



WORKING PAPER

ASSEMBLY — 39TH SESSION

TECHNICAL COMMISSION

Agenda Item 36: Aviation safety and air navigation implementation support

**ESTABLISHMENT AND MANAGEMENT OF THE AIG REGIONAL COOPERATION
MECHANISM (ARCM) OF SOUTH AMERICA**

(Presented by Argentina with the support of Bolivia, Brazil, Chile, Colombia, Ecuador, Guyana, Panama, Paraguay, Peru, Uruguay, Suriname, Venezuela and Caribbean Aviation Safety and Security Oversight System (CASSOS))

EXECUTIVE SUMMARY

This working paper presents the establishment of the AIG Regional Cooperation Mechanism (ARCM) of South America, as well as the progress attained in conforming this as an organism in support of aircraft accidents and incidents investigation and of the improvement of safety in the Region.

Action: The Assembly is invited to:

- a) take note of the creation of the AIG Regional Cooperation Mechanism (ARCM) of South America;
- b) urge States and regional organization worldwide to subscribe agreements with the ARCM to strengthen global AIG cooperation; and
- c) support the ARCM in achieving its objective addressed to improve effective implementation (EI) of it member States and to reduce the aircraft accidents and incidents rate in the Region.

<i>Strategic Objectives:</i>	This working paper relates to the Safety, Air Navigation Capacity and Efficiency and Economic Development of Air Transport Strategic Objectives
<i>Financial implications:</i>	None
<i>References:</i>	Report of the First South American AIG Authorities Meeting (AIG-SAM/1), Lima, Peru, 18 - 20 March 2014. (http://www.icao.int/SAM/Pages/MeetingsDocumentation.aspx?m=2014-AIG) Report of the Second South American AIG Authorities Meeting (AIG-SAM/2), Buenos Aires, Argentina, 09 - 11 June 2015: (http://www.icao.int/SAM/Pages/MeetingsDocumentation.aspx?m=2015-AIG2) Report of the Third South American AIG Authorities Meeting (AIG-SAM/3), Lima, Peru, 07 - 09 March 2016: (http://www.icao.int/SAM/Pages/MeetingsDocumentation.aspx?m=2016-AIGSAM03)

¹ English and Spanish versions provided by Argentina with the support of Bolivia, Brazil, Chile, Colombia, Ecuador, Guyana, Panama, Paraguay, Peru, Uruguay, Suriname, Venezuela and Caribbean Aviation Safety and Security Oversight System (CASSOS)).

1. INTRODUCTION

1.1 With the vision of improving the effective implementation (EI) of its States and to support the decrease of aircraft accidents and incidents rate in the SAM Region, the ICAO South American Office, in 2013 and 2014, carried out a survey and a diagnosis of the AIG situation in its States.

1.2 In the diagnosis accomplished, the SAM Region analysed the last results obtained for its States in the Universal Safety Oversight Audit Programme (USOAP) up to 2014, and determined, that one of the audit areas with less effective implementation (EI) regarding the safety oversight capability was the area of aircraft accidents and incidents investigation (AIG), showing **69.64%** of compliance.

1.3 It was principally observed that, in this area, the aspects related to investigation policies and procedures; development, completion and release of the final report; organization and personnel staffing and training; development, issuance, and recording of safety recommendations and accident/incident data reporting (ADREP) are the ones that have the highest number of unsatisfactory Protocol Questions (PQ) as the SAM States general average.

1.4 The Region considered that those aspects should be object of a deeper analysis in order to identify the root causes and to establish mitigation measures that could be tackled from a collaborative point of view through the implementation of a regional AIG cooperation mechanism, as one of the forms of a regional organization for aircraft accidents and incidents investigation (RAIO), and as one of the acceptable solutions to improve the SAM Region effective implementation and support the decrease of accidents and incidents in the region.

1.5 The Region also analysed the possibility that several States would not have the resources to investigate the full range of aviation accidents and incidents or to carry out an exhaustive analysis of data on accidents and incidents that are received. For these States, the establishment of the ARCM could be one of the solutions to improve their national system of investigating accidents and incidents.

2. ARCM ESTABLISHMENT AND MANAGEMENT

2.1 To establish the ARCM, the South American Region held three face-to-face meetings and one virtual meeting in a period of two-year management.

2.2 In the First meeting (Lima, Peru, 18 - 20 March 2014), SAM States AIG authorities presented the situation of their organizations and agreed on a strategic plan to conform the ARCM. As follow up of this meeting, a virtual meeting was programmed in November 2014, in which the diagnosis of the AIG situation in South America was presented, which was the base for the first steps of the ARCM creation.

2.3 In the Second meeting (Buenos Aires, Argentina, 09 - 11 June 2015), AIG authorities of 13 States of South America formally established the ARCM, and approved the first version of the regulations and guidance material of the AIG mechanism.

2.4 In the Third meeting (Lima, Peru, 07 - 09 March 2016), AIG authorities of SAM States signed a multinational technical cooperation agreement to facilitate the cooperation among its States. Up to date, 10 of the 13 States have adhered to this Agreement.

2.5 The ARCM has been implemented following its strategic plan principal guidelines and according to a continuous process that has allowed to the AIG authorities of the 13 South American States to share their knowledge and resources.

2.6 During the stages of the process, States have agreed on the benefits that can be obtained with the implementation of the mechanism, considering also that this could be the solution for States having difficulties in attending their international commitments in matter of accidents investigation.

2.7 The ARCM participation is open to the AIG Authorities of States of the Region, as well as to State and/or private entities that, interested in accidents and incidents investigation, express their will to be part of the ARCM as special observers.

2.8 The following AIG organizations are presently part of the ARCM as special observers: BEA from the Republic of France, NTSB from the United States of North America, and CASSOS (Caribbean Aviation Safety and Security Oversight System).

3. ACHIEVEMENTS

3.1 A set of regulations and documents has been elaborated in accordance with ICAO documents guidelines, in order that the investigation organizations of the Region adopt or harmonise it. This will allow standardising procedures for carrying out accidents and incidents investigations in the region within a common and harmonised framework.

3.2 Likewise, a webpage has been created (www.arcam-sam.org), where all the documents and activities developed by the ARCM are being posted.

3.3 The ARCM has established a safety data collection and processing system (SDCPS) to guarantee the collection, storage and management of accidents and incidents data of member States. This system will permit establishing the necessary preventive measures to improve safety in the region.

3.4 Virtual assistance has been provided to different SAM States for the revision of AIG protocol questions (PQ). The end of the revision of AIG PQs is planned to be concluded by December 2016.

3.5 AIG authorities of the ARCM States have signed an AIG cooperation agreement for regional cooperation and for the use of the following resources prior agreement between the parts:

- a) Investigators or other specialists related to the field of AIG;
- b) technical installations;
- c) equipment related to accidents and serious incidents investigations;
- d) training, including on-the-job training (OJT);
- e) reading of flight data recorders and cockpit voice recorders;
- f) material and fluids trials; and
- g) elaboration of documents and other publications.

4. **NEXT STEPS**

4.1 Once the ARCM has been established, the principal objective of AIG authorities is to operate the mechanism in an effective and efficient way, comply with the annual activities programme allowing the management of regional safety in the field of AIG, improve effective implementation (EI) of member States, and reduce aircraft accidents and incidents rate in the Region.

4.2 The annual activities programme contemplates the harmonization of regulations, activities with multinational teams to facilitate AIG assistance, training activities and workshops, AIG meetings, implementation of ADREP/ECCAIRS systems in all the States of the region, and the implementation of the ARCM safety data collection and processing system (SDCPS) at a regional level.

5. **CONCLUSION**

5.1 The AIG Regional Cooperation Mechanism (ARCM) of South America is and will be, without any doubt, a fundamental tool for safety improvement of its member States and of the Region.

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