



Agenda Item 4: RASG-PA Projects
**4.2: RASG-PA GSI-4 Project –Information concerning the Commission of
Accident and Incident Investigation in Central America**

CENTRAL AMERICA REGIONAL ACCIDENT INVESTIGATION GROUP

(Presented by COCESNA/ACSA)

SUMMARY	
This 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	
<i>Strategic Objective(s)</i>	<i>This Working Paper is related to Strategic Objective(s) A – Safety</i>

1. Introduction

1.1 GSI 4 is a pilot project supported by RASG-PA and championed by COCESNA/ACSA (Agencia Centro Americana de la Seguridad Aeronáutica), in 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 As part of a 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 “his responsibility as a State of success but delegating investigative functions to an Investigator in charge (IIC) belonging to a participating State. The IIC will do his work together with the investigator of the State of success. It would also have the benefit of ...” assistance from this group of experts in the event of a major occurrence. One of the advantages of having this group will be the **transparency and independence** in the process of an accident

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

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

2. Discussion

2.1 To date this year (2013), the regional group, led by ACSA and represented by El Salvador has assisted many central American countries such as; Belize, Costa Rica, El Salvador, Honduras and Guatemala. The installation and induction of ECCAIRs software to these countries has helped immensely, assisting them in the notification and reporting of accident and incident (ADREP) more efficiently and creating a State data base system required under Annex 13 (Element 1.3 of the State Safety Program).

2.2 At present, only Costa Rica and Honduras has signed an official MOU with ACSA, allowing the implementation of this pilot project.

2.3 A positive AIG workshop was held in Mexico a few weeks ago, outlining the expectations and future goals of the regional group, with ICAOs total supported.

3. Summary

3.1 In conclusion, the Regional Accident Investigation Group continues to work and assist Member States in the conduct of accident investigation and prevention strategies.

3.2 ICAO audits have also show that the **“ROOT CAUSE”** of the problem usually lies in the ineffective implementations and monitoring of oversight capabilities by the authorities, compromising **“Operational Safety”** and increasing the States **“Lack of Effective Implementation”**

4. Suggested Action

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. It’s time for the Central American region to come together and work as a team and show the world that we can make a difference.

4.2 In order for the regional group to become effective, we are asking COCESNA Member States, ICAO and interested parties in RASG-PA, in assisting and promoting the regional group.

4.3 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 (RAIG) as promoted by ICAO.

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