



ICAO

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

WORKING PAPER

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**Tenth North American, Central American and Caribbean Directors of Civil Aviation Meeting  
(NACC/DCA/10)**

Martinique, France, 21 to 23 June 2022

**Agenda Item 5: NAM/CAR Regional Safety/Air Navigation Implementation  
5.2 Safety Implementation Matters**

**EXPERIENCE OF THE CENTRAL AMERICAN REGION STATES IN THE ROLE OF COCESNA/GRIAA AS A  
COORDINATION MECHANISM AND ITS CONTRIBUTION TOWARD THE AIG EFFECTIVE  
IMPLEMENTATION IMPROVEMENT**

(Presented by Belize, Costa Rica, El Salvador, Guatemala, Honduras and Nicaragua, and Central American Corporation for Air Navigation Services - COCESNA Members)

**EXECUTIVE SUMMARY**

This working paper presents a description of the role that GRIAA has been playing as a coordination mechanism in contribution to COCESNA Member States, towards the effective implementation improvement of accidents investigation. The paper emphasizes the importance of the Central American States commitment and collaboration in order GRIAA can provide a result that contributes to have a stronger and functional accident investigation system considering the States realities and especially holding hands with safety commitment.

**Action:**

The Meeting is invited to:

- a) Recognize the Coordination Mechanisms as one more method in which States may rely on to comply with A provisions;
- b) propose the possibility that ICAO updates the necessary guidance documentation on accidents investigation to include the Coordination Mechanisms as a supporting method for States in AIG matters; and
- c) promote major approach of AIG with the SSP implementation, considering the different connections that exist and taking in consideration AIG as a aeronautic system process.

*Strategic Objectives:*

- Safety

*References:*

- *COCESNA Board of Directors Resolution – RECD 155.3.3*
- *GRIAA Strategic Plan*
- *GRIAA Assistance Procedures to Member States*

**1. Introduction**

1.1 This working paper presents the experience that the Central American region has had in the GRIAA implementation as a Coordination Mechanism to provide a functional support to the COCESNA Member States needs in the accidents investigation area.

1.2 Accidents investigation is an area that has been experiencing several difficulties for its implementation at a worldwide level, and even more with the provisions on the investigation authorities independence and the implementation of *Annex 19 – Safety Management*, that requires that States see their aviation as a system, in which different processes are interrelated to achieve a main objective, such as the orderly growth of the aviation industry by ensuring safety improvement.

1.3 These difficulties have led to the creation of alternatives to be able to comply with *Annex 13* provisions and to ensure its connection with *Annex 19*. Therefore, the GRIAA concept is detailed as to assist States in several accidents investigation areas and the current existing advantages for the implementation of this type of mechanisms.

## **2. Strengthening of accident investigation in the region through the Implementation of GRIAA**

2.1 GRIAA is the result of the effort of all Central American States by having a coordination contributing with two fundamental objectives:

- To ensure a response to accidents
- To raise the implementation rate in the accident investigation area for safety improvement

2.2 During 2020, after being a Central American States Regional Group, GRIAA was introduced as part of the COCESNA organizational structure with the Central American Region States support, and continues its planning to implement an accidents investigation coordination mechanism in Central America.

2.3 In 2021, GRIAA is in an implementation phase that consists in the configuration of its procedures to provide assistance to the COCESNA Member States. These assistance procedures are linked to different accident investigation critical elements, the connection of accidents investigation with the State Safety Programme (SSP) and a Coordination Mechanism for the GRIAA Activation when an *Annex 13* event occur in the Central American territory.

### 3. Coordination with the Member States (Assistance and response to events)

3.1 In order to begin the assistance activities, States have established a Cooperation Agreement with COCESNA, under the approved scope for GRIAA. At the same time, COCESNA/GRIAA has established Agreements that will allow to support States, either before of the GRIAA activation or to provide assistance to other international organizations, as the Transportation Safety Board (TSB) of Canada, *Junta de seguridad en el transporte* (JIAAC), which changed its name to *Junta de Seguridad en el Transporte* (JST ) from Argentina, the South American AIG Regional Cooperation Mechanism (ARCM), and recently with *Centro para la Prevención de los Desastres en América Central y República Dominicana* (CEPREDENAC) an organization of *Sistema de la Integración Centroamericana* (SICA).

3.2 With this approved scope for GRIAA, States can count with a structure that will work in three different moments:

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## GRIAA

1st moment: **Support** to AIG Critical Elements

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2nd moment: **Monitoring** events

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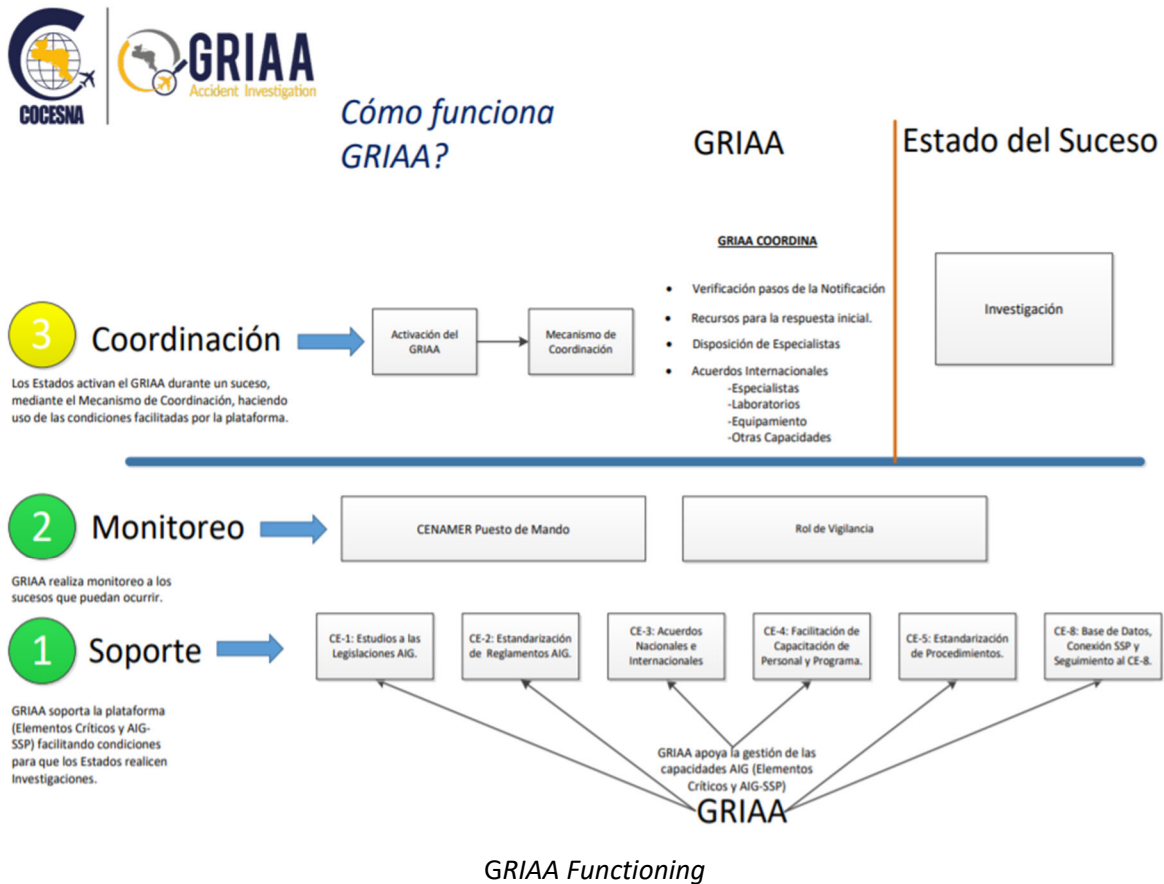
3rd moment: **Coordination** in case of events in Central American States

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**The first moment: Support**, corresponds to the constant assistance activities carried out for States in order they are able to contribute to raise the effective implementation rates. This assistance is firstly provided through get to know, by means of audit exercises, the current status of AIG Protocol Questions of each Member State. Once those needs are identified for each State, the common needs will be consolidated and a priority order will be established. This way of working allows the creation of **Improvement Projects** through GRIAA, this will give the opportunity to gradually address these needs, adding to the strategy a way to maintain a constant update of the different critical elements through GRIAA assistance procedures, looking not only to contribute with raising the implementation rates, but to maintain them, in pro to reach safety improvement.

**The second moment: Monitoring**, it is carried out through a **Turn Role**. In this role, each person participating has an specific day assigned to monitor the events in the region, which enables the knowledge of an event for the subsequent activation of GRIAA by Members States, if they considered. The role is formed by AIG experts designated by Member States, CENAMER has been considered for the command position the 24 hours of the day, the 365 days of the year, and also counts with the support of GRIAA and ACSA, in case it is required.

**The third moment: Coordination**, it takes place when a Member States activates GRIAA through the Activation Coordination Mechanism. By means of this Mechanism, States have the facility to count with the support for the initial investigation response when an event occurs, count with the AIG experts team in the Central American region and they can also count with other capacities that can be provided by other organizations and States with which GRIAA has signed cooperation agreements and that are required for the investigation process.



#### 4. Advantages of Member States with GRIAA as a Coordination Mechanism

4.1 For COCESNA Member States, counting with GRIAA as a Coordination Mechanism represents a lot of advantages because its Member States rely in COCESNA/GRIAA to straighten their accident investigation systems and to carry out investigation processes, within those advantages we have:

- Straightening of critical elements in the accidents investigation area (CE-AIG)
- Constant assistance for the monitoring of their accidents investigation critical elements
- Improvement Projects contributing to solve deficiencies in the States AIG
- Connection with the Member States SSP
- Support for training and equip

## 5. Suggested Actions

5.1 As States implement ICAO standards, each one has a specific reality and obstacles to face. Nowadays, in the accidents investigation area it can be seen the important role that the Coordination Mechanisms have been having for the Accident Investigation (ICM) for the Member States they represent. Since it is true that it does not have the faculties of a Regional Accident and Incident Investigation Organization (RAIO), it counts with characteristics and functions that allow collaborating in great extent with the activities in which States need collaboration so they are able to face the requirements that they have to meet.

5.2 It is important to know the importance of the Coordination Mechanisms (ICM) as one more method in which States may rely on to contribute to meet its accidents investigation obligations.

5.3 Due to the aforementioned, the following actions are suggested to the Meeting:

- a) Recognize the Coordination Mechanisms as one more method in which States may rely on to comply with *Annex 13* provisions;
- b) to propose the possibility that ICAO updates the necessary accidents investigation guidance to include the Coordination Mechanisms as a supporting method for States in AIG matters; and
- c) to promote major approach of AIG with the SSP implementation, considering the different connections that exist and taking in consideration AIG as a aeronautic system process.