review
- c) ARCM Executive Committee meetings venue proposal
- d) ARCM organization and planning manual proposal review
- e) ARCM accidents and incidents investigation policies and procedures manual proposal
- f) 2016 ARCM activities programme progress
- g) Proposal for the incorporation of the BEA as ARCM member in condition of observer

**ii.7 Attendance**

The Meeting was attended by 11 States from the SAM Region and one Observer State, totalling 26 delegates as indicated in the list of participants.

**ii.8 List of Conclusions**

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AIG-SAM/3-02	Approval of the First Amendment to the First edition of AIG State AIG Regulations and LAR 113	3-3
AIG-SAM/3-03	Approval of the First Amendment to the First edition of the ARCM accident and incident investigation procedural manual	4-1
AIG-SAM/3-04	Approval of the proposal of the First Amendment to the ARCM harmonised AIG training programme	5-2
AIG-SAM/3-05	Approval of the implementation of the safety data collection and processing system (SDCPS) of the ARCM	6-3
AIG-SAM/3-06	Establishment of an ARCM task force to define the intervention criteria for the different authorities in an occurrence classified as non-serious incident	7-2
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AIG-SAM/3-08	Approval of the First edition of the ARCM accidents and incidents multinational investigator certification manual	9-2
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AIG-SAM/3-10	Approval of the ARCM logo	10-1
AIG-SAM/3-11	Venues for the Fourth and Fifth Meetings of AIG Authorities of ARCM States	10-2
AIG-SAM/3-12	Approval of the First edition of the ARCM organisation and planning manual	10-3

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AIG-SAM/3-13	Approval of First edition of the manual on aircraft accident and incident investigation policies and procedures of the ARCM	10-4
AIG-SAM/3-14	Approval of the request of BEA and the NTSB to join the ARCM as special observers	10-5

**ii.9 List of Working and Information Papers**

*Refer to the Meeting web page:*

<http://www.icao.int/SAM/Pages/MeetingsDocumentation.aspx?m=2016-AIGSAM03>  
and or [http://www.icao.int/SAM/Pages/ES/MeetingsDocumentation\\_ES.aspx?m=2016-AIGSAM03](http://www.icao.int/SAM/Pages/ES/MeetingsDocumentation_ES.aspx?m=2016-AIGSAM03)

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2. Oscar Daniel Barafani
3. Víctor Godoy

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5. Ernesto Saavedra

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**GUYANA**

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**PANAMA**

15. Robert Katz
16. Eunides Antonio Pérez

**PERU**

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18. Pedro Avila y Tello
19. Fredy Núñez Munarriz
20. Victor Arcaya
21. Renzo Gallegos Begazo

**SURINAME**

22. Clifford Themen

**URUGUAY**

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**Agenda Item 1: Approval of the Agenda and work programme**

1.1 The Secretariat presented WP/01 and invited the participants to approve the Agenda and tentative work programme for the Third Meeting of AIG Authorities of the South American Region (AIG-SAM/3). The participants approved the work programme as shown in the history of this report and the schedule as shown in **Attachment B** of WP/01.

1.2 The Meeting had two presentations on the following topics:

- ✓ Improved protection of investigation records, by the head of the ICAO AIG Section; and
- ✓ Progress made in ARCM implementation, by the Secretariat.

**Agenda Item 2                      Review and signature of the AIG Cooperation Agreement among the ARCM States**

2.1                      Under this agenda item, the Chairperson of the ARCM Executive Committee presented WP/2 containing the proposal for the review and signing of the AIG Cooperation Agreement among ARCM States.

2.2                      In this regard, the Meeting took note that the AIG-SAM/2 meeting had agreed on the creation of the ARCM to expedite mutual technical cooperation among the States of Argentina, Bolivia (Plurinational State of), Brazil, Chile, Colombia, Ecuador, Guyana, Panama, Paraguay, Peru, Suriname, Uruguay and Venezuela (Bolivarian Republic of), thus requiring a legal instrument to enable such cooperation in the area of aircraft accident and incident investigation.

2.3                      The Meeting then took note that protocol question (PQ) AIG 6.115 allows any State that has insufficient or no duly qualified personnel of its own to make arrangements (*e.g.*, memoranda of agreement) with other States or regional organisations in order to quickly procure the necessary staff in case of an accident.

2.4                      Likewise, PQ 6.122 requires States to establish a formal means, such as a letter of agreement, to clearly define the privileges and obligations of those participating in the investigation, such as the assigned experts, accredited representatives, advisors, observers, and experts.

2.5                      The Meeting agreed that cooperation would be subject to a request being submitted by an AIG authority of a member State, the availability of the necessary means, and acceptance by the other AIG authorities of the other ARCM member States to expedite such cooperation.

2.6                      Next, the Meeting was presented with the proposal of AIG Cooperation Agreement among ARCM States to enable regional cooperation making use of the following resources:

- ✓ investigators or other AIG-related experts, such as ADREP/ECCAIRS system experts;
- ✓ technical facilities;
- ✓ equipment related to the investigation of accidents and serious incidents;
- ✓ training, including on-the-job training (OJT) opportunities, either observing or participating in an investigation, and availability of instructors and/or training material;
- ✓ readout of flight data recorders and cockpit voice recorders, excluding the analysis of retrieved data and sounds, for the purpose of investigating accidents and serious incidents;
- ✓ testing of materials and fluids; and
- ✓ drafting of documents and other publications, such as final reports, bulletins, manuals, provisional statements, and other public documents

2.7 Regarding Article 9 – Financial aspects of the Agreement, the Meeting agreed on the need to replace “*United Nations*” with “*ICAO*” in terms of *per diems*, since it was the organisation that all States knew and thus it would be easier for AIG authorities to process those *per diems* before the respective bodies of their State. In this regard, the Meeting entrusted the Secretariat with making the agreed modification.

2.8 Finally, the Meeting remarked that the scope of the ARCM should be expanded to other States that are not necessarily located in South America, as is the case of Panama, and thus agreed on looking for a name that would encompass other States of the Americas. In this regard, the Meeting had an extensive debate and agreed to keep the existing name, since Article 11 of the Agreement allows other AIG authorities from other ICAO contracting States that are not ARCM members to join, prior approval by the ARCM Executive Committee.

2.9 Upon discussing the working paper and agreeing on the amendments to the Agreement, the Chairperson of the Executive Committee invited the participating States to sign the ARCM multinational technical cooperation agreement. In this regard, AIG authorities from Argentina, Bolivia (Plurinational State of), Ecuador, Guyana, Panama, Peru and Uruguay subscribed the agreement, and the Meeting agreed on the following conclusion:

**CONCLUSION AIG-SAM/3-01      Signature of the Multinational technical cooperation agreement among aircraft accident and incident investigation authorities of ARCM member States of South America**

- a) Approve the amendment to Article 9 of the Agreement – Financial aspects, replacing *United Nations* with *ICAO* in the *per diem* regime.
- b) Deposit the Agreement signed by the AIG authorities of Argentina, Bolivia, Ecuador, Guyana, Panama, Peru, and Uruguay before the ARCM Technical Committee.
- c) Request the AIG authorities of the States of Brazil, Chile, Colombia, Paraguay, Suriname, and Venezuela to sign the Agreement as soon as possible.
  - ✓ The States of Brazil and Chile expressed that they needed more time to sign the Agreement, since it was being analysed by the legal areas of each State for its approval.
  - ✓ The AIG authorities of the States of Paraguay and Venezuela offered their apologies for not attending the Meeting, but expressed their intention to sign the Agreement. To that end, the Chairperson of the ARCM Executive Committee undertook to circulate the Agreement for the respective signatures.
  - ✓ The representative of Suriname stated that he was not empowered to sign the Agreement, but would inform the ARCM when that State was ready to sign the aforementioned Agreement.

- ✓ The representative of the AIG authority of Colombia stated that the Agreement would be signed by the Director General of UAEAC.
  
- d) **Attachment A** to this part of the report contains the Agreement signed by AIG authorities of Argentina, Bolivia (Plurinational State of), Ecuador, Guyana, Panama, Peru, and Uruguay. It also includes the signature of the representative of BEA, which will participate as ARCM special observer.

MULTINATIONAL TECHNICAL COOPERATION AGREEMENT AMONG  
AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION AUTHORITIES OF  
MEMBER STATES OF THE AIG REGIONAL COOPERATION MECHANISM  
(ARCM) OF SOUTH AMERICA

ACUERDO DE COOPERACIÓN TÉCNICA MULTINACIONAL ENTRE LAS  
AUTORIDADES DE INVESTIGACIÓN DE ACCIDENTES E INCIDENTES DE  
AVIACIÓN DE LOS ESTADOS MIEMBROS DEL MECANISMO REGIONAL DE  
COOPERACIÓN AIG (ARCM) DE SUDAMÉRICA

**MULTINATIONAL TECHNICAL COOPERATION AGREEMENT AMONG  
AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION AUTHORITIES OF  
MEMBER STATES OF THE AIG REGIONAL COOPERATION MECHANISM  
(ARCM) OF SOUTH AMERICA**

**PREAMBLE**

The parties to this Agreement are the aircraft accident and incident investigation authorities of the South American States.

**Whereas** the International Civil Aviation Organization (ICAO) is the international body created by the 1944 Convention on International Civil Aviation (Chicago Convention) having as its main objectives the safe and orderly development of international civil aviation, the implementation and adoption of the principles and provisions of the Chicago Convention, including standards and recommended practices concerning accident and incident investigation and other matters connected with the safety and efficiency of air navigation;

**Whereas** Article 26 of the Convention provides that a 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”;

**Whereas** Annex 13 to the Convention specifies standards and recommended practices (SARPs) for the conduct of aircraft accident and incident investigations on the part of States to meet their obligations under Article 26 of the Convention;

**Recognising** that ICAO audits and coordinated validation missions (ICVM) conducted within the framework of the Universal safety oversight audit programme continuous monitoring approach (USOAP-CMA) have shown that many Contracting States have not established and/or managed effective accident and incident investigation organisations, primarily because of difficulties in the allocation of more resources to their organisations to meet their obligations under the Convention and Annex 13 to the Convention;

**Taking into account** the recommendations of the Accident Investigation and Prevention (AIG) Divisional Meeting (2008) (AIG/08) held in Montreal, Canada, from 13 to 18 October 2008, and in particular Recommendation 6/3 a), urging Contracting States to conduct safety investigations pursuant to Article 26 of the Chicago Convention and Annex 13 when an accident occurs in their territory, and to obtain regional support if the required capabilities or resources are not available;

**Taking into account** that Chapter 5 of Annex 13 includes the possibility for the State of occurrence to delegate the whole or any part of the conducting of an investigation in another State to a regional accident and incident investigation organisation by mutual arrangement and consent;

**Considering** that the 38<sup>th</sup> Session of the ICAO Assembly resolved, in Appendix N – Cooperation among member States concerning aircraft accident investigations, to recommend member States to cooperate in the investigation of aircraft accidents, especially accidents in which the investigation requires highly-specialised experts and facilities, and that to this end, Member States and regional accident and incident investigation organisations (RAIOs), to the extent possible, *inter alia*:

- a) provide, on request by other Member States, expert assistance and facilities for the investigation of major aircraft accidents; and

- b) afford opportunity to Member States seeking investigation experience to attend the investigation of aircraft accidents, in the interest of developing and furthering investigation expertise.

**Recalling** that the First AIG Meeting of the SAM Region (AIG/SAM-1), held from 18 to 20 March 2014 at the ICAO South American Regional Office, agreed on the strategy for moving towards the creation of a Regional AIG Cooperation Mechanism (ARCM) in the SAM Region, as one of the forms of a RAIO, that would allow Member States facing difficulties to meet their international obligations in terms of accident investigation, to meet those obligations by pooling efforts and sharing resources that they would otherwise not be able to obtain.

**Considering** that AIG authorities of the South American States agreed at the Second AIG Meeting of the SAM Region (AIG/SAM-2), held in Buenos Aires, Argentina, from 9 to 11 June 2015, to establish a Regional AIG Cooperation Mechanism (ARCM) and approved its regulations, procedural handbooks, training programme, and the regional database.

**Considering** the need to further an agreement among AIG authorities of the South American ARCM Member States with a view to formalising and increasing cooperation and collaboration in accident and incident investigation.

**Considering** that one of the objectives of the ARCM is to support and assist the AIG authorities of the States that so request it in aspects related to aircraft accident and incident investigation within a context of regional cooperation that contributes to improve effective implementation in the AIG area.

**Considering** that an aspiration of the States is to ensure that AIG authorities of the South American Region apply the highest standards in aircraft accident and incident investigation processes.

**Therefore**, the AIG authorities of the States of Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, Guyana, Panama, Paraguay, Peru, Suriname, Uruguay, and Venezuela.

**HAVE AGREED TO THE FOLLOWING:**

### **ARTICLE 1**

#### **Application of the Agreement**

The Agreement will govern cooperation in aircraft accident and incident investigation among aircraft accident and incident investigation authorities of States that are party to the Regional AIG Cooperation Mechanism (ARCM) of South America.

### **ARTICLE 2**

#### **Objective**

The objective of this Agreement is to facilitate multinational technical cooperation in aircraft accident and incident investigation, including technical assistance by investigators in the investigation of aircraft accidents and serious incidents, training of investigation personnel, and

mainly material and equipment testing, whenever requested by an AIG authority of a member State, the required means are available, and the other AIG authorities of the other ARCM Member States agree to facilitate the requested cooperation. Resources to be provided under this agreement include:

- a) investigators or other specialists related to the AIG field, for example, experts in the ADREP/ECCAIRS system;
- b) technical facilities;
- c) equipment related to the investigation of accidents and serious incidents;
- d) training, including on-the-job training (OJT) opportunities, either observing or participating in an investigation, and availability of instructors and/or training materials;
- e) flight data recorder and cockpit voice recorder readings, excluding the analysis of recovered data and noise, for the purpose of investigating accidents and serious incidents;
- f) material and fluid testing; and
- g) drafting of documents and other publications, such as final reports, bulletins, manuals, provisional statements, and other public documents.

### **ARTICLE 3**

#### **Cooperation among AIG authorities of ARCM States**

1. Under this Agreement, AIG authorities of ARCM Member States may provide technical assistance in the resources mentioned in Article 2 of this Agreement, when so requested by an AIG authority of another Member State, and the terms of the required cooperation are agreed upon, and they have the capacity to do so.
2. The AIG authorities in charge of the investigation may request technical assistance from other AIG authorities of ARCM States to cooperate in the investigation of accidents and serious incidents. However, the AIG authorities in charge of the investigation will be responsible for the investigation as a whole, in accordance with the provisions of Annex 13 to the Chicago Convention.
3. The AIG authority of the State providing the required services will determine if the circumstances allow for assistance to be provided to the petitioner, in which case the terms governing such assistance will be determined by common agreement among the Parties.
4. The request for cooperation will be submitted to the Chairperson of the Executive Committee of the ARCM.
5. The assistance provided under this agreement will be offered in accordance with national AIG documentation harmonised with ARCM AIG documentation.

### **ARTICLE 4**

#### **Training cooperation methods**

When an investigation in one of the ARCM States is in a particular area of interest of the AIG authority of another State, or in an area in which the latter does not have resources or technical expertise, said authority may request that an AIG specialist participate in the investigation as an observer, who will be under the control and direction of the investigator in charge, for purposes of on-the-job training (OJT). Participation as an observer will imply compliance with all

information protection measures resulting from the application of applicable regulations of the State conducting the investigation, as well as signing current confidentiality agreements to preserve the confidential nature of the information.

## **ARTICLE 5**

### **Methods for participating as investigator or specialist in an investigation**

When an AIG authority of the ARCM States requests the participation of an investigator or specialist in the investigation of an accident or serious incident as an investigator or advisor, the latter will be under the control and direction of the investigator in charge of the investigation. Participation as an investigator or advisor implies compliance with all information protection measures derived from the applicable regulations of the State conducting the investigation, as well as signing current confidentiality agreements to preserve the confidential nature of the information.

## **ARTICLE 6**

### **Method of operation for testing materials**

When an AIG authority of the ARCM States requests from another AIG authority the conduction of a material test of a part corresponding to an aircraft involved in an accident, the former will be responsible for delivering the element to the laboratory where such testing will take place, and also for its retrieval. It will also be responsible for all administrative and export formalities required for the delivery of the element.

## **ARTICLE 7**

### **Method for reading the FDR or CVR**

When an AIG authority of the ARCM States requests another AIG authority to obtain data from an FDR or CVR corresponding to an aircraft involved in an accident, it will be responsible for the delivery of the element to the laboratory where such testing will take place, as well as of its retrieval. It will also be responsible for all administrative and export formalities required for the delivery of the element.

## **ARTICLE 8**

### **Confidentiality and information protection**

The data, records, recordings, statements, communications, and reports to which one of the parties might have access as a result of its collaboration with the other will be subject to the confidentiality and information protection measures of the State of the party that provides them, and their dissemination or assignment to third parties will be subject to the conditions and obligations contained in such regulatory provisions.

## **ARTICLE 9**

### **Financial aspects**

The AIG authority of the State requesting the cooperation of another AIG authority of another ARCM State will cover air travel expenses and *per diems* resulting from such cooperation, in accordance with ICAO *per diem* rates.

## **ARTICLE 10**

### **Entry into force, duration, and withdrawal**

1. This Agreement shall be signed and deposited by the AIG authorities of the respective States with the ARCM Technical Committee, through the Chairperson of the Executive Committee.
2. This Agreement will enter into force immediately upon signature by at least three AIG authorities of ARCM States. Thereafter, it will come into force for the other AIG authorities of ARCM States immediately after at least three AIG authorities of ARCM States have signed this Agreement.
3. The AIG authorities of the States agree that the Chairperson of the ARCM Executive Committee shall notify the entry into force of this Agreement to them, as well as the signatures and deposits received after the entry into force of this Agreement.
4. Any Party that elects to withdraw from this Agreement will forward an official notification of its intent to withdraw to the Chairperson of the ARCM Executive Committee. The withdrawal will take effect one year after the date of the receipt by the Chairperson. The withdrawal will be without prejudice to any obligation incurred by the withdrawing party under this Agreement prior to such withdrawal. This Agreement will continue to be in force thereafter with respect to the other Parties.

## **ARTICLE 11**

### **Accession**

1. This Agreement, once in force, will remain open to accession by other AIG authorities of other Contracting States of the Convention on International Civil Aviation that are not ARCM members, upon approval by the ARCM Executive Committee. The ARCM Technical Committee will be the depository of the Agreement and accession requests will be submitted to the Chairperson of the ARCM Executive Committee.
2. Requests by entities or other bodies interested in becoming a party to the ARCM as special observers shall be submitted to the Chairperson of the ARCM Executive Committee, who will initiate the corresponding administrative process. Accession will be granted to entities or other interested bodies upon approval by the ARCM Executive Committee.
3. Any other AIG authority of another State that wishes to become a party to this Agreement shall submit an accession request to the Chairperson of the ARCM Executive Committee, and may do so upon approval by the other AIG authorities of ARCM Member States and upon signature of the Agreement.
4. In case of accession, this Agreement will enter into force for the party acceding, thirty days after the date of signature.

## **ARTICLE 12**

## **Dissolution**

The Agreement may be dissolved by the AIG Authorities of Member States.

### **ARTICLE 13 Amendment of the Agreement**

1. This Agreement may be amended by the agreement of the AIG authorities of the ARCM member States.
2. The AIG authorities of the member States may submit proposals for the amendment of this Agreement.
3. Any proposal for amendment will be submitted in writing to the Chairperson of the ARCM Executive Committee who will, within thirty (30) days of its receipt, communicate the proposed amendment to the AIG authorities of ARCM member States.
4. The AIG authorities of ARCM member States that wish to make comments concerning the proposal may do so within ninety (90) days from the date of its delivery by the Chairperson of the ARCM Executive Committee.
5. Proposals and comments received in this regard from AIG authorities of the ARCM Member States will be submitted at the following meeting of the ARCM Executive Committee for approval.
6. Any amendment to this Agreement will be valid only when adopted by the AIG authorities of the ARCM member States, and will enter into force once approved by all the AIG authorities of ARCM member States.

IN WITNESS WHEREOF, the AIG authorities sign this Agreement on this seventh day of March in the year two thousand and sixteen

# ACUERDO DE COOPERACIÓN TÉCNICA MULTINACIONAL ENTRE LAS AUTORIDADES DE INVESTIGACIÓN DE ACCIDENTES E INCIDENTES DE AVIACIÓN DE LOS ESTADOS MIEMBROS DEL MECANISMO REGIONAL DE COOPERACIÓN AIG (ARCM) DE SUDAMÉRICA

## PREÁMBULO

Las partes en el presente Acuerdo son las autoridades de investigación de accidentes e incidentes de aviación de los Estados de Sudamérica.

**Considerando** que la Organización de Aviación Civil Internacional (OACI) es el organismo internacional creado por el Convenio sobre Aviación Civil Internacional de 1944 (el Convenio de Chicago) que tiene como sus principales objetivos el desarrollo seguro y ordenado de la aviación civil internacional, la aplicación y adopción de los principios y disposiciones del Convenio de Chicago, incluyendo las normas y métodos recomendados relativos a la investigación de accidentes e incidentes y otros asuntos relacionados con la seguridad operacional y la eficiencia de la navegación aérea;

**Considerando** que el Artículo 26 del Convenio dispone que todo Estado en donde ocurra un accidente “abrirá una encuesta sobre las circunstancias del mismo, ajustándose, en la medida que lo permitan sus leyes a los procedimientos que pueda recomendar la Organización de Aviación Civil Internacional”;

**Considerando** que el Anexo 13 al Convenio especifica las normas y métodos recomendados (SARPS) para la realización de investigaciones de accidentes e incidentes de aviación que han de seguir los Estados para cumplir con sus obligaciones en virtud del Artículo 26 del Convenio;

**Reconociendo** que los resultados de las auditorías y de las misiones de validación coordinadas de la OACI (ICVM) realizadas en el marco del enfoque de observación continua del Programa universal de auditoría de la vigilancia de la seguridad operacional (USOAP-CMA) indican que muchos Estados contratantes no han establecido y/o gestionado organizaciones eficaces de investigación de accidentes e incidentes, debido principalmente a las dificultades que tienen para asignar mayores recursos a sus organizaciones y cumplir sus obligaciones en virtud del Convenio y del Anexo 13 al Convenio;

**Teniendo en cuenta** las recomendaciones formuladas por la Reunión departamental de investigación y prevención de accidentes (AIG) (2008) (AIG/08) celebrada en Montreal, Canadá, del 13 al 18 de octubre de 2008, y en particular la Recomendación 6/3 a), en la que se insta a los Estados contratantes a que realicen investigaciones de seguridad operacional con arreglo al Artículo 26 del Convenio de Chicago y el Anexo 13 cuando ocurra un accidente en su territorio y a que procuren apoyo regional si no se dispone de capacidades o recursos;

**Teniendo en cuenta** que el Capítulo 5 del Anexo 13 incluye la posibilidad que el Estado del suceso pueda delegar total o parcialmente, la realización de la investigación en otro Estado u organización regional de investigación de accidentes e incidentes, por acuerdo y consentimiento mutuos;

**Considerando** que el 38º período de sesiones de la Asamblea de la OACI resolvió, mediante el Apéndice N - Cooperación entre los Estados miembros en las investigaciones de accidentes de aviación, recomendar a los Estados miembros que cooperen en la investigación de accidentes de aviación, especialmente accidentes en los que la investigación requiere expertos e instalaciones altamente especializados, y que para este fin los Estados miembros y las organizaciones regionales de investigación de accidentes e incidentes (RAIO), en la medida de lo posible, entre otras cosas:

- a) proporcionen, a solicitud de otros Estados miembros, ayuda e instalaciones especializadas para la investigación de accidentes de aviación de gran magnitud; y
- b) brinden la oportunidad a los Estados miembros que desean adquirir experiencia en investigaciones, para que asistan a las investigaciones de accidentes de aviación, en interés del desarrollo y fomento de la investigación especializada.

**Recordando** que en la Primera Reunión AIG de la Región SAM (AIG/SAM-1), celebrada del 18 al 20 de marzo de 2014 en la Oficina Regional Sudamericana de la OACI, en Lima, Perú, se acordó la estrategia para avanzar hacia la formación de un Mecanismo Regional de Cooperación AIG (ARCM) en la Región SAM, como una de las formas de una RAIIO, que permita que sus Estados miembros que tengan dificultades en atender sus obligaciones internacionales en materia de investigación de accidentes puedan cumplir dichas obligaciones uniendo esfuerzos y compartiendo recursos que de otra manera no podrían obtener.

**Considerando** que en la Segunda Reunión AIG de la Región SAM (AIG/SAM-2), celebrada en Buenos Aires, Argentina, del 09 al 11 de junio de 2015, las autoridades AIG de los Estados de Sudamérica, acordaron el establecimiento del Mecanismo Regional de Cooperación AIG (ARCM) y la aprobación de sus reglamentos, manuales de procedimientos, programa de instrucción y de la base de datos regional.

**Considerando** que es necesario propiciar un Acuerdo entre las autoridades AIG de los Estados miembros del ARCM de Sudamérica, con el objeto de formalizar y acrecentar la cooperación y colaboración respecto a la investigación de accidentes e incidentes.

**Considerando** que entre los objetivos del ARCM se encuentra el apoyar y asistir a las autoridades AIG de los Estados que lo soliciten en los aspectos relacionados con la investigación de accidentes e incidentes de aviación en un ambiente de cooperación regional que permita mejorar la aplicación eficaz en el área AIG.

**Considerando** que es una aspiración de los Estados asegurar los más altos estándares en los procesos de investigación de accidentes e incidentes de aviación de las autoridades AIG de la Región Sudamericana.

**Por consiguiente**, las autoridades AIG de los Estados de Argentina, Estado Plurinacional de Bolivia, Brasil, Chile, Colombia, Ecuador, Guyana, Panamá, Paraguay, Perú, Surinam, Uruguay y República Bolivariana de Venezuela.

**HAN ACORDADO LO SIGUIENTE:**

## **ARTÍCULO 1**

### **Aplicación del Acuerdo**

El Acuerdo regirá la cooperación entre las autoridades de investigación de accidentes e incidentes de aviación de los Estados miembros del Mecanismo Regional de Cooperación AIG (ARCM) de Sudamérica en el marco de la investigación de accidentes e incidentes de aviación.

## **ARTÍCULO 2**

### **Objetivo**

El objetivo de este Acuerdo es facilitar la cooperación técnica multinacional en el ámbito de la investigación de accidentes e incidentes de aviación que incluirá asistencia técnica con investigadores en la investigación de accidentes e incidentes graves de aviación, en la formación del personal de investigadores y en los ensayos de materiales y equipos principalmente, siempre que una autoridad AIG de un Estado miembro lo solicite y existan los medios necesarios y la aceptación por parte de las otras autoridades AIG de los otros Estados miembros del ARCM para facilitar la cooperación solicitada. Los recursos a ser cubiertos por este acuerdo incluyen:

- a) investigadores u otros especialistas afines al campo AIG, por ejemplo, especialistas en el sistema ADREP/ECCAIRS;
- b) instalaciones técnicas;
- c) equipos relacionados con la investigación de accidentes e incidentes graves;
- d) instrucción, incluyendo oportunidades para instrucción práctica en el puesto de trabajo (OJT), ya sea observando o participando en una investigación, y la disponibilidad de instructores y/o de materiales de instrucción;
- e) lecturas de registradores de datos de vuelo y registradores de voz de cabina, excluyendo el análisis de los datos y sonidos recuperados, con fines de investigación de accidentes e incidentes graves;
- f) ensayos de material y fluidos; y
- g) elaboración de documentos y otras publicaciones, tales como informes finales, boletines, manuales, declaraciones provisionales y otros documentos públicos.

## **ARTÍCULO 3**

### **Cooperación entre las autoridades AIG de los Estados del ARCM**

1. Las autoridades AIG de los Estados miembros del ARCM, al amparo de este Acuerdo, podrán proveer asistencia técnica en los recursos mencionados en el Artículo 2 de esta Acuerdo, cuando una autoridad AIG de otro Estado miembro lo solicite y estén de acuerdo con los términos de la cooperación requerida y tengan capacidad para ello.
2. Las autoridades AIG encargadas de la investigación podrán solicitar asistencia técnica de otras autoridades AIG de los Estados del ARCM para que colaboren en la investigación de accidentes e incidentes graves, no obstante, las autoridades AIG encargadas de la investigación serán responsables de la investigación en su totalidad, de acuerdo con las disposiciones del Anexo 13 al Convenio de Chicago.
3. La Autoridad AIG del Estado prestador de los servicios requeridos determinará si las circunstancias hacen posible que se preste la asistencia al solicitante, en cuyo caso se establecerán los términos por los cuales se registrará la misma, de común acuerdo entre las Partes.
4. La solicitud de cooperación será tramitada a través del/la Presidente del Comité Ejecutivo del ARCM.
5. La asistencia brindada conforme a este acuerdo será ofrecida en base a la documentación nacional AIG, armonizada con la documentación AIG del ARCM.

## **ARTÍCULO 4**

### **Métodos de cooperación en cuanto a capacitación**

Cuando una investigación en uno de los Estados del ARCM es en un área de particular interés de una autoridad AIG de otro Estado, o en un área donde este último no cuenta con recursos o experiencia técnica especializada, dicha autoridad podrá solicitar la participación de un especialista AIG en la investigación, en calidad de observador, quien estará bajo el control y dirección del investigador encargado para los fines de instrucción práctica en el puesto de trabajo (OJT). La participación como observador implicará el cumplimiento de toda medida de protección de la información que resultase de la aplicación de la reglamentación aplicable del Estado que realiza la investigación, así como la firma de compromisos de confidencialidad vigentes que preserven el carácter reservado de la información.

## **ARTÍCULO 5**

### **Métodos para participar como investigador o especialista en una investigación**

Cuando una autoridad AIG de los Estados del ARCM solicite la participación de un investigador o especialista en la investigación de un accidente o incidente grave, en calidad de investigador o asesor, éste estará bajo el control y dirección del investigador encargado de la investigación. La participación como investigador o asesor implica la observación de toda medida de protección de la información que resultase de la aplicación de la reglamentación aplicable del Estado que realiza la investigación, así como la firma de compromisos de confidencialidad vigentes que preserven el carácter reservado de la información.

## **ARTÍCULO 6**

### **Método de actuación para realizar un ensayo de material**

Cuando una autoridad AIG de los Estados del ARCM solicite a otra, la realización de un ensayo de material a una parte correspondiente a una aeronave accidentada, esta se hará cargo del envío del elemento hasta el laboratorio donde se realizará dicho ensayo, como así también de su recuperación. Además se encargará de realizar todos los trámites administrativos y de exportación necesarios para el envío del elemento.

## **ARTÍCULO 7**

### **Método de actuación para realizar la lectura de FDR o CVR**

Cuando una Autoridad AIG de los Estados del ARCM solicite a otra Autoridad AIG, la obtención de datos de un equipo FDR o CVR correspondiente a una aeronave accidentada, ésta se hará cargo del envío del elemento hasta el laboratorio donde se realizará dicho ensayo, como así también de su recuperación. Además se encargará de realizar todos los trámites administrativos y de exportación necesarios para el envío del elemento.

## **ARTÍCULO 8**

### **Confidencialidad y protección de la información**

Los datos, registros, grabaciones, declaraciones, comunicaciones, e informes a los que pudiera tener acceso una de las partes como consecuencia de su colaboración con la otra estarán sujetas a las medidas de confidencialidad y protección de la información del Estado de la parte que los proporciona y su divulgación o cesión a terceros estará sujeta a los condicionantes y obligaciones contenidas en dichas disposiciones reglamentarias.

## **ARTÍCULO 9**

### **Aspectos financieros**

La autoridad AIG del Estado que solicite la cooperación de otra autoridad AIG de otro Estado del ARCM, sufragará los gastos de pasajes aéreos y viáticos que dicha cooperación ocasione, de acuerdo con el régimen de viáticos de OACI.

## **ARTÍCULO 10**

### **Entrada en vigor, duración y retiro**

1. El presente Acuerdo deberá ser firmado y depositado por las autoridades AIG de los Estados respectivos en el Comité Técnico del ARCM a través del/la Presidente del Comité Ejecutivo.
2. El presente Acuerdo entrará en vigor inmediatamente después que al menos tres autoridades AIG de los Estados del ARCM hayan firmado y depositado el presente Acuerdo. De allí en adelante, entrará en vigor para las otras autoridades AIG de los Estados del ARCM que firmen posteriormente el presente Acuerdo.
3. Las autoridades AIG de los Estados acuerdan que el/la Presidente del Comité Ejecutivo del ARCM, les notifique la entrada en vigor del presente Acuerdo, así como las firmas y depósitos que se reciban con posterioridad a la entrada en vigor del presente Acuerdo.
4. Toda Parte que opte por retirarse del presente Acuerdo enviará una notificación oficial de su intención de retirarse al Presidente del Comité Ejecutivo del ARCM. Tal retiro surtirá efecto un año después de la fecha en que el/la Presidente del Comité Ejecutivo del ARCM reciba la mencionada notificación. El retiro será sin perjuicio de las obligaciones contraídas por la Parte que se retira en virtud de este Acuerdo antes de retirarse. El presente Acuerdo continuará en vigor de allí en adelante con respecto a las demás Partes.

## **ARTÍCULO 11**

### **Adhesión**

1. El presente Acuerdo, una vez vigente, quedará abierto a la adhesión de otras autoridades AIG de otros Estados contratantes del Convenio sobre Aviación Civil Internacional que no sean miembros del ARCM, previa aprobación del Comité Ejecutivo del ARCM. El Comité Técnico del ARCM será la depositaria del Acuerdo y las solicitudes de adhesión serán cursadas al Presidente del Comité Ejecutivo del ARCM.
2. Las solicitudes de entidades u otros organismos interesados en ser admitidos en el ARCM en la condición de observadores especiales, deberán ser cursadas al Presidente del Comité Ejecutivo del ARCM, para que dé inicio al proceso administrativo correspondiente. La

adhesión de entidades u otros organismos interesados será otorgada previa aprobación del Comité Ejecutivo del ARCM.

3. Toda otra autoridad AIG de otro Estado que desee ser Parte del presente Acuerdo deberá presentar al Presidente del Comité Ejecutivo del ARCM una solicitud de adhesión, dicha autoridad AIG podrá serla tras la aprobación de las otras autoridades AIG de los Estados miembros del ARCM y la firma del Acuerdo.
4. En caso de adhesión, este Acuerdo entrará en vigor para la Parte que se adhiere al mismo, treinta días después de la fecha de la firma.

## **ARTÍCULO 12**

### **Disolución**

El Acuerdo puede ser disuelto por las Autoridades AIG de los Estados miembros.

## **ARTÍCULO 13**

### **Enmienda del Acuerdo**

1. El presente Acuerdo puede ser enmendado por acuerdo de las autoridades AIG de los Estados miembros del ARCM.
2. Las autoridades AIG de los Estados miembros pueden presentar propuestas de enmienda al presente Acuerdo.
3. Toda propuesta de enmienda se presentará por escrito al Presidente del Comité Ejecutivo del ARCM, quien en el plazo de treinta (30) días de su recepción, comunicará la enmienda propuesta a las autoridades AIG de los Estados miembros del ARCM.
4. Las autoridades AIG de los Estados miembros del ARCM que deseen formular comentarios con respecto a la propuesta, pueden hacerlo dentro de un plazo de noventa (90) días a partir de la fecha de envío de la propuesta por el/la Presidente del Comité Ejecutivo del ARCM.
5. Las propuestas y comentarios que se reciban al respecto de las autoridades AIG de los Estados miembros del ARCM, serán presentados en la próxima reunión del Comité Ejecutivo del ARCM para aprobación.
6. Toda enmienda al presente Acuerdo será válida únicamente cuando las autoridades AIG de los Estados miembros del ARCM la hayan adoptado y entrará en vigor cuando haya sido aprobada por todas las autoridades AIG de los Estados miembros del ARCM.

EN FE DE LO CUAL, las autoridades AIG que suscriben firman el presente Acuerdo el día séptimo del mes de marzo en el año dos mil dieciséis.

*Autoridad AIG del Estado miembro del ARCM*

*Nombre y título del representante*

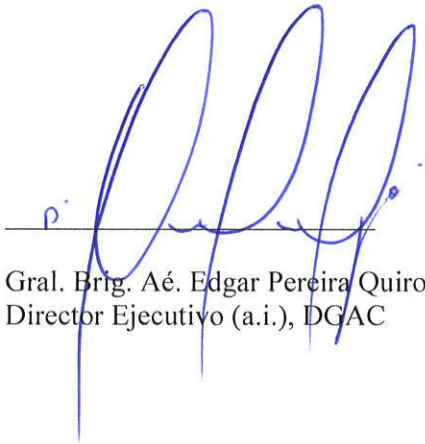
*firma/fecha*

JIAAC, Argentina



Sra. Ana Pamela Suárez  
Presidenta de la JIAAC

DGAC, Estado Plurinacional de Bolivia



Gral. Brig. Aé. Edgar Pereira Quiroga  
Director Ejecutivo (a.i.), DGAC

CENIPA, Brasil

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Brig. Dilton José Schuck  
Jefe de CENIPA

DGAC, Chile

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General de Brigada Aérea (A) Víctor O. Villalobos,  
Director General, DGAC

UAEAC, Colombia

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Dr. Gustavo Alberto Lenis Steffens  
Director General UAEAC

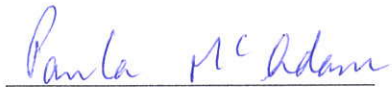
DGAC, Ecuador



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Capt. Roberto Yerovi de la Calle  
Director General, DGAC

Aircraft Accident and Incident Investigation Authority of Guyana



Mrs. Paula McAdam  
Aircraft Accident Investigator

AAC, Panamá



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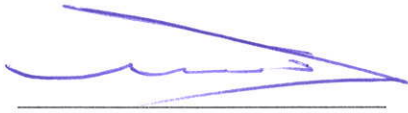
Ing. Alfredo Fonseca Mora  
Director General, AAC

DINAC, Paraguay

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Dr. Luis Manuel Aguirre  
Presidente de la DINAC

CIAA, Perú




Sr. Fernando Melgar, Presidente  
CIAA, MTC

The Aircraft Accident and Incident Investigation Authorities of Suriname

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Mr. Roy Baidjnath Panday  
Attorney General of the Republic of Suriname

CIAIA, Uruguay



Cnel. (Av.) Rubén Villagra  
Director de la CIAIA

DGPAAA, República Bolivariana de Venezuela

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Gral. Khyumell Ponte Soteldo  
Director, DGPAAA, Ministerio del Poder Popular  
para Transporte Acuático y Aéreo

Bureau d'Enquêtes et d'Analyses (BEA)  
Special observer of ARCM

*On behalf of BEA*



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Thierry Loo  
Senior Safety Investigator

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**Agenda Item 3                      Review of AIG regulations**

3.1                      Continuing with the agenda items, the Meeting took note of the proposals of amendment to the following regulations:

- ✓ State AIG regulations; and
- ✓ Latin American Aeronautical Regulation (LAR) 113.

**Proposals of amendments to State AIG regulations**

3.2                      In this regard, the Meeting noted that, according to the latest results obtained within the framework of the ICAO Universal safety oversight audit programme (USOAP) continuous monitoring approach (CMA) activities, one of the areas with the lowest effective implementation (EI) related to safety oversight capabilities in SAM States continued to be the area of accident and incident investigation (AIG).

3.3                      In this area, it was noted that one of the subgroups with the lowest effective implementation among SAM States corresponded to legislation and regulations.

3.4                      The Meeting considered that the implementation of harmonised AIG regulations within the ARCM would facilitate the investigation process, giving a significant boost to safety oversight capabilities of SAM States and promoting compliance with Annex 13 and other related Annexes, as well as USOAP CMA protocol questions (PQs) in the AIG area.

3.5                      The Meeting took note that based on the above the First edition of the State AIG Regulations had been circulated among ARCM States for comments. In this regard, six (6) States had sent comments on this regulation. Such comments were analysed by the ARCM Technical Committee.

3.6                      The Meeting agreed that each ARCM member State should do its utmost to harmonise its national AIG regulations with the ARCM AIG Regulations.

3.7                      The ARCM member States were reminded of their obligation under Article 38 of the Convention, whereby States are requested to notify the Organization of any difference between their national regulations and methods and the international standards contained in Annex 13 and its amendments.

3.8                      The Meeting agreed that ARCM member States should notify any difference between their national regulations with respect to the State AIG Regulations to the ARCM, specifying the period of time within which such difference would be resolved, or their decision to maintain such difference.

3.9                      The Meeting concluded that the AIG reality of the SAM Region posed the need and the challenge of working towards the strengthening of the AIG Regional Cooperation Mechanism (ARCM), in order to establish a legal and technological relationship that would benefit the SAM Region in the investigation of aircraft accidents and incidents.

3.10 This activity, in addition to being aligned with ICAO GASP objectives, represents an excellent opportunity to work in a collaborative environment, allowing the SAM Region to improve its effective implementation (EI) levels in AIG, which currently reach 70%.

3.11 It would also strengthen AIG capabilities, improve the use of limited State resources, and reduce the accident rate in all civil aviation segments.

3.12 Regarding State AIG Regulations, the Meeting agreed on the following changes:

- ✓ In Chapter 1 – Definitions, the definition of Executive Committee was added, as well a note with the definition of *Register State*. The definition of ARCM General Board was removed, and the definition of Member State was modified.
- ✓ Paragraph 5.1.2 writing was improved in order to clarify the responsibility regarding the investigation of a serious incident circumstances.
- ✓ The expression “*whenever necessary*” was removed from the following paragraphs and sections:
  - Chapter 6, Section 6.3, Paragraph g)
  - Chapter 7, Section 7.1, Paragraph g)
  - Chapter 7, Section 7.2; Paragraph f)
  - Chapter 7, Sections 7.5 and 7.7
- ✓ In notifications and reports checklists, changes in the fields of *Addressee* and *Reference* were accepted.

### **Proposal of amendment to LAR 113**

3.13 Following with agenda items, the Meeting took note of LAR 113 proposal of amendment. In this regard, the Meeting considered that each State must have regulations that are consistent with the other Latin American Aeronautical Regulations (LARs), transposing the provisions of Annex 13 – Aircraft accident and incident investigation, and which:

- ✓ establish the obligations and requirements to be met by aircraft operators and service providers of the aeronautical system upon occurrence of an **aircraft accident, serious incident or incident involving aircraft of a mass over 5 700 kg.**
- ✓ contain the same obligations and requirements for air service operators and service providers, regardless of the State of Occurrence, upon occurrence of an **accident, serious incident or incident involving aircraft of a mass over 5 700 kg.**

3.14 The discussion of this agenda item included a review of Annex 13 requirements and protocol questions (PQs) related to the notification and preservation of evidence by service providers and air service operators upon the occurrence of an event. It was also noted that these requirements and obligations were the reason why these Latin American regulations were developed.

3.15 Note was also taken of the observations made to this regulation by six (6) States. Next, the Meeting proceeded to evaluate the following proposal of amendment to LAR 113:

- ✓ Inclusion of the following terms: *accidents, serious incidents and incidents involving aircraft of a mass over 5700 kg.*
- ✓ Inclusion of a note stating that in case of incidents involving *aircraft of a mass below 5700 kg, the AIG organisation will proceed in accordance with the legislation and/or regulations of its State.*
- ✓ Incorporation of the figure of *operations staff* was included in several parts of the regulation.
- ✓ Inclusion of the definition of *Authority to conduct an investigation*, in accordance with the definition proposed in Amendment 15 to Annex 13.

3.16 When discussing the working paper, the Meeting made some clarifications when it was proposed that AIG organisations should establish coordination workshops with other aeronautical authorities to articulate interventions upon the occurrence of an incident involving aircraft of a mass below 5700 kg.

3.17 Finally, the Meeting proposed that a study should be made of the possibility of including in LAR 113 a text requiring the service provider and/or air service operator to give the investigators of the AIG organisations immediate access to the aircraft involved in an occurrence and to its records.

3.18 After discussing the proposals of amendment to the regulations, the Meeting formulated the following conclusion:

**CONCLUSION AIG-SAM/03-02**

**Approval of the First Amendment to the First edition of State AIG Regulations and LAR 113**

- a) Approve the First amendment to the First edition of the following AIG regulations:
  - ✓ State AIG Regulations; and
  - ✓ LAR 113.
- b) That the States AIG authorities and the ARCM conduct workshops with the other aeronautical authorities to define responsibilities in case of incidents involving aircraft of 5 700 kg or below.
- c) That the ARCM Technical Committee includes in LAR 113 the obligation of service providers and air service operators to provide immediate access to an aircraft involved in an occurrence and to its records.
- d) **Attachment A** to the report of this agenda item contains the approved First amendment to the First edition of the State AIG Regulations.
- e) **Attachment B** to the report of this agenda item contains the approved First amendment to the First edition of LAR 113.

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## **Amendment No. 1 to the First edition of the State AIG Regulation**

### **Chapter 1 - Definitions**

State of Registry.- The State on whose register the aircraft is entered.

**Note.-** In the case of the registration of aircraft of an international operating agency on other than a national basis, the States constituting the agency are jointly and severally bound to assume the obligations which, under the Chicago Convention, attach to a State of Registry. See, in this regard, the Council Resolution of 14 December 1967 on Nationality and Registration of Aircraft Operated by International Operating Agencies which can be found in Policy and Guidance Material on the Economic Regulation of International Air Transport (Doc 9587).

Member State.- ~~designates a State member of the ARCM that is part of the present Agreement.~~  
It corresponds to a State that is part of the AIG Regional Cooperation Mechanism (ARCM) from South America.

ARCM General Board.- ~~The General Board established by the Article 9 of this Agreement, which shall be composed of the AIG Authorities of the ARCM member States.~~

### **Chapter 5 – Investigation**

5.1.2 The AIG Authority shall institute an investigation into the circumstances of a serious incident and be responsible for the conduct of the investigation when the aircraft is of a maximum weight (mass) of over 2 250 kg, of 2 250 kg and less when appropriate. Such a State may delegate the whole or any part of the conducting of such investigation to another State, in the ARCM, or a RAIO by mutual arrangement and consent. In any event the AIG Authority shall use every means to facilitate the investigation.

**Nota.-** *If an AIG Authority of a State member of the ARCM investigates serious incidents involving aircrafts of 2250 kg or less, up to 1 kg, this Authority may notify the information of these serious incidents to the ARCM.*

ARCM Executive Committee.- designates the Executive Committee established by virtue of Article 9 of ARCM organization and functions manual, consisting of the AIG Authorities of ARCM member States.

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### **Chapter 6 –Final Report**

6.1 6.3 The AIG Authority conducting the investigation shall send a copy of the draft final report to the following States inviting their significant and substantiated comments on the report as soon as possible:

- 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;
- f) any State that participated in the investigation as per Chapter 5; and

- g) the ARCM ~~when appropriate~~.

### **Chapter 7 – ADREP Reporting**

7.1 When the aircraft involved in an accident is of a maximum mass of over 2 250 kg, the AIG Authority shall send the preliminary report to:

- a) the State of registry or the State of occurrence, as appropriate;
- b) the State of the operator;
- c) the State of design;
- d) the State of manufacture;
- e) any State that provided relevant information, significant facilities and services or experts;
- f) the International Civil Aviation Organization; and
- g) the ARCM, ~~when appropriate~~.

#### **Accidents to aircraft of 2 250 kg or less**

7.2 When an aircraft, not covered by 7.1, is involved in an accident and when airworthiness or matters considered to be of interest to other States are involved, the AIG Authority shall forward the preliminary report to:

- a) the State of registry or the State of occurrence, as appropriate;
- b) the State of the operator;
- c) the State of design;
- d) the State of manufacture;
- e) any State that provided relevant information, significant facilities and services or experts;  
and
- f) the ARCM, ~~when appropriate~~.

7.3 When the aircraft involved in an accident is of a maximum mass of over 2 250 kg, the AIG Authority shall send, as soon as practicable after the investigation, the accident data report to the International Civil Aviation Organization and the ARCM, ~~when appropriate~~.

7.4 If the AIG Authority conducts an investigation into an incident to an aircraft of a maximum mass of over 5 700 kg, that authority shall send, as soon as is practicable after the investigation, the incident data report to the International Civil Aviation Organization and the ARCM, ~~when appropriate~~

**NOTIFICATION AND REPORTING CHECKLIST**

**1. NOTIFICATION OF ACCIDENTS AND SERIOUS INCIDENTS**

<i>From</i>	<i>For</i>	<i>Send to</i>	<i>State AIG Regulation Annex 13 reference</i>
State of occurrence	International occurrences: All aircraft	State of registry State of the operator State of design State of manufacture <del>ICAO (when aircraft over 2 250 kg or is a turbojet-powered aeroplane)</del> the International Civil Aviation Organization, when the aircraft involved is of a maximum mass of over 2 250 kg or is a turbojet-powered aeroplane, and to the ARCM, all events regardless of weight (mass) of the aircraft <b>Note.-</b> <i>If an AIG Authority of a State member of the ARCM investigates serious incidents involving aircrafts of 2250 kg or less, up to 1 kg, this Authority may notify the information of these serious incidents to the ARCM.</i>	4.1
State of registry	Domestic and other occurrences: All aircraft	State of the operator State of design State of manufacture <del>ICAO (when aircraft over 2 250 kg or is a turbojet-powered aeroplane)</del> the International Civil Aviation Organization, when the aircraft involved is of a maximum mass of over 2 250 kg or is a turbojet-powered aeroplane, and to the ARCM all the occurrences regardless of the aircraft weight (mass). <b>Note.-</b> <i>If an AIG Authority of a State member of the ARCM investigates serious incidents involving aircrafts of 2250 kg or less, up to 1 kg, this Authority may notify the information of these serious incidents to the ARCM.</i>	4.8

**International Civil Aviation Organization  
South American AIG Regional Cooperation Mechanism (ARCM)**

# **Latin American Aeronautical Regulation**

**LAR 113**

**Aviation accidents and incidents report and  
notification requirements**

**Original ~~First~~ edition  
June 2015**





## LAR 113

## Aviation accidents and incidents report and notification requirements

LAR 113 amendments			
Amendment	Origin	Subjects	Approved by the ARCM Executive Committee
First edition	Second Meeting of AIG Authorities of South America (AIG-SAM/2), Buenos Aires, Argentina, Lima, Peru, 09 to 11 June 2015	LAR 113 Aviation accidents and incidents report and notification requirements  This regulation includes Annex 13 Amendment 14 – Ten edition, July 201013	11 June 2015  AIG-SAM/02

## LAR 113

## Aviation accidents and incidents report and notification requirements

## List of effective pages

List of effective pages			
Detail	Pages	Amendment	Dates
<b>Foreword</b>	vii to viii	Original	June 2015
<b>Chapter A</b> General	113-A-1 to 113-A-5	Original	June 2015
<b>Chapter B</b> Occurrences report and notification	113-B-1 to 113-B-2	Original	June 2015
<b>Chapter C</b> Preservation of the aircraft, its contents and records	113-C-1	Original	June 2015
<b>Appendix 1</b> Required information for initial notification of incidents	113- AP-1-1 to 113- AP-1-3	Original	June 2015
<b>Attachment A</b> List of examples of serious incidents	113- AD-A-1	Original	June 2015

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## LAR 113

## FOREWORD

## Historical background

The ICAO Assembly, through Resolution A29-3 – *Global Rule Harmonization*, urges States and groups of States that still have not done it, to take positive action to promote global harmonization of national rules for application of standards of Annexes to the Convention on International Civil Aviation.

On the other hand, Article 26 of the Convention on International Civil Aviation states that it is incumbent on the State in which an aircraft accident occurs to institute an inquiry into the circumstances of the accident. This obligation can only be complied with when an appropriate organization for the aviation accident investigation exists. In Annex 13 to the Convention, standards and recommended practices (SARPS) for the States to conduct aviation accidents and incidents investigations are specified to comply with their obligations in accordance with the provisions of the referred Article 26 of the Convention.

The results of the audits conducted under the comprehensive systems approach (CSA) valid until 2011 and the activities under the new ICAO Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA) indicate that several States have not been able to develop an effective system for aviation activities including aircraft accident and incident investigation. The results have been related, in general, to the lack of resources (human and financial) and, specifically, to the lack of appropriate legislation and regulations; accident and incident investigation organization; personnel training system; equipment to conduct the investigations; and policies, procedures and guidelines for the accident and incident investigation.

Through an AIG regional cooperation mechanism, economies of scale can be obtained since the necessary resources will be allowed to be shared. Besides, working together, the Contracting States of a region or sub region can more effectively exert their influence over the global context and can contribute to the creation of more favourable conditions in order

to achieve an operationally safe and effective international air transport system.

The Civil Aviation Authorities of the SAM Region in their thirteenth meeting held in Bogota, Colombia, from 4 to 6 December 2013, convened by the ICAO South American Regional Office, and counting with the participation of high level officials representing 13 States and 8 international organizations and industry agreed on, through **the Declaration of Bogota**, their compromise on achieving the following regional goals related to safety in 2016:

- ✓ **Accidents:** *Reduce the GAP of the accident rate of the SAM Region in 50% in relation to the global accident rate.*
- ✓ **Runway Excursions:** *Reduce runway excursions rate in 20% in relation to the average rate of the Region (2007 – 2012).*

In the South American Region, according to the last outcomes achieved under the framework of the activities of the USOAP, one of the audit areas with less effective implementation (EI) in relation to the safety oversight capabilities of the SAM States is still aircraft accident and incident investigation (AIG).

In this area, it is mainly observed that the subgroups of investigation policies and procedures; development, completion and release of the final report; organization, staffing and training of the accident investigation authority; development, issuance, and recording of safety recommendations and forwarding of Accident/Incident Data Reports (ADREP) procedures are the ones that have the highest number of unsatisfactory Protocol Questions (PQ) as the SAM States general average.

In order to analyse the AIG situation and agree on a strategic plan with the aim of making the first steps in the creation of one of the forms of a Regional Accident and Incident Investigation Organization (RAIO), the SAM Region held the First Meeting of AIG Authorities (AIG-SAM/1) in Lima, Peru, from 18 to 20 March 2014.

In this meeting was discussed the concept of a RAIO and the fact that it can be implemented in different ways: in a very simple one such as the training of a regional group of investigators as well as a more complex one such as a

completely implemented, independent and institutionalized RAIO. In this regard, the meeting was invited to perform an analysis of the regional needs to be able to determine what form of a RAIO could be implemented in the SAM Region.

Following, the guidelines for the development of an AIG regional cooperation strategic plan were introduced and three groups of work among the States representatives and the industry for the development of a strategic plan of the SAM Region were formed. These three groups presented their proposals for the strategic plan; the adoption of an implementation process in phases was agreed upon and concrete objectives for these phases were identified.

To begin with the first phase of the project, the Civil Aviation Accident Investigation Board (JIAAC) of Argentina transferred the services of an AIG specialist to the ICAO South American Regional Office for the month of November 2014 to work in this phase.

During this month, two virtual meetings were carried out: the first, on Friday 7 November 2014, to present the assigned specialist's work programme, and the second, on Thursday 27 November 2014, to present the AIG diagnosis of the SAM Region with the aim of making the first steps in the establishment of an AIG regional cooperation mechanism (ARCM). In the Second virtual meeting five (5) tasks were agreed to be developed, whose proposals will be presented through working papers (WP) in the Second meeting of AIG authorities of the SAM Region (AIG-SAM/2) that will be held in Buenos Aires, Argentina, from 09 to 11 June 2015.

To support the AIG Project in the SAM Region, Brazil, in the month of February 2015, transferred the services of an AIG specialist to work as a secondment at ICAO South American Regional Office. Such specialist, together with the specialist from JIAAC Argentina, that conducted his second mission in the months of April and May 2015 and under the Safety Officer's management of the ICAO SAM Office,

prepared the corresponding tasks for AIG-SAM/2.

The Second Meeting of AIG Authorities (AIG/SAM-2) held in Buenos Aires, Argentina, from 9 to 11 June 2015, integrated by Argentina, Brazil, Bolivia, Colombia, Ecuador, Guyana, Panama, Paraguay, Suriname, Uruguay and Venezuela, unanimously agreed the establishment of the AIG Regional Cooperation Mechanism (ARCM) of South America. Also, the documentation governing this mechanism was approved by the participating States of this meeting.

The LAR 113 developed has taken into account the provisions of the Annexes 6, 12, 13 and 18, as well as the national rules of the South American States and the New Zealand rules.

The LAR 113, that prescribes the aviation accident and incident report and notification requirements, contains the following chapters:

- *Chapter A – General:* includes the applicability of LAR 113 Regulation, the definitions used in that LAR and the authority to investigate.
- *Chapter B – Notification of reports and occurrences:* establishes the requirements to notify an accident and incident; and
- *Chapter C – Preservation of the aircraft, its contents and records:* prescribes the requirements for the access to an aircraft involved in an accident, the preservation of records and the retention of defective products and components.
- The LAR 113 also include Appendix 1 related to the information required for the initial notification of incidents and Attachment A that contains the list of examples of serious incidents.

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**Bibliography****ICAO**

Doc 7300 – Convention on International Civil Aviation

Annex 6 – Operation of Aircraft, Part I – International Commercial Air Transport – Airplanes

Annex 6 – Operation of Aircraft, Part II – International General Aviation - Airplanes

Annex 6 – Operation of Aircraft, Part III – International Operations – Helicopters

Annex 11 – Air Transit Services

Annex 12 – Search and Rescue

Annex 13 – Aviation accident and incident investigation

Annex 18 – The Safe Transport of Dangerous Goods by Air

Doc 9756 – Manual of Aircraft Accident and Incident Investigation

Protocol of the AIG area of the USOAP CMA - 2014

**States regulations**

Part 12 – CAA, New Zealand.

## Chapter A: General

### 113.001 Applicability

(a) This regulation prescribes rules for the:

- (1) notification and reporting of accidents, serious incidents and incidents to aircraft over 5 700 kg;
- (2) preservation of aircraft, aircraft contents, and aircraft records following an accident, serious incident and incident to aircraft over 5 700 kg; and
- (3) preservation of records relating to an accident, serious incident and incident of facility malfunction incident, an air-space incident, or a promulgated information incident.

**Note.-** For incidents to aircraft of 5 700 kg or less, the State shall proceed in accordance with its legislation and regulations.

For aircraft incidents of 5 700 kg or less, the State shall proceed in accordance with its laws and regulations

(b) This part does not apply to:

- (1) gyrogliders;
- (2) parasails,
- (3) captive unmanned free balloons;
- (4) kites;
- (5) unmanned rockets;
- (6) parachutes; and
- (7) hang gliders.

### 113.005 Definitions

(a) The following definitions apply to this regulation:

- (1) Accident.- 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:

(i) a person is fatally or seriously injured as a result of:

- A. being in the aircraft, or
- B. direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or
- C. direct exposure to jet blast,

*except* when the injuries are from natural causes, self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew: or

(ii) the aircraft sustains damage or structural failure which:

- A. adversely affects the structural strength, performance or flight characteristics of the aircraft; and
- B. would normally require major repair or replacement of the affected component,

*except* for engine failure or damage, when the damage is limited to a single engine (including its cowlings or accessories); to propellers, wing tips, antennas, probes, vanes, tires, brakes, wheels, fairings, panels, landing gear doors, wind-screens, aircraft skin (such as small dents or puncture holes), or for minor damages to main rotor blades, tail rotor blades, landing gear, and those resulting from hail or bird strike (including holes in the radome) or

(iii) the aircraft is missing or is completely inaccessible.

(2) Human performance.- Human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations.

(3) Aerodrome. - A defined area on land

- or water (including any buildings, installations, and equipment) intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft.
- (4) Aircraft. - Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.
- (5) Flight data analysis. - A process of analysing recorded flight data in order to improve the safety of flight operations.
- (6) Adviser. - A person appointed by a State, on the basis of his or her qualifications, for the purpose of assisting its accredited representative in an investigation.
- (7) Plane (aeroplane). - A power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.
- (8) Large aeroplane. - An aeroplane of a maximum certificated take-off mass of over 5 700 kg.
- (9) Small aeroplane. - An aeroplane of a maximum certificated take-off mass of 5 700 kg or less.
- (10) AIg authority. - Describes the organization responsible for the accident and incident investigation in the State.
- (11) Causes. - Actions, omissions, events, conditions, or a combination thereof, which led to the accident or incident. The identification of causes does not imply the assignment of fault or the determination of administrative, civil or criminal liability.
- (12) State of Design. - The State having jurisdiction over the organization responsible for the type design.
- (13) State of Manufacture. - The State having jurisdiction over the organization responsible for the final assembly of the aircraft.
- (14) State of Registry. - The State on whose register the aircraft is entered.
- (15) State of the Operator. - The State in which the operator's principal place of business is located or, if there is no such place of business, the operator's permanent residence.
- (16) State of Occurrence. - The State in the territory of which an accident or incident occurs.
- (17) Operator. - A person, organization or enterprise engaged in or offering to engage in aircraft operation.
- (18) Contributing factors. - Actions, omissions, events, conditions, factors or a combination thereof, which, if eliminated, avoided or absent, would have reduced the probability of the accident or incident occurring, or mitigated the severity of the consequences of the accident or incident. The identification of the contributing factors does not imply the assignment of fault or the determination of administrative, civil or criminal liability.
- (19) Distress phase. - A situation wherein there is a reasonable certainty that an aircraft and its occupants are threatened by grave and imminent danger or require immediate assistance.
- (20) Incident. - An occurrence, other than an accident, associated with the operation of an aircraft which affects or could affect the safety of operation.
- ~~(21) Cargo security incident. - Means an incident involving cargo or mail that is carried, or has been accepted by an air cargo agent or an air operator for carriage, by air on an aircraft conducting a regular air transport operation passenger service, and~~
- ~~(i) there is evidence of tampering or suspected tampering with the cargo or mail which could be an act or an attempted act of unlawful interference; or~~
- ~~(ii) a weapon, explosive, or other dangerous device, article or substance, that may be used to commit an act of unlawful inter-~~

- ~~ference is detected in the cargo or mail.~~
- (22) Airspace incident. - Means an incident involving deviation from, or shortcomings of, the procedures or rules for:
- (i) Avoiding a collision between aircraft; or
  - (ii) Avoiding a collision between aircraft and other obstacles when an aircraft is being provided with an Air Traffic Service.
- (23) Bird incident. - Means an incident where:
- (i) there is a collision between an aircraft and one or more birds; or
  - (ii) when one or more birds pass sufficiently close to an aircraft in flight to cause alarm to the pilot.
- (24) Defect incident. - Means an incident that involves failure or malfunction of an aircraft or aircraft component, whether found in flight or on the ground.
- (25) Facility malfunction incident. - Means an incident that involves an aeronautical facility.
- (26) Promulgated information incident. - Means an incident that involves significantly incorrect, inadequate, or misleading information or aeronautical data promulgated in an aeronautical information publication (AIP), map, chart, or otherwise provided for the operation of an aircraft.
- (27) Serious incident. - An incident involving circumstances indicating that there was a high probability of an accident and 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 Attachment A of this regulation are formulated examples of serious incidents.
- ~~(28) Security incident. - Means an incident that involves unlawful interference.~~
- (29) Preliminary report. - The communication used for the prompt dissemination of data obtained during the early stages of the investigation.
- (30) Investigation. - A process conducted for the purpose of accident prevention which includes the gathering and analysis of the information, the drawing of conclusions, including the determination of causes and/or contributing factors and, when appropriate, the making of safety recommendations.
- (31) Investigator-in-charge. - A person charged, on the basis of his or her qualifications, with the responsibility for the organization, conduct and control of an investigation.
- Note.- Nothing in the above definition is intended to preclude the functions of an investigator-in-charge being assigned to a commission or other body.*
- (32) Serious injury. - An injury which is sustained by a person in an accident and which:
- (i) requires hospitalization for more than 48 hours, commencing within seven days from the date the injury was received; or
  - (ii) results in a fracture of any bone (except simple fractures of fingers, toes, or nose); or
  - (iii) involves lacerations which cause severe haemorrhage, nerve, muscle or tendon damage; or
  - (iv) involves injury to any internal organ; or
  - (v) involves second or third degree burns, or any burns affecting more than 5 per cent of the body surface; or
  - (vi) involves verified exposure to in-

fectious substances or injurious radiation.

- (33) Maximum mass. - Maximum certificated take-off mass.
- (34) Dangerous goods. - Articles or substances which are capable of posing a risk to health, safety, property or the environment and which are shown in the list of dangerous goods in the Technical Instructions, or which are classified according to those Instructions.
- (35) Maximum weight (mass). - Maximum certificated take-off weight (mass).
- (36) State safety program (SSP). - An integrated set of regulations and activities aimed at improving safety.
- (37) Safety recommendation. - A proposal of an accident investigation authority based on information derived from an investigation, made with the intention of preventing accidents or incidents and which, in no case has the purpose of creating a presumption of blame or liability for an accident or incident. In addition to safety recommendations arising from accident and incident investigations, safety recommendations may result from diverse sources, including safety studies.
- (38) Flight recorder. - Any type of recorder installed in the aircraft for the purpose of complementing accident/incident investigation.
- (39) Accredited representative. - A person designated by a State, on the basis of his or her qualifications, for the purpose of participating in an investigation conducted by another State. Where the State has established an accident investigation authority, the designated accredited representative would normally be from that authority.

#### 113.010 Authority to investigate

- (a) In accordance with the provisions of Annex 13 to the Convention on International Civil Aviation and AIG regulation of the State, the AIG Authority shall establish investigations to determine the circum-

stances of the accidents, serious incidents and incidents to aircraft over 5 700 kg.

**Note.** - For incidents notification and investigation to aircraft of 5 700 kg or less, the State shall proceed in accordance with its legislation and regulations.

- (b) The State of Occurrence can partially or totally delegate the making of such investigation in another State, or in the AIG Regional Cooperation Mechanism (ARCM) of South America or in a Regional Accident Investigation Organization (RAIO), by mutual agreement and consent.
- (c) The AIG authority in charge of the investigation shall have independence in the conduct of the investigation and have unrestricted authority over its conduct, consistent with the provisions of Annex 13 and State regulations. The investigation shall include the following:
  - (1) the gathering, recording and analysis of all available relevant information on that accident or incident;
  - (2) if appropriate, the issuance of safety recommendations;
  - (3) if possible, the determination of the causes, contributing factors and/or latent conditions; and
  - (4) the completion of the final report.
- (d) The authority in charge of the investigation can request to any State all relevant information related to the investigation.
- (e) When possible, the scene of the accident shall be visited, the wreckage examined and statements taken from witnesses. The AIG authority shall determine the reach of the investigation and the procedure to be followed for its conduct, according to the lessons expected to be obtained from the investigation to improve safety.

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## Chapter B: Notification and reporting of occurrences

### 113.105 Notification of accidents

- (a) Each pilot-in-command of an aircraft that is involved in an accident or serious incident or, if that person is fatally or seriously injured, or if the aircraft is missing, the operator or owner or the operational personnel shall immediately and directly notify the AIG Authority of the accident.
- (b) The notification under Paragraph (a) shall be in a manner acceptable to the AIG Authority and contain, where ascertainable, the:
- (1) date and time of the accident;
  - (2) nature of the accident;
  - (3) type, nationality, and registration marks of the aircraft;
  - (4) names of the aircraft owner and operator;
  - (5) position or last known position of the aircraft with reference to an easily defined geographical point;
  - (6) name of the pilot-in-command of the aircraft;
  - (7) type of operation;
  - (8) last point of departure of the aircraft;
  - (9) next point of intended landing of the aircraft;
  - (10) description of the sky condition precipitation, wind velocity, and visibility;
  - (11) number of persons on board the aircraft;
  - (12) number of crew and passengers killed or seriously injured as a result of the accident;
  - (13) number of persons killed or seriously injured as a result of the accident that were not crew or passengers;
  - (14) presence of dangerous goods on board the aircraft and description thereof; and
  - (15) details of damage to the aircraft.

### 113.110 Notification in the distress phase

Upon the occurrence of a distress phase, the rescue coordination centre shall notify the AIG Authority of the distress situation.

### 113.115 Notification of incidents to aircraft over 5 700 kg

- (a) The pilot-in-command or the operational personnel of an aircraft involved in a serious incident or in an incident that poses an immediate hazard to the safety of an aircraft, shall immediately notify the incident to the AIG Authority of the incident.
- (b) If required by the AIG Authority of the State where the incident occurs, the pilot-in-command or the operational personnel involved of the aircraft shall submit, as soon as possible, a report on the incident. In this case, the pilot-in-command shall also submit a copy of the report to the AIG Authority of the State of the operator. Such reports shall be submitted as soon as possible and generally within 10 days.
- (c) If a person that operates, carries out maintenance and services or does any other act in respect of an aircraft, aeronautical product, or aviation related service, is involved in an incident that is a serious incident or poses an immediate hazard to the safety of the aircraft, must notify the AIG Authority of the incident as soon as practicable.
- (d) A pilot-in-command of an aircraft over 5 700 kg or the operational personnel that is involved in an airspace incident or a bird incident must notify the AIG Authority of the incident as soon as practicable, if the incident is a serious incident or an immediate hazard to the safety of an aircraft operation.
- (e) The notification of an incident required by Paragraphs (a), (b), (c) and (d) must be conveyed by a means acceptable to the AIG Authority and contain, where ascertainable, information in accordance with the following:
- (1) for an airspace incident, Appendix 1 (a);
  - (2) for a defect incident, Appendix 1 (b);

- (3) for a facility malfunction incident, Appendix 1 (c);
  - (4) for an aircraft incident, Appendix 1 (d);
  - ~~(5) for a security incident, Appendix 1 (e);~~
  - (6) for a promulgated information incident, Appendix 1 (f) (e);
  - (7) for an aerodrome incident, Appendix 1 (g) (f);
  - ~~(8) for a cargo security incident, Appendix 1 (h);~~
  - (9) for a dangerous goods incident, bird incident, or any other incident, Appendix 1 (i) (g);
- (f) Despite Paragraph (a) of this section, an operator:
- (1) certified according to LAR 119, must notify the AIG Authority of an aircraft incident or defect incident within 72 hours of the incident occurring if the incident is associated with an aircraft that is performing or is used to perform an extended diversion time operations (EDTO) and the incident involves:
    - (i) an in-flight shutdown of a propulsion system; or
    - (ii) a diversion or a turn back; or
- (iii) an in-flight, inadvertent fuel loss or unavailability of fuel or an uncorrectable fuel imbalance; or
  - (iv) a malfunction of an EDTO significant system; or
  - (v) any other occurrence which affects the safety of an EDTO; and
- (1) an aircraft maintenance organization certificate under the LAR 145 must notify the AIG Authority of a defect incident within 72 hours of the accident occurring if the incident is associated with an aircraft that is used to perform an EDTO; and
- (i) the incident involves a malfunction of an EDTO significant system; or
  - (ii) any other defect that could affect the safety of an aircraft performing an EDTO.
-

## Chapter C: Preservation of aircraft, its contents, and records

### 113.205 Access to aircraft involved in an accident

- (g) In order to protect the aircraft and its contents after an accident, no person shall access, interfere with, or remove, an aircraft or its contents that is involved in an accident unless authorized to do so by the AIG Authority.
- (h) For the purpose of the investigation, the AIG Authority may access, inspect, secure, or remove, an aircraft or its contents that is involved in an accident.
- (i) A person may, subject to Paragraph (d):
- (2) remove persons or livestock from the aircraft or wreckage; or
  - (3) protect the aircraft, wreckage, or contents, including mail or cargo, from further damage; or
  - (4) disconnect or deactivate any cockpit voice recorder (CVR), flight data recorder (FDR), or emergency location transmitter (ELT); or
  - (5) prevent obstruction to the public or to air navigation where no practical alternative is available;
- (j) Any aircraft wreckage, mail, or cargo removed under Paragraph (c) shall:
- (1) be moved only so far as necessary to ensure its safety;
  - (2) be kept in separate distinct areas to indicate from which part in the aircraft it has been taken; and
  - (3) where possible, have sketches, descriptive notes, and photographs made of their original position and any significant impact marks.

### 113.210 Preservation of records

- (a) The operator of an aircraft that is involved in an ~~accident~~, serious incident or incident must preserve all records, including all recording media maintained for the operation and maintenance of the aircraft, for at least 14 days after the ~~accident~~, serious incident or incident unless otherwise ~~notified to~~ required by the AIG competent Authority.
- (b) ~~An operator~~ A service provider that is involved in an ~~accident, serious incident and incident~~ of:
- (1) a facility malfunction ~~incident or an accident~~; or
  - (2) an airspace ~~incident or an accident~~; or
  - (3) a promulgated information ~~incident or an accident~~;
- must preserve all records, including log entries, electronic recordings, technical and other relevant data relating to the ~~accident, serious incident or incident or accident~~ for at least 14 days after the ~~accident, serious incident or incident or accident~~ unless otherwise ~~notified to~~ required by the AIG competent Authority.
- (c) All person who is involved in a promulgated information ~~accident, serious incident, or incident~~ ~~an accident~~ involving responsibilities with the instrumental flight procedures must preserve all records, including log entries, electronic recordings, technical and other relevant data relating to the ~~accident, serious incident or incident or accident~~ for at least 14 days after the ~~accident, serious incident or incident or accident~~ unless otherwise ~~notified to~~ required by the AIG competent Authority.

*Note.- The records of accidents, serious incidents and incidents of aircraft over 5 700 kg, shall be required by the AIG Authority.*

### 113.215 Retention of defective products and components

The holder of a certificate of an approval of

aircraft maintenance organization, design organization, or manufacture organization must submit a defect incident report to the **AIG competent** Authority and retain the defective product for a period of at least 14 days after

submitting the report unless otherwise notified to require by the **AIG competent** Authority.

**Note.-** The registration of incidents related to a defect of an aircraft of more than 5 700 kg, will be required by the AIG authority.

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## Appendix 1

### Information required for initial notification of incidents

(a) **Airspace incident.** - The following information is required for notification of an airspace incident:

- (1) date and time of the incident;
- (2) brief description of events;
- (3) aircraft nationality, registration, radio call sign, flight number and type;
- (4) name of the aircraft operator;
- (5) aircraft position and altitude;
- (6) name of the pilot-in-command;
- (7) phase of flight;
- (8) effect on flight;
- (9) flight rules under which the aircraft was operating;
- (10) aircraft point of departure and destination;
- (11) location, type, and class of airspace, and the ATS unit involved;
- (12) any other relevant information submitted by the pilot concerned.

(b) **Defect incident.** - The following information is required for the notification of a defect incident:

- (1) date and time the incident was detected;
- (2) brief description of events;
- (3) aircraft nationality, registration, and type;
- (4) name of the aircraft operator and owner;
- (5) location of the aircraft, part, or equipment at the time of the incident;
- (6) phase of flight;
- (7) effect on flight;
- (8) aircraft point of departure and destination;
- (9) name of the manufacturer of the aircraft, part, or equipment, and where appropriate, the part number, its modification standard, and its location on the aircraft;
- (10) description of the incident, its effects, and any other relevant information;
- (11) whether the person or organization making the notification has instituted an investigation into the defect and expected time of completion;
- (12) name, organization, and contact details of the person notifying the incident.

(c) **Facility malfunction incident.** - The following information is required for notification of a facility malfunction incident:

- (1) date and time of the incident;
- (2) brief description of events;
- (3) aircraft nationality, registration, radio call sign, flight number and type;
- (4) name of the aircraft operator;

- (5) aircraft position and altitude;
  - (6) name of aerodrome and runway used;
  - (7) name of the pilot-in-command;
  - (8) phase of flight;
  - (9) effect on flight;
  - (10) identification, type, name, frequency, and provider of the aeronautical telecommunication facility involved;
  - (11) whether the person or organization making the notification has instituted an investigation into the defect and expected time of completion;
  - (12) name, organization, and contact details of the person notifying the incident.
- (d) **Aircraft incident.**- The following information is required for notification of an aircraft incident:
- (1) date and time of the incident;
  - (2) brief description of events;
  - (3) aircraft nationality, registration, radio call sign, flight number and type;
  - (4) name of the aircraft operator and owner;
  - (5) aircraft position and altitude;
  - (6) phase of flight;
  - (7) if applicable, name of aerodrome and runway used;
  - (8) effect on flight;
  - (9) name of the pilot-in-command;
  - (10) type of operation being conducted;
  - (11) number of persons on board the aircraft;
  - (12) name, organization, and contact details of the person notifying the incident.
- ~~(e) **Security incident.**- The following information is required for notification of a security incident:~~
- ~~(1) date and time of the incident;~~
  - ~~(2) brief description of events;~~
  - ~~(3) aircraft nationality, registration, radio call sign, flight number and type;~~
  - ~~(4) name of the aircraft operator and owner;~~
  - ~~(5) aircraft position and altitude or place of incident;~~
  - ~~(6) name of aerodrome or aeronautical telecommunication facility if applicable;~~
  - ~~(7) name of the pilot in command;~~
  - ~~(8) phase of flight;~~
  - ~~(9) effect on flight;~~
  - ~~(10) type of operation being conducted;~~
  - ~~(11) name, organization, and contact details of the person notifying the incident.~~
- (f) **Promulgated information incident.**- The following information is required for notification of a promulgated information incident:
- (1) date and time the incident was discovered;

- (2) brief description of events;
  - (3) details to identify the publication, map, chart, or other means by which the information or aeronautical data was promulgated;
  - (4) details relating to the information or aeronautical data that gave rise to the incident;
  - (5) name, organization, and contact details of the person notifying the incident.
- (g) **Aerodrome incident.**- The following information is required for notification of an aerodrome incident:
- (1) date and time of the incident;
  - (2) brief description of events;
  - (3) name of the aerodrome;
  - (4) description and the location of the reported defect or obstruction;
  - (5) name, organization, and contact details of the person notifying the incident.
- ~~(h) **Cargo security incident.**- The following information is required for notification of a cargo security incident:~~
- ~~(1) date and time of the incident ;~~
  - ~~(2) brief description of the nature of the incident;~~
  - ~~(3) details, if known, of where the incident may have occurred;~~
  - ~~(4) name, organization, and contact details of the person notifying the incident.~~
- (i) **Dangerous goods, bird, or other incident.**- The following information is required for notification of a dangerous goods, bird, or any other incident:
- (1) date and time of the incident;
  - (2) brief description of events;
  - (3) name, organization, and contact details of the person notifying the incident.

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**Attachment A****List of examples of serious incidents**

1. The term “serious incident” is defined in Chapter A as follows:

***Serious incident.*** An incident involving circumstances indicating that there was a high probability of an accident and 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.

2. The incidents listed are typical examples of incidents that are likely to be serious incidents. The list is not exhaustive and only serves as guidance to the definition of serious incident.

- a) Near collisions requiring an avoidance maneuver to avoid a collision or an unsafe situation or when an avoidance action would have been appropriate
- b) Collisions not classified as accidents.
- c) Controlled flight into terrain only marginally avoided.
- d) Aborted take-offs on a closed or engaged runway, on a taxiway or unassigned runway.
- e) Take-offs from a closed or engaged runway, from a taxiway or unassigned runway.
- f) Landings or attempted landings on a closed or engaged runway, on a taxiway or unassigned runway
- g) Gross failures to achieve predicted performance during take-off or initial climb.
- h) Fires and/or smoke in the cockpit, in the passenger compartment, in cargo compartments or engine fires, even though such fires were extinguished by the use of extinguishing agents.
- i) Events requiring the emergency use of oxygen by the flight crew.
- j) Aircraft structural failures or engine disintegrations, including uncontained turbine engine failures, not classified as an accident.
- k) Multiple malfunctions of one or more aircraft systems seriously affecting the operation of the aircraft.
- l) Flight crew incapacitation in flight.

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**Agenda Item 4:           ARCM AIG procedures manual review**

**Proposals for the amendment to the accident and incident investigation procedures manual**

4.1           Regarding this agenda item, the Secretariat presented a proposal of amendment to the ARCM accident and incident investigation procedural handbook.

4.2           In this regard, the Meeting took note that any ICAO contracting State could delegate the investigation to another State or request its assistance. It could also request the participation of investigators from ARCM member States. To that end, the States must have common requirements and procedures to facilitate the required cooperation and assistance.

4.3           The existence of harmonised procedures under the same scheme is vital for the proper operation of any regional AIG mechanism. There can be no effective exchange of knowledge and skills among the States of the Region without a set of standard regulations and procedures, and without investigators trained and qualified on the basis of the same scheme and standards.

4.4           The Meeting took note that the Second Meeting of AIG Authorities (AIG-SAM/2) had approved the First edition of the ARCM accident and incident investigation procedural handbook, and that the Secretariat had circulated such handbook among ARCM States for comments and reporting of differences. It also requested the ARCM Technical Committee to analyse the relevance of including the comments submitted by the States.

4.5           After receiving the comments by the States, the ARCM Technical Committee proposed the following amendments:

- ✓   Replace in the table of contents of the manual Chapter 3, Paragraph 3.5, *accredited representatives* by *ARCM investigator/expert*;
- ✓   add in Chapter 1, Paragraph 1.5.3, *judiciary department*; and
- ✓   replace in Chapter 3, Paragraph 3.2.1, *day to day* by *daily*

4.6           After analysing the proposals of amendment to the ARCM accident and incident investigation procedural manual, the Meeting adopted the following conclusion:

**CONCLUSION AIG-SAM/3-03       Approval of the First Amendment to the First edition of the ARCM accident and incident investigation procedural manual**

- a) Approve the First amendment to the First edition of the ARCM accident and incident investigation procedural manual.
- b) **Attachment A** to this part of the report contains the approved First amendment to the First edition of the accident and incident investigation procedures manual.

**Approved Amendment No. 1 to the First edition of the  
ARCM accident and incident investigation procedural manual**

**Chapter 3 – Table of contents**

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**Chapter 1 – Investigation mandate**

1.5.3 The immediate response of the investigative authority to the notifications will facilitate the immediate response of local authorities (judiciary, fire and police departments), as well as the quick arrival of investigators to the site of occurrence. The following tasks shall be carried out promptly in coordination with the Authority that has jurisdiction over the site of the accident so that all the necessary measures may be taken in order to:

**Chapter 3 – Responsibility over the investigation**

3.2.1 The investigator in charge is responsible for the direction and daily conduction day-to-day of the investigation. Prior to travelling to the site of occurrence, the investigator in charge must determine what human, technical, and financial resources are needed for the investigation, and must establish the investigation team that will work on the accident. In the field, the investigator in charge is responsible for the conduction and control of the investigation, including the definition of the scope of the concrete information to be collected. During the phases following the investigation, when the importance of the established facts is being considered, the investigator in charge must consolidate the reports of the groups, analyse the information, and draft the final report.

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**Agenda Item 5: ARCM AIG training programme**

**Proposal of amendment to ARCM AIG training programme**

5.1 Under this agenda item, the Meeting reviewed the proposal of amendment to the ARCM AIG training programme being presented as Appendix B to WP/06.

5.2 In this regard, the Meeting took note that, based on the latest results obtained within the framework of the activities of the ICAO Universal Safety Oversight Audit Programme (USOAP), one of the audit areas with the lowest effective implementation (EI) regarding the safety oversight capacity of SAM States continues to be the accident and incident investigation (AIG) area.

5.3 In this regard, the Meeting took note that, in order to conduct objective, well-targeted investigations with high-impact recommendations, States should have the appropriate personnel. However, many States do not have staff exclusively devoted to accident investigation, in which case it would be advisable to select qualified personnel to receive training in accident investigation methods before being assigned an actual investigation case.

5.4 A concern especially of accident investigators and their organisations is referred to training and the continuous updating of knowledge and skills in order to thoroughly carry out the entrusted tasks. Investigators must not only receive basic training in aircraft accidents but also initial, on-the-job (OJT), periodic, advanced, and specialised training in order to maintain and improve their skills.

5.5 It is of vital importance to have a training programme that is common to all member States in order to facilitate the harmonisation of knowledge and skills. This harmonisation of knowledge and skills will allow the SAM Region to have a select group of investigators that may participate in the investigation of aircraft accidents in the Region at the request of any State.

5.6 The Second Meeting of AIG Authorities (AIG-SAM/2) was presented with the First edition of the harmonised ARCM training programme.

5.7 In this sense, the Meeting took note that the First edition of the aforementioned programme had been circulated among ARCM States for evaluation, and the ARCM Technical Committee, based in the analysis of the comments submitted by the States, proposed the following changes to the programme:

- ✓ to eliminate from Chapter 3 the issues corresponding to Phase 1 – Initial training, since these are described in 4.1.7, and add Phase 5 to this chapter corresponding to the periodic course;
- ✓ replace in Chapter 4, Paragraph 4.1.1.a) *Accident Investigation Board* by *investigation body*, and add *enacted*;
- ✓ include in Chapter 4, Paragraph 4.2.6.1, the issues related to *aeronautical medicine and pathology* in the ADREP/ECCAIRS reporting system;
- ✓ add in Chapter 4, Paragraph 4.2.6.2, the detail of the ADREP/ECCAIRS reporting system;

- ✓ include in Chapter 4, Paragraph 4.5, the periodic course on aircraft accident investigation with its respective syllabus; and
- ✓ replace in Attachment C, *news media* by *press*

5.8 Upon analysing the proposal of amendment of the ARCM training programme, the Meeting adopted the following conclusion:

**CONCLUSION AIG-SAM/3-04 Approval of the proposal of the First Amendment to the ARCM harmonised AIG training programme**

- a) Approve the First Amendment to the First edition of the ARCM harmonised AIG training programme.
- b) **Attachment A** to this Agenda item of the report contains Amendment No. 1 to the approved First edition of the AIG training programme.

**Approved Amendment No. 1 to the First edition of the  
ARCM harmonized AIG training programme**

**Chapter 3 – Training Guide**

**3.1 PHASE 1 – INITIAL TRAINING**

The objective of initial training is to familiarise newly-hired investigators with the applicable legislation of ARCM member States and the procedures and requirements of the AIG authority. ~~The following topics will be included in the initial training:~~

- a) ~~Administrative provisions:~~
  - (i) ~~Applicable legislation~~
  - (ii) ~~International agreements (including Annex 13 – Aircraft accident and incident investigation)~~
  - (iii) ~~Memorandum of agreement with other organisations (if applicable)~~
  - (iv) ~~Liaison mechanisms with local and national authorities~~
  - (v) ~~Structure of the AIG authority~~
  - (vi) ~~Manual on aircraft accident and incident investigation, policies, and procedures~~
  - (vii) ~~Definitions and classification of accidents~~
  - (viii) ~~Equipment and tools~~
  - (ix) ~~Travel arrangements~~
  - (x) ~~Ethics and conduct of the investigator~~
- b) ~~Investigation procedures~~
  - (i) ~~Response procedures (investigator on duty)~~
  - (ii) ~~Custody de recordings and components of a wrecked aircraft~~
  - (iii) ~~Competencies and security at the site of the accident~~
  - (iv) ~~Investigator's safety, including psychological stress~~
  - (v) ~~Cooperation for the recovery of human remains~~
  - (vi) ~~Autopsy requests~~
  - (vii) ~~Assistance to relatives~~

- ~~(viii) Authority and responsibility~~
- ~~(ix) Management of the investigation~~
- ~~(x) Use of experts~~
- ~~(xi) Parties to the investigation, accredited representatives, advisors, and observers~~
- ~~(xii) Delivery of information to the media~~
- (xiii) SMS applied to the investigation—SSP

### 3.6 PHASE 5 – PERIODIC ACCIDENT INVESTIGATION COURSE

3.7.1 After completing the basic training in aircraft accident and incident investigation, the investigator must continue its training through periodic courses, structured as a partial basic course, and whose subject matters may be combined according to an internal diagnosis done by the organisation through investigation quality control processes and various methods, such as assessments, interviews with the investigators, etc.

These recurrent courses will be conducted every 2 calendar years and their daily burden should not exceed 50% of a basic investigation course. Their duration may be 30 days, adjusting the daily burden on a weekly basis, in accordance with the activities and number of investigators.

## Chapter 4 – Accidents investigation – Courses curricula

### 4.1 INITIAL COURSE ON AIRCRAFT ACCIDENT INVESTIGATION

#### 4.1.1 Objectives:

- a) Learn about the INITIAL concepts of the methodology established by ~~the Accident Investigation Board~~ the investigation body for the investigation of civil aviation accidents and incidents, in accordance with the standards and recommended practices enacted by ICAO.

#### 4.2.1 Content

4.2.6.1 The basic course on aircraft accident investigation must cover the following topics:

Basic course on aircraft accident investigation	
Subject	
a)	Responsibilities of the States involved
b)	Reporting procedures

c)	Handling of investigations	
d)	Team of investigators	
e)	Safety at the site of the accident	
f)	Protection of evidence	
g)	Initial measures at the site of the accident	
h)	Information collection techniques	
i)	Communication and recordings	
j)	Interviewing witnesses	
k)	Flight recorders (FDR, CVR) and ATS recordings	
l)	Applied airworthiness	
m)	Fires and explosions	
n)	Survivability	
o)	Structures	
p)	Systems	
q)	Aerodynamics	
r)	Power plants	
s)	Rotary-wing aircraft	
t)	Human and organisational factors	
	Aeronautical medicine and pathology	
u)	Methods for analysing factual information collected	
v)	Drafting of reports	
w)	ECCAIRS/ADREP reporting system	
x)	Media and public relations	

#### 4.2.6.2 Detailed breakdown of topics to be covered

##### a) ECCAIRS/ADREP reporting system

Introduction to the ECCAIRS reporting system, under the ADREP taxonomy, to allow each investigator to use this tool to upload the details of the investigation being conducted into the ECCAIRS system, making use of the ADREP

4.4.1 Learning to use the tool of the ECCAIRS/ADREP system is extremely important for the investigator, since it is a fundamental tool for reporting events and feeding the database of the AIG organisation, and for integration with other databases and the ARCM database.

## 4.5 PERIODIC COURSE ON AIRCRAFT ACCIDENT INVESTIGATION

### 4.5.1 Objectives:

a) Strengthen the methodology and procedures for conducting the technical investigation of the events occurred, according to the State AIG regulations and in accordance with ICAO Annex 13 and the new procedures or guidelines emanating from the organisation.

b) Strengthen and update the various sources from which information can be

obtained and their interrelationship in accordance with the area of knowledge involved, making adjustments for the integration of interdisciplinary work teams.

- c) Strengthen and update the investigators' staff on the proper tools for conducting a logical analysis of the facts and evidence, in order to arrive at verifiable.

4.5.2 Requirements:

- a) The course is addressed to investigators who have already completed initial and basic accident and incident investigation training, and who are acting as investigators in the AIG organisation.

4.5.3 Scope:

- a) Strengthen and update the concepts and knowledge acquired during initial and basic training as accident and incident investigators.

Course certification: Periodic course approved

4.5.4 Methodology:

- a) The methodological axis of the course will be the theoretical-practical integration, and the use and knowledge of existing documentation and any updates performed. It will consist of classroom lessons combining lectures and case studies, discussions, etc. It will encourage reflection and transfer of knowledge through group work. An interdisciplinary approach will be applied in accordance with the proposed objective.

4.5.5 Assessment:

- a) For the assessment of the course, investigators will put in practice their knowledge in an accident investigation they are conducting.
- b) In case the documentation and/or procedures related to the investigation or operation of the organisation have been updated, only those items will be assessed in writing using the multiple-choice methodology.

4.5.5 Topics

- 4.5.5.1 The periodic aircraft accident investigation course must cover some of the following topics in a combined manner, trying as far as possible not to repeat them in the following periodic course.

Periodic aircraft accident investigation course	
Subject	
Strengthen and/or update	
a)	Responsibilities of the States involved

b)	Reporting procedures	
c)	Handling of the investigation	
d)	Team of investigators	
e)	Safety at the site of the accident	
f)	Protection of evidence	
g)	Initial measures at the site of the accident	
h)	Information collection techniques	
i)	Communication and recording media	
j)	Interviewing witnesses	
k)	Flight recorders (FDR, CVR) and ATS recordings	
l)	Applied airworthiness	
m)	Fires and explosions	
n)	Survivability	
o)	Structures	
p)	Systems	
q)	Aerodynamics	
r)	Power plants	
s)	Rotary-wing aircraft	
t)	Human and organisational factors	
u)	Aeronautical medicine and pathology	
v)	Methods for the analysis of factual information collected	
w)	Drafting of reports	
x)	Media and public relations	

*For a detailed breakdown of the topics, refer to item 4.2.6.2, taking into account that the topics to be included may be of a partial nature based on the diagnosis made by the organisation, and must be reinforced and/or updated.*

### **Attachment C – Individual development plan form**

<b>Investigation procedures</b>			
Authority and responsibilities			
Size and scope of the investigation			
Handling of investigations (group leader and IIC) on the scene			
Use of experts			
Parties to the investigation, accredited representatives, advisors, and observers			

Dealing with the <b>press news media</b>			
Expert procedures (operations, airworthiness, human factors, etc.)			

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**Agenda Item 6: Review of procedures for the implementation of the ARCM safety data collection and processing system (SDCPS)**

**Proposal for procedures for the implementation of the ARCM safety data collection and processing system (SDCPS)**

6.1 Under this Agenda item, the Third Meeting of AIG Authorities (AIG-SAM/3) was presented with the procedures for the implementation of the safety data collection and processing system (SDCPS) within the framework of the AIG Regional Cooperation Mechanism (ARCM).

6.2 In this regard, the Meeting took note that *Paragraph 8.1 of Annex 13 – Aircraft accident and incident investigation* prescribes the following:

*A State shall establish and maintain an accident and incident database to facilitate the effective analysis of information on actual or potential safety deficiencies and to determine the preventive measures needed.*

6.3 In this regard, the SDCPS is an integration of databases of ARCM member States.

6.4 Since 2008, the SAM Region has been implementing the European Coordination Centre for Accident and Incident Reporting Systems (ECCAIRS) in order to meet the accident and incident reporting requirements of Annex 13 and the relevant protocol questions (PQs), which are the subject of the following USOAP CMA activities: CMA audits, ICAO coordinated validation missions (ICVM), and off-site validation activities.

6.5 Accordingly, the ECCAIRS software was adopted as the platform for the SDCPS, which is the aircraft accident and incident database of the SAM Region.

6.6 The Meeting took note that 76.92% of SAM States had already implemented the ADREP/ECCAIRS reporting system, which would facilitate the implementation of the ARCM SDCPS.

6.7 The Meeting noted that in order to optimise the potential benefits of a centralised database, the States had to take care of some basic operational aspects, such as the security and integrity of reporting procedures, and data management and analysis for the establishment of effective indicators by the ARCM, in order to have a clear understanding of hazards and their associated consequences.

6.8 In order for the SDCPS to be implemented by ARCM member States, the corresponding procedures were developed for the storage, aggregation, and maintenance of concise and updated information. These procedures will be structured to allow for:

- a) notification to define what and how will the States report to the ARCM;
- b) standard recording of notifications;
- c) collection and capture;
- d) data processing;
- e) safety performance indicators;
- f) preventive measures to mitigate safety risks;
- g) risk-based safety oversight;

- h) information protection;
- i) exchange of information; and
- j) delivery of accessible safety information, such as annual ARCM safety reports, to ARCM States and their users, for example, ARCM annual safety reports.

6.9 The Meeting agreed that SDCPS data would only be used by the ARCM to generate reports on a periodical basis and upon request, on items that might affect the safety of aircraft operations, and also to generate and feed indicators, obtaining useful information for making safety decisions at regional level.

6.10 The Meeting also considered that data should be stored in a server that meets security specifications and only accessed by qualified and authorised individuals. Data handling and distribution without the consent of the State owning the data is forbidden.

6.11 The Meeting also noted that the implementation of SDCPS in the ARCM does not replace the obligation to notify ICAO under Annex 13.

6.12 The Meeting agreed that, in order to conduct comprehensive analyses of accident and incident data at regional level, the ARCM SDCPS had to be established as a solution for decision-making and as a tool for States to formulate timely and effective safety recommendations, both at national and regional level.

6.13 In this regard, the Meeting agreed to collect the following types of safety data in the SDCPS, *inter alia*, to be used for analysing the safety data handled by the ARCM:

- a) accident investigation data;
- b) serious incident investigation data; and
- c) data on the investigation of incidents in which the AIG organisation.

6.14 Finally, the Meeting agreed to collect safety data on the following operations provided by each of the ARCM States:

- a) scheduled commercial air transport;
- b) non-scheduled commercial air transport;
- c) general aviation;
- d) business aviation;
- e) aerial work; and
- f) unmanned aviation (remotely piloted aircraft systems – RPAS).

6.15 Upon analysing the proposed procedures for the implementation of SDCPS within the framework of the ARCM, the Meeting formulated the following conclusion:

**CONCLUSION AIG-SAM/3-05      Approval of the implementation of the safety data collection and processing system (SDCPS) of the ARCM**

- a) approve the implementation of the ARCM safety data collection and processing system (SDCPS);
- b) approve the implementation of the ECCAIRS system and the ADREP taxonomy as the platform for the ARCM SDCPS and the databases of each ARCM member State;
- c) approve the First edition of the procedural handbook for the implementation of the ARCM SDCPS;
- d) approve the collection of data on:
  - ✓ accident investigations;
  - ✓ serious incident investigations; and
  - ✓ investigations of incidents in which the AIG organisation intervenes
- e) approve the collection of safety data on the following operations provided by each of the ARCM States:
  - ✓ scheduled commercial air transport;
  - ✓ non-scheduled commercial air transport;
  - ✓ general aviation;
  - ✓ business aviation;
  - ✓ aerial work; and
  - ✓ unmanned aviation (remotely piloted aircraft systems – RPAS)
- f) request the ICAO South American Regional office to host the ARCM AIG database
- g) Appendix A to WP/07 contains the ARCM SDCPS implementation procedures manual.

**Agenda Item 7: Investigation of non-serious incidents**

**Role of the organisations involved in the investigation of non-serious incidents**

7.1 Continuing with the agenda items, the Meeting took note of the role played by the organisations involved in the investigation of non-serious incidents.

7.2 Within the framework of the ARCM, one of its objectives is to cooperate with, and assist, States in the investigation of aircraft accidents and incidents. Accordingly, the Regional Mechanism will:

- ✓ contribute to the application of best practices in the investigation of accidents and incidents;
- ✓ analyse and clarify those concepts that may create difficulties for the application of standards and recommended practices; and
- ✓ oversee the continuous compliance with, and evolution of, documents containing accident and incident investigation requirements and procedures, in order to make proposals of amendment as required to keep the documents up to date.

7.3 The Meeting noted that SSP implementation in ARCM member States requires AIG organisations to take on a proactive role as participating and custodian organisation, together with the other aeronautical authorities.

7.4 In this sense, a clear and harmonised concept must exist at regional level as to the intervention of AIG organisations upon the occurrence of a non-serious incident, what should be their level of involvement therein, and how should they coordinate with the other aeronautical authorities that make up the SSP.

7.5 Each AIG organisation, upon the occurrence of a non-serious incident, should apply established criteria that define the level of intervention in accordance with Annex 13, which suggests that the investigation of an occurrence should be carried out taking into account whether or not its results will have a high impact on safety.

7.6 In the case of non-serious incidents in which the AIG Authority has no interest to investigate, such occurrences may be investigated by other aeronautical authorities or service providers, provided they have the capacity to do so, and the AIG organisation would only intervene as observer, if it so deems advisable.

7.7 The Meeting was convinced of the importance of establishing coordination mechanisms among the different aeronautical authorities responsible for the implementation of the State safety management system, for the purpose of optimising resources and efforts in order to obtain and process information and produce safety intelligence allowing for the establishment of trends and indicators and the formulation of the corresponding recommendations to mitigate the risks identified in the aeronautical system.

7.8 In accordance with the State safety programme (SSP), AIG organisations agreed that they had to actively contribute to the strengthening of the State *safety data collection and processing system (SDCPS)*, forwarding all processed information emerging from the investigations that might show indicators and trends affecting safety. Taking into account that the State SDCPS could consist of one or more mandatory and voluntary notification systems and of collection systems specific to each aeronautical authority and AIG authority, capturing both reactive (AIG organisations) as well as proactive information (actual or possible safety deficiencies), this system (SDCPS) will require an effort of coordination among aeronautical and investigation authorities for the articulation and processing of the required information with a view to strengthening safety management in the State.

7.9 In view of the foregoing, the Meeting formulated the following conclusion:

**CONCLUSION AIG-SAM/3-06      Establishment of an ARCM task force to define the intervention criteria for the different authorities in an occurrence classified as non-serious incident**

- a) Approve the establishment of an ARCM task force to coordinate with the Aeronautical Authorities, AIG Authorities and SSP coordinator platforms:
  - Intervention criteria for each of them upon the occurrence of an event classified as a non-serious incident, including services providers if necessary; and
  - criteria for defining the investigative capabilities of both the aeronautical authorities and service providers;
- b) Ask the ICAO South American Regional Office to authorise the presentation of a working paper at the Fifth Meeting on SSP Implementation (Lima, Peru, September 2016), regarding the results obtained by the task force referred in paragraph above;
- c) That a ARCM task force review ICAO documents (Annexes and documents) related to accident and incident investigation and propose the necessary amendments concerning the use of the terms *accident, serious incident, incident, safety deficiencies*, in order to clearly define each case and avoid confusion among users;
- d) Support the AIG organisations so that they may play an active role in the SSP together with State aeronautical authorities.

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**Agenda Item 8: 2016 ARCM activities programme approval**

**2016 ARCM activities programme proposal**

8.1 Regarding this agenda item, the Meeting was reported that, according to the manual of organization and functions of the ARCM, the Executive Committee of this mechanism has to examine the annual activities programme for approval.

8.2 Taking into account the conclusions and recommendations agreed upon in the First and Second AIG Authorities Meeting of South America, the development of the 2016 activities programme shall allow the consolidation of the ARCM implementation.

8.3 For the implementation of the ARCM, the 2016 activities programme has been divided into the following areas of work:

- ✓ harmonization of the regulations;
- ✓ activities with multinational teams;
- ✓ training activities and seminars;
- ✓ meetings; and
- ✓ development and implementation of the ARCM safety data collection and processing system (SDCPS).

8.4 Regarding the activities presented, the meeting committed itself to achieving the following objectives:

- a) implementing the South American ARCM;
- b) harmonizing the regulations, investigation procedures, verification lists, training programmes and ARCM safety data exchange, processing, collection and notification procedures;
- c) training the investigators in ARCM safety data collection and processing system (SDCPS), regulations and procedures;
- d) establishing an ARCM team of investigators in order to manage cooperation among the States;
- e) providing the States with assistance to improve the AIG effective implementation (EI), revising together the progress of not satisfactory protocol questions (PQs) and, if necessary, satisfactory PQs; and
- f) contributing to the reduction of accidents in the SAM Region in all areas of aviation through the identification of hazards, management of risks and establishment of the preventive actions necessary according to Chapter 8 of Annex 13.

8.5 The Meeting took note that all the 2016 activities planned by the ARCM do not require financial contribution by the ARCM member States and that they shall only cover the participants' travel allowances and ticket costs.

8.6 After analysing each activity of the work areas, the Meeting reached the conclusion stated below.

**CONCLUSION AIG-SAM/3-07 Approval of the 2016 ARCM activities programme**

- a) To approve the 2016 ARCM activities programme;
- b) To urge ARCM member States to participate in all the 2016 planned activities, which shall allow the effective implementation of the ARCM;
- c) Appendix A to WP/09 provides the approved 2016 ARCM activities programme.

**Agenda Item 9: South American ARCM multinational investigator certification**

**Proposal for the South American ARCM multinational investigator certification manual**

9.1 Under this Agenda item, the Secretariat presented the manual proposal for the ARCM accident and incident multinational investigator certification.

9.2 Regarding this, the Meeting considered that the South American AIG Regional Cooperation Mechanism (ARCM) was established in the Second AIG Authorities Meeting of the SAM Region (Buenos Aires, Argentina, March 2015) to support the States that request in the aspects related to aircraft accident and incident investigation in a regional cooperation environment that allows to improve the effective implementation in the AIG area and to contribute to the reduction of the aircraft accident and incident rate of the SAM Region below the global rate in all the aviation segments.

9.3 In this sense, the Meeting recognized that, for the development of objective and well-conducted investigations and with high impact in their recommendations, the States should count with appropriate staff.

9.4 However, many States do not have staff exclusively dedicated to accident investigations; in such cases, it is convenient, in a cooperation environment and at the request of the interested State and approval from the State providing the staff, to use multinational investigators available from the ARCM.

9.5 For that, the ARCM must establish and monitor the requirements of the investigators' minimum professional competencies. For the ARCM investigators to be able to fulfil their tasks in a regional environment, it is necessary that their knowledge and aptitudes in relation to their responsibilities are in continuous development.

9.6 The investigation is conducted by investigators that have the investigation techniques required to participate in an aircraft accident and incident investigation.

9.7 Likewise, each type of investigation requires different competencies' requirements according to the levels and scopes provided. The accident and incident multinational investigator certification means that the ARCM recognizes the investigator's competence.

9.8 Besides abilities, techniques and experience, an accident investigator requires some personal characteristics. These attributes include integrity and impartiality in the factual analysis, capacity to logically analyse the facts, perseverance to search for questions, often in difficult situations, and good treatment with a great variety of people that have participated in the traumatic experience of an air accident.

9.9 Following discussions under this agenda item, the Meeting noted that the South American ARCM multinational investigator certification manual has the purpose of establishing the profiles and competencies' requirements that the aircraft accident and incident investigators must gather under the ARCM framework. Besides, in this framework it is necessary to incorporate a tool to ensure the homogeneity of the investigators' competence.

9.10 The Meeting considered appropriate reducing experience requirement from five (5) to three (3) years in Chapter 2 - *Levels of certification and requirements for the certification*, in order to allow a greater number of investigators with the ARCM investigators bank.

9.11 Once the Meeting analysed the proposal for the South American ARCM multinational investigator certification manual, the Meeting agreed upon on the following conclusion:

**CONCLUSION AIG-SAM/3-08      Approval of the First edition of the ARCM accidents and incidents multinational investigator certification manual**

- a) Approve the First edition of the manual for the ARCM accident and incident multinational investigator certification.
- b) Authorise the certification of investigators to comply with the ARCM requirements.
- c) Appendix A to WP/10 presents the approved First edition of the ARCM accidents and incidents multinational investigator certification manual.
- d) **Attachment A** of this part of the report presents the amendments approved jointly with the approved First edition of the ARCM accidents and incidents multinational investigator certification manual.

## CHAPTER 2

### CERTIFICATION LEVELS AND CERTIFICATION REQUIREMENTS

#### 2.5.1 Provisional ARCM investigator

2.5.1.3 The summary of requirements to certify at this level are the following:

##### b) Work experience in AIG Authority (See Note 2)

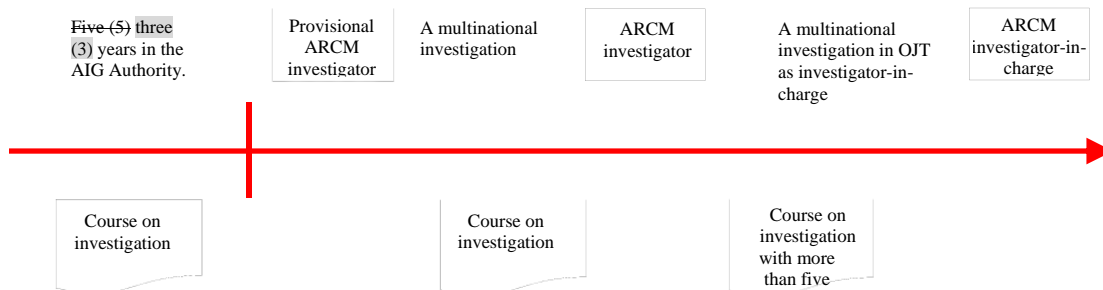
- ~~Five (5)~~ three (3) years of work experience in the AIG Authority as accident investigator according to the specific requirements of the performance category; and
- Being active in accident investigation for the State authority in charge of investigations at the time of the application.

#### 2.5.4 Notes

##### 2.5.4.1 Note 2: Work experience

- For all the levels, in terms of accident investigations, the applicant for multinational investigator must have completed at least ~~five (5)~~ three (3) years of work experience in the State AIG Authority, the industry or military organizations, having developed functions as accident investigator, specialist, expert or advisor.
- The ~~five (5)~~ three (3) years of experience Item (a) makes reference to must have accumulated in the last ten (10) years.

**Figure 2-1 Progression through the levels of the ARCM multinational investigator**



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**Agenda Item 10      Other matters**

**ARCM website proposal**

10.1            Regarding this topic, the Meeting took note of the SAM ARCM website and institutional mail account proposals.

10.2            In this regard, it highlighted the importance of implementing the ARCM website as the official communication channel among all States for the exchange of information, contributing to the seriousness and reliability of the ARCM.

10.3            It also agreed to provide the basic website services, such as email, comments, calendar, and specific services like access to the SDCPS, in addition to technical support and documentation.

10.4            As noted during the presentation, website hosting was independent of any State. The holder of the website was the chairperson of the ARCM Executive committee, who would designate a technical expert to act as website administrator.

10.5            On this regard, the Meeting adopted the following conclusion:

**CONCLUSION AIG-SAM/3-09      Approval of the ARCM website**

- a) Approve the ARCM website.
- b) Appendix A to WP/11 contains the SAM ARCM website manual.

**Proposed ARCM logo**

10.6            Under this agenda item, a proposal was presented of the institutional logo to represent the SAM AIG Regional Cooperation Mechanism (ARCM).

10.7            In this regard, the Meeting analysed three logo proposals presented by Uruguay, Colombia, and Argentina. The proposal of Argentina was selected by members of the ARCM Executive Committee, who adopted the following conclusion:

**CONCLUSION AIG-SAM/3-10      Approval of the ARCM logo**

- a) Approve the ARCM logo.
- b) **Attachment A** to this part of the report contains the ARCM logo.

**Proposed venue for ARCM Executive Committee meetings**

10.8            Continuing with the agenda items, the attending States were requested to offer their States for hosting the Fourth Meeting of AIG Authorities (AIG-SAM/4) to be held in 2017.

10.9            In response to this request, Colombia and Brazil offered to host the AIG-SAM/4 meeting. The Meeting went on to vote for the State that would host the AIG-SAM/4 meeting in 2017. The majority of States chose Brazil as venue for the next AIG meeting, and Colombia for the 2018 meeting. Accordingly, the Meeting adopted the following conclusion:

**CONCLUSION AIG-SAM/3-11 Venues for the Fourth and Fifth Meetings of AIG Authorities of ARCM States**

To designate Brazil as venue for the Fourth Meeting, and Colombia as the venue for the Fifth Meeting of AIG Authorities of ARCM States, on the dates and places to be determined by such States in coordination with the Secretariat and the ARCM Executive Committee Chairperson .

**Review of the proposal of ARCM organization and planning manual**

10.10 Under this agenda item, the Secretariat presented the proposed ARCM organisation and planning manual.

10.11 In this regard, the Meeting felt that, in accordance with Article 26 of the Convention on International Civil Aviation, the State in which the accident occurs has the obligation to institute an inquiry into the circumstances thereof. This obligation can only be fulfilled if there is appropriate aircraft accident investigation legislation in place which contemplates the establishment of an accident investigation bureau (or committee, board, or other body) for the investigation of aircraft accidents and incidents that is independent of the State aeronautical authorities and other bodies that might interfere in the conduction or the object of an investigation.

10.12 The accident investigation bureau must be strictly objective and totally impartial, and must also be considered as such. Said bureau shall be established in such a way that it is not subject to political or other type of interference or pressure.

10.13 There must be appropriate legislation that defines the rights and powers of the aircraft accident investigation bureau. The accident investigation bureau shall be authorised by law to have immediate and unrestricted access to all relevant elements, without requiring prior authorisation from legal bodies or other authorities.

10.14 According to protocol question (PQ) AIG 6.003, the State must have formally designated a specific organisation/committee/council or other body responsible for the investigation of aircraft accidents and serious incidents, and if the State has not done so, it must verify if official agreements have been entered into with other State(s) to delegate the investigation.

10.15 Likewise, PQ 6.101 requires the State to establish an organisational structure for the investigation of aircraft accidents and serious incidents, which should clearly define its lines of responsibility.

10.16 In turn, PQ 6.102 requires a clear definition of the functions and responsibilities of the authority responsible for the investigation.

10.17 The following 49 PQs are based on Part I of Doc 9756 – Organization and planning, which corresponds to 42% of all AIG-related PQs (113):

6.001; 6.003; 6.005; 6.007; 6.009; 6.011; 6.021; 6.101; 6.102; 6.103; 6.105; 6.107; 6.109; 6.111; 6.113; 6.115; 6.119; 6.120; 6.121; 6.122; 6.123; 6.131; 6.133; 6.135; 6.201; 6.203;

6.205; 6.207; 6.209; 6.211; 6.301; 6.303; 6.311; 6.313; 6.315; 6.317; 6.319; 6.343; 6.345; 6.349; 6.351; 6.353; 6.355; 6.357; 6.359; 6.375; 6.379 and 6.380

10.18 Upon analysing the proposed ARCM organisation and planning manual, the Meeting adopted the following conclusion:

**CONCLUSION AIG-SAM/03-12 Approval of the First edition of the ARCM organisation and planning manual**

- a) Approve the First edition of the ARCM organisation and planning manual.
- b) Appendix A to WP/14 contains the approved First edition of the ARCM organisation and planning manual.

**Review of the proposed Manual on accident and incident investigation policies and procedures of the ARCM**

10.19 Under this agenda item, the Secretariat presented the proposed Manual on aircraft accident and incident investigation policies and procedures of the ARCM.

10.20 In this regard, the Meeting considered that the authorities responsible for accident investigation should establish policies and procedures describing their accident investigation duties, including organisation and planning, investigation, and reports.

10.21 The proposed aircraft accident and incident investigation policies and procedures manual was presented so that ARCM States could have a tool for drafting their respective accident and incident investigation policies and procedures manuals. This manual is consistent with international best practices and includes policies and procedures examined during ICAO USOAP audits.

10.22 Protocol question (PQ) AIG 6.343 requires the State to establish and apply a process for investigating the different types of accidents, and to publish guidelines to help determine the scope of an accident investigation in accordance with its circumstances and the lessons expected to be learned from the safety investigation.

10.23 Likewise, PQ 6.345 requires the State to establish a process for investigating serious incidents and guidelines to help determine what type of incidents must be investigated by the authority in charge of the investigation, in accordance with Annex 13.

10.24 Similarly, 59 of the 113 AIG-related PQs refer to ICAO Doc 9962 – Manual on accident and incident investigation policies and procedures, representing 52.21%. These PQs are as follows:

6.109; 6.115; 6.119; 6.121; 6.122; 6.123; 6.125; 6.129; 6.131; 6.135; 6.201; 6.207; 6.301; 6.303; 6.311; 6.315; 6.317; 6.319; 6.327; 6.329; 6.343; 6.345; 6.347; 6.349; 6.351; 6.353; 6.357; 6.361; 6.363; 6.365; 6.369; 6.375; 6.377; 6.379; 6.380; 6.381; 6.391; 6.393; 6.395; 6.403; 6.404; 6.407; 6.409; 6.411; 6.413; 6.415; 6.421; 6.423; 6.425; 6.429; 6.431; 6.435; 6.437; 6.501; 6.503; 6.505; 6.507; 6.509 and 6.511.

10.25 After analysing the proposed manual on aircraft accident and incident investigation policies and procedures of the ARCM, the Meeting adopted the following conclusion:

**CONCLUSION AIG-SAM/03-13 Approval of First edition of the manual on aircraft accident and incident investigation policies and procedures of the ARCM**

- a) Approve the First edition of the manual on aircraft accident and incident investigation policies and procedures of the ARCM.
- b) Appendix A to WP/15 contains the approved First edition of the manual on aircraft accident and incident investigation policies and procedures of the ARCM.

**Progress made in the ARCM programme of activities**

10.26 Upon analysing this item, the Meeting took note of the progress made in the 2016 programme of activities of the ARCM of the South American Region.

10.27 In this regard, the Meeting took note that the 2016 programme of activities was being implemented with respect to activities scheduled for January, February, and March in the areas of harmonisation of regulations; activities with multinational teams; training activities; seminars and meetings; and development of the safety data collection and processing system (SDCPS).

10.28 Likewise, the Meeting took note of the working papers (WPs) prepared for the Third Meeting of AIG Authorities of South America (AIG-SAM/03).

10.29 Regarding activities with multinational teams, the Meeting took note that the ARCM had reviewed the protocol questions (PQs) with the AIG Authorities of the following States: Ecuador, Suriname, Guyana, and Uruguay. Furthermore, a virtual meeting had been scheduled with the *Junta de Investigación de Accidentes de Aviación Civil* (JIAAC) of Argentina in order to start reviewing all the AIG-related PQs on the third week of March 2016.

10.30 Regarding training activities and seminars, the ARCM circulated among its States the respective summons to the first course on the ADREP/ECCAIRS system within the framework of the ARCM, and to the first course of AIG investigators of the ARCM.

10.31 With respect to the safety data collection and processing system (SDCPS), the ARCM ADREP/ECCAIRS panel drafted the corresponding working paper for analysis by the Meeting. Information was also provided on the working paper concerning the ARCM website.

10.32 Appendix A to WP/16 contains detailed information on the activities carried out in the working areas mentioned in Paragraphs 10.26 to 10.31.

**Proposal to incorporate BEA and NTSB into the ARCM as special observers**

10.33 Continuing with the agenda items, the Meeting presented with WP/17 concerning the proposal to incorporate BEA (investigation organisation of France) and the NTSB (investigation organisation of the United States) into the ARCM as *special observers*. Both entities sent the respective letters, which are attached to this part of the report.

10.34 It should be noted that BEA sent a representative to participate in the AIG-SAM/3 meeting and learn more about the ARCM. This representative also made a brief presentation of institutional information about BEA.

10.35 It was stated that it was extremely important for the ARCM, during this consolidation stage, to receive support from a body such as BEA and NTSB, which is internationally recognised in the area of aircraft accident investigation.

10.36 Both BEA and the NTSB, upon being incorporated into the ARCM as special observers, can facilitate collaboration and cooperation to AIG organisations of ARCM member States, not only in the technical investigative field, but also in the area of training and exchange of information.

10.37 At the request of BEA and the NTSB, the Meeting unanimously adopted the following conclusion.

**CONCLUSION AIG-SAM/03-14 Approval of the request of BEA and the NTSB to join the ARCM as special observers**

- a) Approve the incorporation of BEA of France and the NTSB of the United States of America into the ARCM as special observers.
- b) **Attachment B** to this part of the report contains the letter of request submitted by BEA.
- c) **Attachment C** to this part of the report contains the letter of request submitted by the NTSB.

ARCM institutional logotype for the documentation



Version in negative



Web addresses and mobile applications Icon toolbar (16 x 16 pixeles ó 32 x 32 pixeles)



**LETTER FROM BEA**  
**(INVESTIGATION ORGANISM FROM FRANCE)**

**BEA**

Bureau d'Enquêtes et d'Analyses  
pour la sécurité de l'aviation civile

Le Bourget, le 27 janvier 2016

**Mr. Franklin Hoyer**  
**Regional Director**  
**ICAO South American Regional Office**

**Av. Víctor Andrés Belaúnde N° 147**  
**Vía principal N° 102**  
**Edificio Real 4, Piso 4**  
**Centro Empresarial Real**  
**San Isidro - Lima 15073**  
**Perou**

Objet : Participation ARCM

Monsieur le Directeur Régional

Je vous écris en votre qualité de Coordinateur Général de la Coopération Régionale AIG Amérique du Sud,

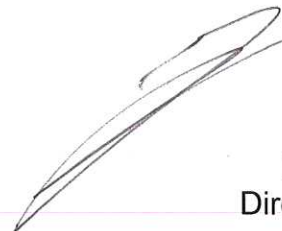
Je vous félicite pour la mise en place d'un Mécanisme de Coopération dans le domaine des enquêtes sur les accidents d'avions (ARCM) avec un accord conclu par les autorités AIG-SAM Unies.

Je pense que cette coopération est très utile pour promouvoir les meilleures pratiques des enquêtes sur les accidents et contribuer à l'amélioration de la sécurité dans la région sud-américaine.

Le BEA a déjà eu l'occasion de travailler étroitement avec certaines autorités d'enquête d'Amérique du Sud dans le cadre d'enquêtes sur des accidents survenus dans la région. A cette occasion, celles-ci nous ont fait part de leur souhait de voir cette coopération prolongée de préférence dans un cadre élargi à la région sud-américaine.

Une participation du BEA aux activités de l'ARCM, avec un statut d'observateur spécial, pourrait être mutuellement bénéfique.

Dans l'espoir d'une réponse favorable par le Comité exécutif du ARCM, recevez Monsieur le Coordinateur, mes cordiales salutations.



**Rémi Jouty**  
**Directeur du BEA**

Courtesy Translation

Le Bourget, le 27 janvier 2016

**Mr. Franklin Hoyer**  
**Regional Director**  
**ICAO South American Regional Office**

**Av. Víctor Andrés Belaúnde N° 147**  
**Vía principal N°. 102**  
**Edificio Real 4, Piso 4**  
**Centro Empresarial Real**  
**San Isidro - Lima 15073**  
**Perou**

Objet : ARCM Participation

Mr. Regional Director

I am writing to you in your capacity as General Coordinator of Regional Cooperation AIG South America,

I congratulate you for the establishment of a cooperation mechanism in the field of accident investigation of aviation (ARCM) with an agreement concluded by the AIG-SAM United Authorities.

I think this cooperation will be very useful for promoting the best practices in accident investigations and contribute to improving safety in the South American region.

The BEA has already had the opportunity to work closely with some of the South American Accident Investigation Authorities within the framework of safety investigations in the region. On these occasions, they have expressed their desire to see this cooperation extended preferably in a broader context in the South American region.

BEA participation in ARCM activities with the status of special observer, could be mutually beneficial.

Hoping for a positive response from the Executive Committee of ARCM.

Please accept my cordial greetings.

Rémi Jouty  
Directeur du BEA

**LETTER FROM NTSB**  
**(INVESTIGATION ORGANISM FROM THE UNITED STATES)**



## National Transportation Safety Board

Washington, D.C. 20594

March 7, 2016

Ms. Pamela Suarez  
Chair  
South American AIG Regional Cooperation Mechanism  
c/o ICAO South American Regional Office  
Lima, Peru

Dear Ms. Suarez,

The United States National Transportation Safety Board (NTSB) requests to participate in the South American AIG Regional Cooperation Mechanism (ARCM) as an observer.

NTSB understands that participation as an observer carries no fiscal, investigative, training or other requirements, but allows it to attend meetings as it is able. NTSB cooperation with investigations or training would be decided by NTSB on a case-by-case basis when such requests are made. We view our participation as an observer as an opportunity to build relationships with accident investigation agencies in South America.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Thomas E. Zoeller". The signature is fluid and cursive, with a long horizontal stroke at the end.

Thomas E. Zoeller  
Managing Director