



**Tenth Regional Aviation Safety Group — Pan America Plenary Meeting (RASG-PA/10)**

Quito, Ecuador 20 & 21 June, 2019

**Agenda Item 3: Operational safety risks**

**STATUS OF AIG INITIATIVES IN THE NACC REGIONS**

(Presented by the Secretariat)

<b>EXECUTIVE SUMMARY</b>	
This working paper presents the status of the regional initiatives in the North American, Central American and Caribbean regions to improve the effective level of implementation (EI) of accidents and incidents investigation related SARPs.	
<b>Action:</b>	Suggested actions presented in Section 4.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Safety</li><li>• Economic Development of Air Transport</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• RASG-PA ESC/32</li><li>• NACC/DCA/06</li></ul>

**1. Introduction**

1.1 Over the past few years, the accident and incident investigation activity has undergone numerous changes. Currently, international requirements demand the independence of investigations in relation to other administrative and judicial proceedings, in addition to their complete dissociation of the civil aviation authority itself.

1.2 In addition, the establishment of operational safety management programs by States requires the active participation of the investigative bodies, fuelling the systems for the collection and processing of operational safety data (SDCPS).

1.3 Furthermore, driven by the results of the USOAP Audit Program, States have increasingly sought to develop initiatives to raise the level of effective implementation of SARPs, including in the area of investigation.

## **2. Safety initiatives related to AIG in Central America and Caribbean**

2.1 Although very different in some respects, Central America and the Caribbean have in common the fact that they are formed by small territorial States, which requires a creative approach in the implementation of some of the ICAO standards and recommended practices (SARPs).

2.2 Regarding the independence of the investigations, many of the States still need to put in place significant cultural and institutional changes, including the amendment of primary aviation legislation.

2.3 For many of those States - whose size and complexity of their civil aviation systems make unfeasible the establishment of an investigation authority to fully perform this activity – regional accident investigation organizations (RAIOs) emerge as an efficient alternative to be pursued.

2.4 The establishment of a RAIO allows States, through joint and decentralized research, to save financial, material and human resources, while maintaining sovereignty.

2.5 As a result, a higher efficiency of the States is obtained, which is reflected in the increase in the level of effective implementation (EI) of the SARPs.

## **3. Status of implementation of the safety initiatives related to AIG in the NACC regions**

3.1 The Second Meeting for Regional Accident and Incident Investigation Organizations (RAIOs) Implementation in the CAR Region (RAIO/CAR/02) was held at the ICAO NACC Regional Office, Mexico City, from 12 to 15 March 2019.

3.2 In the Central American and Caribbean regions, the mobilization of the States gave rise to two initiatives in this sense: the Aviation Accident and Incident Investigation Group (GRIAA, from the Spanish: *Grupo de Investigación de Accidentes e Incidentes de Aviación*) and the Caribbean Accident Investigation Organization (RAIO-C).

### *3.3 Status of implementation of the GRIAA*

3.3.1 GRIAA remains a regional coordination and investigation resources sharing mechanism to conduct investigations at the request and under the delegation from the States, which retain their sovereignty and remain responsible for the final investigation report.

3.3.2 Appropriate forms have been designed to formalize the State's delegation to GRIAA and ensure the protection of safety information gathered during investigations. Investigation training has been conducted, and a roster has been in place since December 2018 to ensure permanence and 24/7 response to notifications of accidents or other occurrences.

3.3.3 Further efforts are being conducted towards acquiring equipment and facilities and harmonize notifications response and investigations procedures and logistics, with the view for GRIAA to become fully operational by September 2019.

3.3.4 In parallel, GRIAA has sought to establish partnerships with other bodies, in order to create synergy and strengthen research activity.

3.3.5 In October 2018, after coordination made by NACC Regional Office, a Memorandum of Understanding (MOU) has been signed with Transport Safety Board (TSB) Canada, aiming at:

- Improving investigation standards, policies, guidelines and procedures;
- Supporting each other's investigations; and
- Sharing experiences and training opportunities.

3.3.6 As a result of this MOU, one GRIAA investigator was sent to Canada to attend to an investigator boot camp course.

3.3.7 In May 2019, an MOU was signed with AIG Regional Cooperation Mechanism (ARCM) for the South American continent, specifically for the area of training.

3.3.8 In the coming weeks, a new cooperation agreement will be signed with Mexico and the Dominican Republic, while the NACC Office coordinates with Cuba for them to also joint this regional effort.

#### 3.4 *Status of implementation of the RAIO-C*

3.4.1 From 5 to 7 February 2019, the NACC Regional Office conducted a technical assistance mission to assist in the development of an implementation plan for the RAIO-C.

3.4.2 The three-day mission was successful in establishing with all CASSOS States AIG experts in attendance the basic framework for a regional coordination mechanism that would suit the immediate needs of the participating States and improve their AIG capacity.

3.4.3 It was agreed that the proposed establishment of an independent and separate regional organization that is adequately staffed with permanent professional investigators was at this point not immediately suitable, although that should remain a long-term goal for RAIO-C.

3.4.4 All participants agreed to a comprehensive action plan that would be carried out in coordination with CASSOS and as part of the CASSOS AIG Technical Committee proceedings, with continued assistance from the ICAO NACC Regional Office.

3.4.5 As it was done with GRIAA, NACC Regional Office coordinated the approach between CASSOS and TSB Canada, resulting in a similar MOU, allowing an investigator from The Bahamas to be enrolled in the investigator boot camp course.

### 3.5 *Other initiatives*

3.5.1 The NACC Office held a workshop on AIG in March 2019 with a hands-on exercise. The success of the event led the Office to plan a new workshop for November, focusing on the discussion of the requirements established by ICAO at the level of primary legislation for the research activity.

3.5.2 As part of the support activity, the NACC Office has initiated the necessary coordination to identify the training needs as well as the capacity of the training centres in the region in order to promote at the regional level the appropriate supply of courses for the area AIG.

3.5.3 It has been verified that a significant number of States do not maintain the contact information of the accident investigation authority up-to-date in the ICAO web site (<https://www.icao.int/safety/AIA/Pages/default.aspx>).

3.5.4 The NACC Office has been urging the States to verify and update those contact information at through [AIGinbox@icao.int](mailto:AIGinbox@icao.int) whenever necessary. Additionally, the Office has been gathering the most current information on the AIG points of contact to build an AIG network.

## **4. Suggested actions:**

4.1 The Meeting is invited to:

- a) take note of the information presented in this document;
- b) Support the regional initiatives related to AIG;
- c) Check the accuracy of the contact information for the accident investigation authority available on the ICAO website and keep it current; and
- d) To inform the NACC Office (to [fcamargo@icao.int](mailto:fcamargo@icao.int)) the current point of contact of each State to deal with accident and incident investigation related matters.

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