



**INFORMATION PAPER**

RASG-PA ESC/22 — IP/02  
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**Twenty-Second Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting (RASG-PA ESC/22)**  
Rio de Janeiro, Brazil, 5 to 6 November 2014

**Agenda Item 4: RASG-PA Project Reports**  
**4.2 Central American Accident and Incident Investigation Commission**

**CREATION OF AN INVESTIGATIVE BODY FOR THE CONDUCT OF INVESTIGATION OF ACCIDENTS AND INCIDENTS IN CENTRAL AMERICA**

(Presented by COCESNA/ACSA)

<b>EXECUTIVE SUMMARY</b>	
<p>This information paper contains information that describes the achievements and support needed concerning the establishment of regional investigative group, which at its January 2015 launch, becomes a useful tool for the Central American States.</p>	
<b>Action:</b>	<p>All are invited to;</p> <ul style="list-style-type: none"> <li>a) take note of the information contained in this information paper; and</li> <li>b) continue to support the RASG-PA GSI-04 project, to participate in the activities and meetings of the project and continue to provide support involving expertise, instruction, literature, sponsor events and exchange of information on operational safety, experience and tools.</li> </ul>
<i>Strategic Objective:</i>	<ul style="list-style-type: none"> <li>• Safety</li> </ul>
<i>References:</i>	<ul style="list-style-type: none"> <li>• GASR</li> <li>• Annex 13</li> <li>• Doc 9946</li> </ul>

## **1. Introduction**

1.1 The Central American Agency for Aviation Safety (ACSA) achieved a historic breakthrough coordinating the regional group's first official meeting which took place in Guatemala City between 6 and 10 October of this year. Participants at the meeting included the States of Belize, Costa Rica, El Salvador, Honduras, Guatemala and Nicaragua. Part of the week's activity, was to assign a name for the regional group. The name chosen by the group was; "Grupo Regional de Investigacion de Accidentes Aereos" (GRIAA).

1.2 During the course of the meeting, a review of Annex 13 and the groups procedures manual, which is in draft, was revised and is now been tropicalized by the Member States. The last two days of the meeting were used for "On the Job Training" (OJT) following ICAO requirements. Also mentioned during the meeting, where the accident investigation courses from the NTSB that are presently been scheduled and confirmed for the next coming weeks.

1.3 The representative from El Salvador requested that the group resolve an accident investigation case, which occurred back in 2012. This accident was delegated to ACSA and after several months of investigation and correspondence with the NTSB, managed to conclude the investigation. The case was presented to the group and after being studied and analyzed, the probable causes and recommendations were determined. This report will be the first Final Report prepared by GRIAA, having total independence and transparency in its process.

1.4 The group proposes the necessity for a formal agreement or a Memorandum of Understanding (MOU) between Member States of COCESNA, describing and reaffirming there mutual commitment and corporation in the area of accident investigation. The group proceeds to review a model MOU contented in ICAO Doc. 9946, and after a thorough examination, proposes that said document be submitted for final review and approval by the Board of Directors of COCESNA.

1.5 Likewise, delivery of basic accident investigation equipment, which will be used to initiate an investigation and which is part of the regional groups "GO TEAM" field Kit, was made possible during states visits programmed before the meeting in Guatemala. The "GO TEAM" is comprised of only Investigators in Charge (IIC) of each State, assigned during the initial process.

## **2. Conclusion**

2.1 The launching of this project, aside from achieving goals set forth by the Global Aviation Safety Plan specific for this region, will also allow for much needed information based on operational safety, the focus of resources in those areas needing most attention. This is made possible through system monitoring of those critical areas which includes seminars/workshops, training of civil aviation personnel in specific areas and emission of bulletins, among other things.

2.2 One of the benefits in the creation of this regional investigative group is the achievement of great economic scale leading to a more cost-effective and efficient allocation of resources, while achieving mutual goals. In addition, by working and training together, the Contracting States can exert its influence effectively in a global manner, contributing towards the achievement of a much safer international air transportation system.

2.3 Without a doubt we can conclude that within this phase of implementation, all efforts are been concentrated in the training of personnel. COCESNA/ACSA pledges its commitment in the success of this project and recognizes and is very grateful for the sponsorship offered by Embraer (Brazil), FAA and ICAO who have in the past offered support, aiding in the success of this project.

### **3. Required Action**

3.1 The support of the various agencies to carry out this project, mainly in this phase of implementation.

3.2 It is required to continue with support from Airbus, Boeing, Embraer, FAA and any other agency that provides support to the regional group “GRİAA.”