



ICAO

International Civil Aviation Organization
North American, Central American and Caribbean Office

WORKING PAPER

CARAIO — WP/07
15/02/17

First Meeting for the Establishment of Caribbean Regional AIG Organization (CARAIO)
Mexico City, Mexico, ICAO NACC Regional Office, 21 to 22 February 2017

Agenda Item 5: Training Support and In-kind Contributions

IN-KIND CONTRIBUTIONS AND OTHER SUPPORTS FOR PROJECT EXECUTION

(Presented by Secretariat)

EXECUTIVE SUMMARY	
This paper presents some of the coordination conducted by ICAO to seek support for the CARAIO Project Implementation including in-kind contributions in other type of assistance that may promote the activities of this project.	
Action:	See section 3
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety
<i>References:</i>	CARAIO minutes

1. Introduction

1.1 ICAO Universal Safety Oversight Audit Programme (USOAP) audit findings indicate that a number of States have not been able to implement an effective accident and incident investigation system for their aviation activities. The findings have been associated, in general, with a lack of resources (human and financial) and, specifically, with a lack of appropriate legislation and regulations; an organization for the investigation of accidents and incidents; a training system for investigators; equipment to conduct investigations; and policies, procedures and guidelines for accident and incident investigations.

1.2 A commitment to the provision of a safe civil aviation system must be made at the highest level of every government and with the involvement of the aviation industry in a State. Agreements implemented among a group of States of a region will contribute to a more cost-effective and efficient allocation of resources to achieve the mutual goals of meeting the requirements of ICAO, particularly Annex 13.

2. Discussion

2.1 Since the conception of CARAIO, ICAO has contacted several AIG related- supporting entities that has expressed their support and help for the CARAIO establishment.

2.2 One of the areas of support is training and AIG lessons learned. The RAIO, like CARAIO and GRIAA, must determine the minimum professional qualifications of its technical/investigation personnel and also provide for the technical and administrative training necessary for them to effectively accomplish their duties and responsibilities. Its investigators represent the RAIO and, as such, require the continuing development of their knowledge and skills related to their respective responsibilities. This should be accomplished through initial and periodic training and refresher courses in all the disciplines for which the investigators are responsible. Participation in seminars and workshops organized by ICAO and international and regional aviation-related organizations can also enable RAIO investigators to widen their horizons and share experience with experts from other regions. Additional studies, such as courses in technical report writing and supervisory training will also assist the technical experts in improving their effectiveness and efficiency (ICAO Circular 298, Training Guidelines for Aircraft Accident Investigators, provides detailed information regarding the training of investigators. The training involves four phases)

2.3 The United States NTSB has been participating since the formulation of the RAIO concept as reflected in their participation in the two CARAIO teleconferences, where training in kind support could be provided.

2.4 Similarly, Boeing was contacted for the CARAIO establishment, see Appendix to this paper. This request has also been discussion during the last RASG-PA ESC Meeting in December, where Boeing is positive to support. ICAO had also a similar approach with Airbus, from the last RASG-PA ESC Meeting.

2.5 In the CAR Region, the working group of Training Centers (NAM/CAR CATC/WG)) had met in 2016 for coordinating regionally the needs and training demands as well as conducting the necessary actions to evolve into an Association. The support of these training Centers is key for a cost effective implementation of training in AIG matters.

3. Suggested Actions

3.1 The meeting is invited to:

- a) Take note of the coordination and actions conducted with other entities for supporting CARAIO establishment and for potential inking supports for this goal;
- b) identify other potential supporting entities for CARAIO establishment;
- c) agree on actions to seek in-kind support and other means of assistance; and
- d) take any other action as deemed necessary

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9 September 2016

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Chairman
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Ms. Cleonie Samuels adminofficer@cassos.org
Office Manager, CASSOS

Subject: **Creation of the Caribbean Aviation Safety and Security Oversight System (CASSOS) Regional Accident and Incident Investigation Organization (CARAIO)**

Sir,

The Caribbean Aviation Safety and Security Oversight System (CASSOS) Member States are plagued by resource constraints facing the reality of having inadequate trained personnel, limited financial resources, lack of equipment and independence of the aircraft accident and incident investigation organization. Furthermore, as shown in the ICAO Universal Safety Oversight Audit Programme – Continuous Monitoring Approach (USOAP – CMA) audit reports of States in the Region, these efforts are urgently needed.

In an attempt to comply with the mandate outlined in Annex 13 - *Aircraft Accident and Incident Investigation* to the *Convention on International Civil Aviation*, which states that aircraft accident and incident investigation requires the State of occurrence to institute an investigation of the circumstances of the accident and be responsible to conduct the investigation, or may delegate the whole or any part of the investigation to another State or a Regional accident and incident investigation organization by mutual arrangement and consent; and in Annex 19 - *Safety Management* to the *Convention on International Civil Aviation*, regarding State Safety Programme (SSP) requirements for the State to maintain the independence of the accident and incident investigation organization from other State's aviation organizations, the creation of a Regional Accident and Incident Investigation Organization (RAIO) to manage and carry out aircraft accident and incident investigation has become a reality in the Caribbean (CAR) Region.

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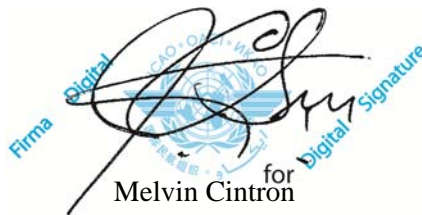
Therefore, the ICAO NACC Regional Office encouraged CASSOS Member States to implement an adequately-funded and professionally-trained RAIO at the Sixth ICAO Meeting of the North American, Central American and Caribbean Directors of Civil Aviation (NACC/DCA/06), held in Nassau, Bahamas, from 10 to 12 May 2016, noting that CASSOS can benefit from the collaboration of the Central American States organization, GRIAA (*Grupo Regional de Investigación de Accidentes Aéreos*), which is supported by the Regional Aviation Safety Group – Pan America (RASG-PA) and led by the “*Corporación Centroamericana de Servicios a la Navegación Aérea*”(COCESNA)/ACSA. Considering that CASSOS signed a Memorandum of Collaboration (MoC) with COCESNA in May 2016, CASSOS is in a good position to benefit by sharing the best practices and practical implementation ideas for the creation of the CASSOS Regional Accident and Incident Investigation Organization (CARAIO).

The ICAO NACC Regional Office, in support to the CARAIO initiative, is currently looking for sponsors who would be willing to help reaching this goal, which would only be possible through the generous support that we expect to receive from key aviation stakeholders like Boeing. This implementation project would be launched under the ICAO NACC Regional Office “*No Country Left Behind*” (NCLB) strategy.

Our efforts to implement the CARAIO cannot take effect unless we have the support of all the international aviation community. As a global aviation leader, you understand the positive impact that the implementation of the CARAIO would have on safety enhancement in the CAR Region.

If you would like to discuss about your contribution, please contact me at icaonacc@icao.int

Accept, Sir, the assurances of my highest consideration.

A digital signature in blue ink, overlaid on a circular ICAO seal. The seal contains the text 'ICAO' and 'INTERNATIONAL CIVIL AVIATION ORGANIZATION'. The signature is written in a cursive style.

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