



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

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	
Strategic Objective(s)	<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 (La Agencia Centro Americana de 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 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 occurrence. One of the advantages of having this group will be the **transparency and independence** in the process of an accident investigation.

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 COCESNA/ACSA and represented by El Salvador has assisted many central American States such as; Belize, Costa Rica, El Salvador, Honduras and Guatemala. The installation and induction of ECCAIRS software to these States 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 COCESNA/ACSA, allowing the implementation of this pilot project in conjunction with the Regional Group of Experts. Other States are pending, in part, due to political changes in government.

2.3 The ICAO NACC Regional Office held a successful Regional Accident/Incident Investigation (AIG) Workshop in Mexico City, Mexico a few weeks ago, where we had the opportunity of presenting the progress of this RASG-PA project.

3. Summary

3.1 In conclusion, the Regional Accident Investigation Group continues to work and assist COCESNA Member States in the conduct of accident investigation and prevention strategies. A well noted contributing factor to fatal accidents in this region is **LOC-I (Loss of control Inflight)**. **CFIT (Control Flight into Terrain)** seems to follow, primarily due to the mountainous terrain in Central America, followed by **Runway Excursions (RE)**.

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 the RASG-PA ESC, 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 as promoted by ICAO.