



Agenda Item 4: RASG-PA Projects
4.2 RASG-PA GSI-4 Project - Effective Incident and Accident Investigation

CENTRAL AMERICA REGIONAL ACCIDENT INVESTIGATION GROUP UPDATE

(Presented by COCESNA/ACSA)

SUMMARY	
The working paper presents the evolution project of the implementation of the Regional Accident Investigation Group by COCESNA/ACSA, and supported by RASG-PA as a project, whose objective will be the investigation and prevention of accidents and serious incidents in the Central American region accordingly with ICAO Annex 13 and ICAO SARPs.	
References:	
<ul style="list-style-type: none">• ICAO Annex 13• ICAO GASP• ISSG GASR• ICAO Doc 9946	
Strategic Objective	<i>This working paper is related to Strategic Objective A – Safety</i>

1. Introduction

1.1 COCESNA/ACSA (Central American Agency for Aviation Safety), in partnership with RASG-PA has collected valuable data that shows an increase in re-occurring accidents and incidents within Central America States.

1.2 Central America statistics show a high rate of recurring accidents, especially those related to Loss of Control in Flight (LOC-I), Controlled Flight into Terrain (CFIT), Runway Excursion (RE's) and those associated with the usage of non-approved parts.

1.3 Civil Aviation Authorities throughout Central America have also struggled due to the lack of human and financial resources to conduct a complete and effective accident and incident investigation.

1.4 In order to tackle this issue the 15th Meeting of COCESNA's Technical Committee, CT-15/2007-2 established: "*COCESNA Member States shall designate an investigator for a regional working group of accident and incident investigation*".

1.5 COCESNA/ACSA presented this project to RASG-PA for support, which was approved as RASG-PA GSI-4 Project - Effective Incident and Accident Investigation.

2. Discussion

2.1 COCESNA/ACSA is working diligently in the creation of an accident investigating body that will provide not only accident and serious incident investigation support when requested by the States, but will be able to provide aeronautical technical assistance, as an independent organization providing transparency and independence in compliance with Annex 13 and ICAO SARPs.

2.2 COCESNA/ACSA created the AIG Team, who are the champions to deal with the RASG-PA GSI-4 project.

2.3 The project has evolved as follows:

1. Phase I (2010-2011) Documentation Phase: 90% accomplished
 - a. Development of MRAC-13 and related documents for approval in accordance with ICAO Annex 13 (Harmonized and Standardized regulations for the Central America Region)
 - b. Development of an Accident Investigator manual, procedure manual, standardized on a regional level.
2. Phase II (2011-2012) Implementation Phase: 25% accomplished
 - a. Evaluate the possibility of forming a GO TEAM on a regional level to provide support to the States in investigations of accidents and serious incidents.
 - b. Select a person from each member state to function as an IIC (Investigator in charge)
 - c. Evaluate the system database that will be deployed in the region for investigation of accidents and serious incidents and compatible with the SMS database.
3. Phase III (2012-2014) Prevention Phase:
 - a. Creation of an accident investigation laboratory to assist Member States with technical and accident reconstruction capabilities.

3. Summary

3.1 The existence of an independent body within ACSA, responsible for the investigation of accident and incident within Central America ensures:

1. The independence of the process of investigation.
2. An optimization and pooling of both human and financial resources.
3. A standardized training program, assuring highly qualified personnel in the conduct of accident investigation.
4. Compliance with ICAO Annex 13, SARPs and GASP GSI-4.

4. Suggested Action

4.1 The RASG-PA is invited to:

- a) promote among Members the support in the implementation of the project;
and
- b) support this safety initiative as a pilot programme for the establishment of the Regional Accident Investigation Group as promoted by ICAO.

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