

**INTERNATIONAL CIVIL AVIATION ORGANIZATION
LATIN AMERICAN CIVIL AVIATION COMMISSION**

AIG REGIONAL COOPERATION MECHANISM (ARCM) OF THE SAM REGION

SECOND MEETING OF AIG AUTHORITIES

(Buenos Aires, Argentina, 09 to 11 June 2015)

TASK AIG-SAM/2-1 – Development of a proposal of Memorandum of Understanding (MOU) for the establishment and management of an AIG regional cooperation mechanism among AIG Authorities of the SAM Region

Summary

This task provides information about the development of a proposal of Memorandum of Understanding (MOU) for the establishment and management of an AIG regional cooperation mechanism (ARCM) among AIG Authorities of the SAM Region.

References

- Report of the First Meeting of AIG Authorities of the SAM Region (AIG-SAM/1), Lima, Peru, 18 to 20 March 2014.
- Report about the Second Virtual Meeting of AIG Authorities - AIG diagnosis of the SAM Region and first steps in the creation of an AIG regional cooperation mechanism (ARCM) among AIG Authorities of the SAM Region, Lima, Peru, 27 November 2014.
- Annex 13 – Aviation Accident and Incident Investigation.
- Doc 9946 – Manual on Regional Accident and Incident Investigation Organization (RAIO).

Specialists in charge of the task

Mr. Daniel Barafani (lecturer)
Mr. Márcio Antonio Abreu Jorge Teixeira

Deadline to submit the task

The lecturer assigned to this task shall submit the result to the Safety Officer of the SAM Region, by e-mail, **no later than 27 February 2015**.

1. Introduction

1.1 According to the last outcomes achieved under the framework of the activities of the ICAO Universal Safety Oversight Audit Programme (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 with **69.64%** of compliance.

1.2 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.

1.3 In order to analyze 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.

1.4 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.

1.5 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. The report of the AIG-SAM/1 meeting is shown in **Appendix A** of this task.

1.6 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.

1.7 In this regard, 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. The report of the Second virtual meeting is shown in **Appendix B** of this task.

2. **Definition of the problem**

2.1 It is possible that several States in the SAM Region do not have the necessary resources to investigate the full range of aviation accidents and incidents and to perform comprehensive analysis of data on accident and incident that are received. For these States, the establishment of an AIG regional cooperation mechanism (ARCM) among AIG Authorities of the SAM Region could mean the only solution to achieve the implementation of an effective accident and incident investigation system.

2.2 Before establishing an ARCM, commitment of the member States must be guaranteed to completely support the mechanism in all aspects, including the adoption of policies, regulations, procedures and joint training programmes, as well as in the assignment of specialists that can collaborate on the ARCM creation and management.

2.3 For the establishment and management of the ARCM in the SAM Region, it is necessary to develop a **Memorandum of Understanding (MOU)** that includes articles that foster and allow the creation and management of such a mechanism. The MOU must facilitate cooperation between the SAM

States concerning the training and assistance with investigation staff when a member State needs it. The MOU also shall facilitate the safety information management regionally that allows the establishment of joint mitigation measures that could be applied on each of the ARCM member States.

2.4 In the development of this task, the work team will consider that the ARCM of the SAM Region will not be a completely implemented, independent and institutionalized RAIIO and that its creation and management will only be based on the contribution of the States through the transfer of AIG specialists to the ICAO South American Office.

2.5 In **Appendix 1** of Doc 9946 – *Manual on regional accident and incident investigation organization* a model agreement between a group of States is formulated for the establishment and management of a RAIIO. This model agreement, in its relevant parts, can serve to develop the proposal of the MOU required in this task.

3. **Activities and result of the task**

3.1 A study of the reference material mentioned in the summary of this document will be needed to perform this task. In addition, the following criteria shall be used:

3.2 The development of this task shall produce the first draft of the **Working Paper 01 (AIG-SAM/2-WP/01)**, being **the deadline 27 February 2015**. The referred working paper shall contain the results of the studies performed and a concrete proposal of a **Memorandum of Understanding** for the establishment of the ARCM of the SAM Region that will be part of Appendix A of the referred working paper.

3.3 The outlined proposal will be analyzed and evaluated by the AIG Authorities and by the legal entities of the SAM States, from **16 March to 30 April 2015**, using the e-mail resources. During this period, the assigned AIG specialists shall check and amend the working paper with the comments collected, as appropriate.

3.4 The working paper agreed upon by the States will be released on the [ICAO South American Regional Office](#) Web page as of **11 May 2015**.

3.5 The final version of the working paper will be presented by the task team lecturer 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.