



International Civil Aviation Organization  
**Fifth Meeting of the Regional Aviation Safety Group**  
 – Pan America (RASG-PA/5)  
 Santiago, Chile, 22 – 24 October 2012



**Agenda Item 4: RASG-PA Projects**  
**4.2 Central America Accident and Incident Prevention Investigation Commission Report**

**CENTRAL AMERICA REGIONAL ACCIDENT INVESTIGATION GROUP UPDATE**

(Presented by COCESNA/ACSA)

<b>SUMMARY</b>	
This Information Paper summarizes the RASG-PA project of establishing a Regional Accident Investigation Group by COCESNA/ACSA 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.	
<b>References:</b>	
<ul style="list-style-type: none"> <li>• ICAO Annex 13</li> <li>• ICAO GASP</li> <li>• ISSG GASR</li> <li>• ICAO Doc 9946</li> </ul>	
<b>Strategic Objective</b>	<i>This study note is related to Strategic Objective A – Safety</i>

**1. Introduction**

1.1 Under GSI 4 of the Global Aviation Safety Plan (GASP), a pilot project championed by ACSA (La Agencia Centro Americana de la Seguridad Aeronáutica) from COCESNA, is implementing an effort to create a team of experts to develop tools for all Central American civil aviation authorities to establish and achieve a standardized and harmonized level of safety in the area of accident investigation and prevention.

1.2 Successful implementation of the project will create an organized Central American Regional **“Go-Team”** for accident/incident investigation in compliance with Annex 13, including GASP and GASR initiatives.

1.3 Under the implementation plan, participating States would maintain responsibility as Investigator-In-Charge (IIC) for occurrences in their States and area of responsibility but would have the benefit of assistance from this group of experts in the event of a major accident/incident. One of the advantages of establishing this group will be the transparency and independence in the process of accident investigations, which could use improvement in the region.

1.4 Apart from ensuring the independence of the process of an accident investigation, all investigations will be aligned with the requirements established by ICAO, improving efficiencies of human, financial and logistical resources, which are key RASG-PA objectives.

1.5 In addition, through a standardize training program, participating states will increase its pool of highly qualified personnel capable of conducting a meticulous and professional accident/incident investigation, while complying with Annex 13 and the **GASP Global Safety Initiative 4: “Effective Incident and Accident Investigation.”**

## 2. Discussion

2.1 To date (2012), the regional group, led by COCESNA/ACSA has assisted Belize, Costa Rica, Guatemala and Honduras. Belize, Honduras and Guatemala requested assistance in the installation and orientation of ECCAIRs software, which will assist them in reporting accident and incident reports (ADREP) more efficiently and at the same time creating a state data base system as required by Annex 13, under element 1.3 of the State Safety Program (SSP).

2.2 Costa Rica, as part of its implementation process within the project, and in coordination with the department of accident investigation in Guatemala and the regional group, was assisted with the testing of an aircraft component, done in Guatemala by a Cessna FAA approved maintenance shop, creating transparency and independence throughout their accident investigation.

2.3 In July 2012, Honduras also received OJT training and orientation, for their accident investigation personnel, as per ICAO requirements. They have also installed and are presently using the ECCAIRs software. In addition, we are in the process of signing an MOU, between Honduras and the Regional Group of Experts, ensuring transparency and independence within their accident investigation process.

2.4 At present, only Costa Rica has signed an official MOU with ACSA, allowing the implementation of this pilot project in conjunction with the Regional Group of Experts. Belize and El Salvador are still pending.

## 3. Summary

3.1 In conclusion, the Regional Accident Investigation Group, led by ACSA, continues to work and assist Member States in the conduct of accident investigation and Annex 13 material. Accidents and incidents in certain Central American States (Private sector) still remain at a record high, which can create an operational security risk if left unsolved. A well noted contributing factor to fatal accidents is, **LOC-I (Loss of control Inflight)**, mostly due to improper training and procedures used by pilots. Another factor is the lack of proper maintenance done on privately owned aircraft.

3.2 ICAO audits have also helped to shed light a **“ROOT CAUSE”** to the problem. Civil Aviation Authorities, have continued to struggle with effective implementation and monitoring of their safety oversight capabilities, impart due to financial constraints and political turmoil, not realizing that in the process, they are compromising their State level of **“Operational Safety and Security”**, and increasing their **“Lack of Effective Implementation”**, and leading their country to an **unfavorable audit** result, in full view of the world.

**4. Conclusion**

4.1 The Regional accident investigation group, in view of these problems, has had time to analyze and developed strategic preventive approaches in order to combat this issues.

4.2 COCESNA/ACSA is working diligently with RASG-PA in promoting and implementing this project, which serves as part of the Regional Group implementation plan, in assisting COCESNA Member States.

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