



**Thirty First Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting
(RASG-PA ESC/31)**

Buenos Aires, Argentina 8 to 9 November 2018

Agenda Item 5: Other matters

NACC Region RAIO development strategy and AIG improvement

(Presented by Secretariat)

EXECUTIVE SUMMARY	
This paper presents an update and follow-up to the CAR AIG improvement activities and the deployment of the CAR RAIOs (GRIAA and RAIO-C), since the last reporting to the RASG-PA ESC/30 Meeting.	
Action:	Suggested action is shown in section 3
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> • Safety
<i>References:</i>	<ul style="list-style-type: none"> • RASG-PA ESC/30

1. Introduction

1.1 During the RASG-PA ESC/30 Meeting, CASSOS provided an update on their initiative for a Regional Accident and Incident Investigation Regional Office for the Caribbean (RAIO-C). CASSOS briefed on the two phases of its implementation and on the planning for 2018. CASSOS highlighted the RAIO-C approach based on the collaboration among States for Accident Investigation and Prevention (AIG) matters and USOAP EI.

1.2 Likewise regarding the Regional Accident and Incident Investigation Organization for Central America (GRIAA) Initiative, the Meeting took note that it was operated since its beginning by ACSA; however, currently the management and operation of GRIAA is under decision between Belize and Nicaragua; as such the activities are on hold until GRIAA headquarters is defined.

2. Discussion

2.1 As identified by the ICAO NACC Regional Office and recognized by the NACC DGACs, one of the areas of least effective implementation by the States of the CAR region and that had represented a challenge for the States to implement has been the Investigation of Accidents and Incidents (AIG). This

status had been recognized by the States in the 8th meeting of Directors of Civil Aviation for the NAM and CAR Regions (NACC/DCA/8). The States of the CAR Region in general have resource limitations: with insufficient trained personnel, limited financial resources, lack of equipment and the lack of independence of the aviation accident and incident investigation organization. Such factors are evidenced in the ICAO audit reports on the Universal Safety Oversight Audit Programme - Continuous Monitoring Approach (USOAP - CMA) of the States of the region, especially in view of the need for a timely and appropriate investigation before an incident or accident, such as recent events in these States.

Regional collaboration for AIG improvements

2.2 As such the NACC RO has continued the efforts for the initiative for regional collaboration for accident and incident expertise and improvements in the Central American and Caribbean region, with the development of Regional Organizations for AIG matters (RAIOs) and fostering regional activities to enhance AIG compliance and implementation. In this regard, during the NACC/DCA/8 Meeting an AIG and RAIO Meeting between Central American States and Caribbean States and Canada Transport Safety Board (TSB) was conducted, **Appendix A** to this paper presents the AIG Status discussed during this meeting.

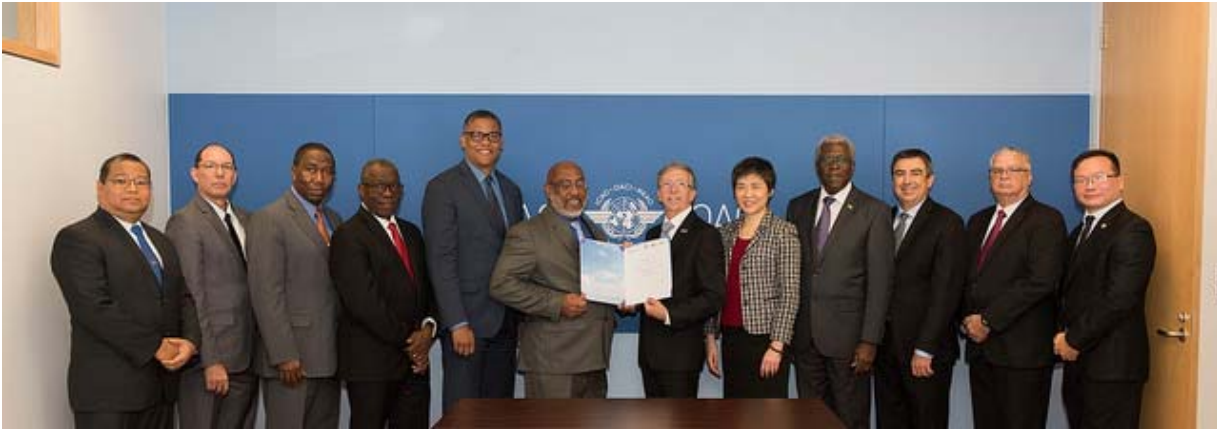
2.3 This regional approach identified joint activities for sharing expertise and support to assist CAR States in their individual accountabilities and development of their independent AIG entity through a regional approach. This regional approach includes the agreements for:

- a) carrying out training within the region or in TSB premises, and share documents for AIG development (manual, procedures, etc.);
- b) assistance as possible to guide the States to develop their RAIO (Caribbean and Central America)
- c) provision of Subject Matter Expert (SME) for the AIG work, including USOAP review on AIG and
- d) the participation of CAR States investigators in practical experiences (accidents).

2.4 In this regard two Memoranda of Understanding (Mou) were signed on 12 October 2018 at the ICAO Headquarters in the office of the Secretary General. One between Canada TSB and Central American States representing GRIAA



and another MoU between Canada TSB with the Caribbean States representing the CASSOS Members States and Bahamas and Aruba:



2.5 From this initial AIG/RAIO Meeting, the Central American and Caribbean States and the Canada TSB had accepted to implement a regional collaboration for mutual support in improvements to the activities of Investigation of Accidents and Incidents. This regional collaboration looks to support complying with the mandate described in Annex 13 - Aircraft Accident and Incident Investigation, the Annex 19 - Safety Management of the Convention on International Civil Aviation, and the requirements of the State Safety Programme (SSP) for the State to maintain the independence of the accident and incident investigation organization of other aviation organizations of the State, as well as to facilitate the creation of Regional Accident and Incident Investigation Organizations (RAIO) to manage and carry out the investigation of accidents and incidents of aviation.

Follow-up deployment of RAIO development

2.6 Since the NACC/DCA/8 Meeting a significant progress is ongoing in the region, the GRIAA had achieved several relevant progresses with the agreement on several actions and plans among the Central American States including training and procedure development for the operation of the GRIAA. The RAIO-C had two RAIO-C Meetings and a new approach had been taken to develop this RAIO-C. In this regard, a Meeting for RAIOs Implementation in the CAR Region (CAR/RAIO/01) will be held in the ICAO NACC Regional Office from 12 to 14 November 2018. The main objectives of this meeting is to group and align the individual AIG State plans, the existing RAIO plans and the regional supports and activities for developing and implementing the RAIOs in Caribbean and Central American, agreeing in a regional action Plan - work plans, to continue creating synergies with the different AIG stakeholders/ industry like Canada TSB support and supported by the new ICAO AIG expert. **Appendix B** shows the invitation to this meeting.

2.7 For the effective discussion and agreements for this CAR/RAIO/01 meeting, State RAIO planning staff, State responsible of the AIG Authority, AIG planners from each RAIO and State AIG expert/ inspector are expected to participate and support the technical discussion and development of the work plans for 2018/2019/2020.

3. Suggested Actions

3.1 The Meeting is invited to:

- a) Review the progress and updates on the activities to improve AIG compliance and RAIO development;
- b) take note of the AIG MoUs and the upcoming CAR/RAIO/01 meeting;
- c) consider any supporting actions to enhance the RAIO development; and
- d) take action as deems necessary.

— END —

ICAO UNITING AVIATION NO COUNTRY LEFT BEHIND

ICAO No Country Left Behind (NCLB)/ NACC Regional Systematic Assistance Programme

Side Meeting fro AIG implementation and RAIO Development

Julio Siu, Regional Director
ICAO NACC Regional Office

NACC/DCA/8 Meeting
Ottawa, Canada
July 31, 2018

ICAO UNITING AVIATION NO COUNTRY LEFT BEHIND

Effective Implementation: AIG

EI by Area

Area	Effective Implementation (%)
LEG	77.12%
ORG	80.56%
PEL	82.76%
OPS	79.53%
AIR	79.15%
AIG	65.16%
ANS	57.89%
AGA	56.19%

Global average

- Antigua and Barbuda
- Bahamas
- Barbados
- Belize
- Cuba
- Dominican Republic
- Grenada
- Haiti
- Jamaica
- Mexico
- Nicaragua
- Saint Kitts and Nevis
- Saint Lucia
- Saint Vincent and the Grenadines
- Trinidad and Tobago
- Costa Rica
- El Salvador
- Guatemala
- Honduras



|
ICAO
SAFETY

NO COUNTRY LEFT BEHIND



Accident Investigation (AIG)



AIG is one of the major deficient areas as audit results show



It affects most member States and Territories in our Regions




Why?

- Cost of having specialists and equipment to meet ICAO SARPs are not achievable by many States



An accident investigation group cannot replace the States sovereign responsibility in AIG but it would complement and enhance their capability and ability to meet ICAO requirements



|
ICAO
SAFETY

NO COUNTRY LEFT BEHIND



What are we doing?

Regional Aviation Accident Investigation Group (GRIAA)

- RAIO initiative in Central America that has assisted Central American States in accident investigation
- It provides AIG training and guidance
- Currently obtaining funding
- Lead person being contacted by the NACC Regional Office for the implementation of this initiative
- Other ongoing actions

Caribbean Regional Accident Investigation Organization (CARAIO)

- RAIO initiative for the CAR Region
- Funds are obtained from the ICAO Safety (SAFE) Fund
- Supported by CASSOS, COCESNA/ACSA and ICAO

Project RLA/09/801 – Multi-Regional Civil Aviation Assistance Programme (MCAAP)



ICAO UNITING AVIATION

NO COUNTRY LEFT BEHIND



RAIOs Development and Implementation

- ICAO Doc 9946 - Manual on the Regional Organization for Accidents and Incidents Investigation (RAIO)
- Guidance to States on how to establish and manage an accident and incident investigation system.
- RAIO-C and GRIAA / States: implement an accident investigation Authority duly funded and professionally trained.
- USOAP: for target areas to meet SARPs in AIG




ICAO UNITING AVIATION

NO COUNTRY LEFT BEHIND




ICAO current Activities for the development of RAIOs

- ✈ Safety Fund for Phase 1 of the RAIO-C
- ✈ Work plan RAIO-C
- ✈ Support in Training by Mexico in ECCAIRS
- ✈ Hiring an AIG consultant for 6 months
- ✈ Coordination with Mexico (FAM), Canada and NTSB for support in AIG




ICAO UNITING AVIATION


NO COUNTRY LEFT BEHIND 

RAIO Benefits

- ✈ Provide economies of scale by sharing the necessary financial and human resources for AIG
- ✈ Promote regional training, cooperation and exchange of Safety information among RAIO member states for AIG activities
- ✈ Improvement of the quality and quantity of the investigation of accidents and incidents
- ✈ Improvement of occurrence reports Reduce the risk of death in the CAR Region
- ✈ Create capacity in AIG per State -> Improving the results of USOAP-CMA




ICAO UNITING AVIATION

NO COUNTRY LEFT BEHIND 

Working on Performance Gaps

AIG Area

- Working with Central America for GRIAA deployment
- Coordination with TSB and NTSB and ARCM for AIG assistance common activities
- ECCAIRS and AIG training courses ongoing with Mexico DGAC
- Hiring of AIG expert by ICAO: ongoing
- New RAIO C Planning

ICAO | UNITING AVIATION NO COUNTRY LEFT BEHIND 

Working on Performance Gaps

RAIOC: AIG development and implementation that was projected to be formalized by 2017

- has been initiated, but was not completed as projected

2018- ICAO Safe Fund Work Plan

- RAIOC work programme revised and to be executed in 2018
- 3 training AIG-related events
- Support on LEG matters by ICAO
- AIG consultant being hired
- AIG expert being requested to Canada

Required ACTIONS:

- CASSOS to support ICAO’s request to Canada for AIG expert
- CASSOS Members to sign RAIOC agreement
- Noted CASSOS Members designation on LEG and AIG

ICAO | UNITING AVIATION NO COUNTRY LEFT BEHIND 



Questions?

MONTREAL
(HEADQUARTERS)

MEXICO CITY
(NORTH AMERICA AND CARIBBEAN)

LIMA
(SOUTH AMERICA)

PARIS
(EUROPEAN AND NORTH ATLANTIC)

DAKAR
(WESTERN AFRICA)

NAIROBI
(EASTERN AFRICA)

CAIRO
(MIDDLE EAST)

BANGKOK
(ASIA-PACIFIC)

BEIJING
(ASIA-PACIFIC SUB-OFFICE)

THANK YOU!



International
Civil Aviation
Organization

Organisation
de l'aviation civile
internationale

Organización
de Aviación Civil
Internacional

Международная
организация
гражданской
авиации

منظمة الطيران
المدني الدولي

国际民用
航空组织

When replying please quote:

Ref.: NT-N1-17.1 — **E.OSG - NACC75138**

19 September 2018

To: States, Territories and International Organizations

Subject: Invitation – Thirty First Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting (RASG-PA ESC/31)
Buenos Aires, Argentina, 8 to 9 November 2018

Action

Required: 1) Submission of documentation by the deadlines provided in this letter
Required: 2) Register participation by **30 October 2018**

Sir,

I am pleased to invite you to participate in the Thirty First Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting (RASG-PA ESC/31), to be held in Buenos Aires, Argentina, from 8 to 9 November 2018. The venue of the Meeting, as well as the draft agenda will be sent as soon as they become available. The working language of the Meeting will be English and no simultaneous interpretation will be provided.

Attached to this letter you will find the following:

- Registration Form — **Attachment A**
- Templates — **Attachments B to D**

You are kindly requested to complete and return the Registration Form at Attachment A by e-mail for each participant by **30 October 2018**.

The documentation that your Administration/Organization may wish to submit for the meeting shall be forwarded to this office by e-mail in Microsoft Word (using the attached templates) by **16 October 2018**.

The documentation for the meeting will be placed in the Meetings Section of the following web page: https://www.icao.int/SAM/Pages/ES/default_ES.aspx as it becomes available. Taking into consideration the availability of documentation in electronic format, no hard copies will be distributed during the event.

.../ 2

— 2 —

Should you require further information regarding the meeting, please contact Mr. Julio Siu, Deputy Regional Director (jsiu@icao.int), or Ms. Lizette Morales, Assistant, (lmorales@icao.int).

Accept, Sir, the assurances of my highest consideration.



The image shows a digital signature in black ink over a circular blue stamp. The stamp contains the ICAO logo and the text 'Firma Digital' on the left and 'Digital Signature' on the right. Below the signature, the following text is printed:

for
Melvin Cintron
Regional Director
North American, Central American and
Caribbean (NACC) Regional Office

Enclosure:

*A – Registration Form; B – Working Paper Template; C – Information Paper Template;
D – Appendix Template*

M:\RASG-PA\Executive Steering Committee (ESC)\ESC31-2018\Correspondence\NACC75138FS-States-ESC31Invitation.docx / LMA

Distribution List:

To: ***RASG-PA ESC Members***
 Sean Borg, Canada
 Hans de Jong, Curaçao
 Bruce D’Ancey, ASSI, United Kingdom
 Christopher Barks, United States
 Javier Martínez Botacio, ACI/LAC
 Craig Hoskins, Airbus
 Géraud De Rivals-Mazeres, ATR
 Luis Felipe de Oliveira, ALTA
 Gunter Ertel, Boeing
 Javier A. Vanegas, CANSO
 Nari Williams-Singh, CASSOS Board of Directors
 Carlos Cirilo, IATA
 Osvaldo Lopez Neto, IFALPA CAR/SAM
 Alfonso Sierra Candela, IFALPA CAR/WEST
 Chris Witt, IFALPA CAR/EAST
 John Carr, IFATCA Americas
 Sérgio Rodrigues Pereira, EMBRAER
 Mark Millam, Flight Safety Foundation

cc: DD/SAF
 C/ISD-SAF
 A/C/OPS
 C/IAA
 ICAO RD, Lima
 NACC Webmaster

sean.borg@tc.gc.ca; lisa.lanthier@tc.gc.ca; barbara.joynt@tc.gc.ca;
 shannon.wright@tc.gc.ca; james.moriarity@tc.gc.ca;
 civilair@gobiernu.cw; hans.dejong@gobiernu.cw;
 michael.llanes@gobiernu.cw; mllanes.ccaa@gmail.com;
 bruce.dancey@airsafety.aero;
 Christopher.barks@faa.gov; victoria.m.williams@faa.gov; 9-AWA-
 API-IGIA@faa.gov;
 jmartinez@aci-lac.aero; aci-lac@aci-lac.aero; info@aci-lac.aero;
 craig.hoskins@airbus.com; david.zwegers@airbus.com;
 geraud.de-rivals-mazeres@atr-aircraft.com;
 loliveira@alta.aero; ssaltos@alta.aero;
 gunter.ertel@boeing.com;
 javier.vanegas@canso.org; lamcar@canso.org;
 nari.williams-singh@jcaa.gov.jm; officemanager@cassos.org;
 cirlioc@iata.org; acostag@iata.org;
 osvaldo.neto@aeronautas.org.br;
 dt@aspa.org.mx; alfonso.sierra@aspa.org.mx; sierra_ja@yahoo.com;
 chriswitt18@gmail.com;
 evpama@ifatca.org; office@ifatca.org; dannynatca@aol.com;
 pcx@ifatca.org;
 sergio.pereira@embraer.com.br; fcatani@embraer.com.br;
 beatty@flightsafety.org; jackman@flightsafety.org;
 Millam@flightsafety.org; marshall@flightsafety.org;

icaohq@icao.int; cradu@icao.int;
 mvreedenburgh@icao.int;
 mmarin@icao.int;
 mmerens@icao.int;
 icaosam@icao.int;
 webmasternacc@icao.int;