

COCESNA

CENTRAL AMERICAN AGENCY FOR AERONAUTICAL SAFETY ACSA



GRIAA PRESENTATION

PRESENTATION FORMAT

- Accident Investigation Background
- GRIAA Development
- Status of GRIAA
- Benefits of the GRIAA
- Conclusions
- Questions



AIG BACKGROUND

- ICAO formed 1947 – Chicago Convention
- Annex 13: States **shall investigate or delegate the investigation of accidents which have occurred in their territory.**

AIG BACKGROUND

- Annex 13 establishes:
 - notification, conduct of investigation and reporting
 - Parties involved, and rights of each party
 - the final report.
- Annex 13 - **sole objective - is PREVENTION and not to apportion blame or liability.**

GRIAA FORMATION

- 2007 – (Costa Rica) – Technical Committee meeting – CT/15-2007-2
“The member states must designate an investigator in charge for the creation of a Regional accident/incident investigation group.
- 2008 – (Montreal) – AIG Meeting, approved ICAO through RASG-PA, assigning ACSA, (pilot Project), Global Safety Initiative 4 (GSI-4), for the effective investigation of accidents in the Central American Region.



International Civil Aviation Organization

AIG/08-WP/19
25/6/08

WORKING PAPER

**ACCIDENT INVESTIGATION AND PREVENTION (AIG)
DIVISIONAL MEETING (2008)**

Montréal, 13 to 18 October 2008

Agenda Item 6: Regional cooperation in accident and incident investigations

REGIONAL COOPERATION IN INVESTIGATIONS

(Presented by the Secretariat)

SUMMARY

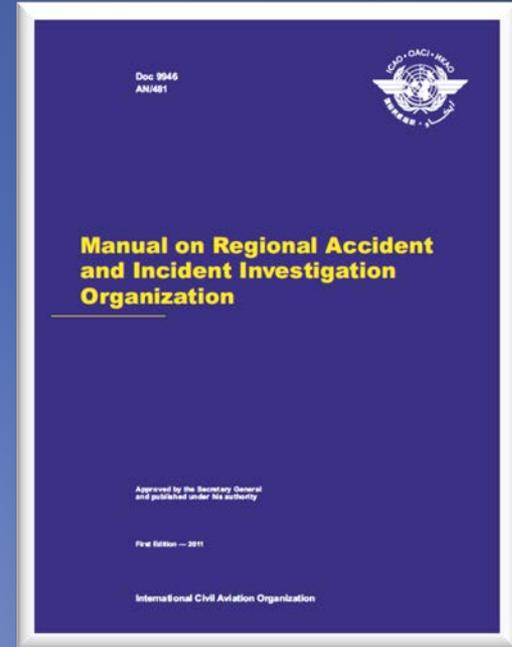
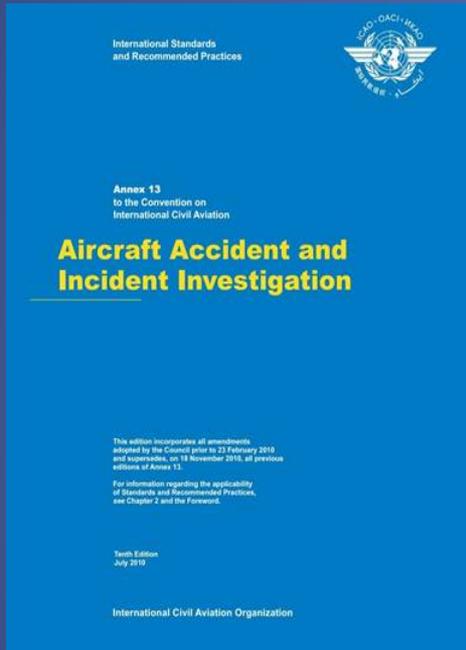
This paper discusses regional cooperation in accident and incident investigations by the establishment of regional accident investigation systems.

ACSA/GRIAA BACKGROUND

- **2008 (MONTREAL) R6/1, 6/2, 6/3 and 6/4** adopted. (All regarding investigations).
- **Recommendation 6/2** - ICAO to develop guidance material on establishment and management of a RAIO (**2011 Document 9946**).
- **Doc. 9756 (2000)** “States should encourage the creation of regional aviation safety groups”.



DOCUMENTS FOR ACCIDENT INVESTIGATION GROUP: ANNEX 13, DOC. 9756, DOC. 9946



GRIAA DEVELOPMENT

- Approved **GSI-4, and Doc. 9756**, - GRIAA (Regional Group for the investigation of aircraft accidents).
- **1st Meeting GRIAA – Guatemala, October 2014.**
- Agenda items were:
 - i) Revision of the GRIAA MoU
 - ii) OJT
 - iii) Revision of the procedures manual
 - iv) GRIAA entry into AIG.

ACSA PARTICIPATION AT ICAO MEETING

- ACSA presented on the formation of GRIAA at ICAO Accident investigation meeting Mexico (2015).
- Presentation - history, formation and achievements of ACSA in regards to the GRIAA.
- ACSA requested assistance in training and assistance during major accident investigations.
- Participants included BOEING, NTSB, Transport Canada and other aircraft designers and manufacturers.



ACHIEVEMENTS



- ACSA assistance in aircraft accident investigation to member states:
 - Guatemala – 2010/2011/2012/2013
 - Costa Rica – 2011
 - Honduras – 2012
 - El Salvador – 2012/2017
- GRIAA provided OJT, donated specialized accident investigation equipment to member states (2015 & 2016).
- In 2016 GRIAA - training SCSI in investigation/human factors.
- 2017 GRIAA continue to provide training (SCSI).



STATUS OF AIG IN CENTRAL AMERICAN STATES

STATE	AIG LAW	# AIG STAFF	GRIAA REP	TRAINING	FUTURE PLAN FOR AIG
BELIZE	Civil Aviation Act BCAR 13	2	Mr. Francis Lizama	Trained in Accident investigation	Support GRIAA AIG from CAA GRIAA Meetings & Training
COSTA RICA	Annex 13 RAC 13 – Costa Rica	3	Mr. Giovanni Villalobos	Trained in Accident investigation	Use GRIAA GRIAA Meetings & Training
EL SALVADOR	RAC 13 – El Salvador	1	Mr. Mauricio Barahona	Trained in Accident Investigation	Use GRIAA GRIAA Meetings & Training

STATUS OF AIG IN CENTRAL AMERICAN STATES

STATE	AIG LAW	# AIG STAFF	GRIAA REP	LEVEL OF TRAINING	FUTURE PLANS
GUATEMALA	Civil Aviation Law and RAC 13 – of Guatemala	2	Mr. Victor Celada	Trained in Accident Investigation	AIG from CAA Support GRIAA GRIAA Meetings & Training
HONDURAS	RAC 13 – Honduras	2	Mr- Jorge Detari	Trained in Accident investigation	AIG from CAA Office at Ministry Of Defense
NICARAGUA	National law of Nicaragua 595 RTA13	AIG Commision	Mr. Guillermo Guido	Trained in Accident investigation	AIG from CAA Support GRIAA GRIAA Meetings & Training

GRIAA and CASSOS COOPERATION

- GRIAA will accept the opportunity to work closely with CARAIO.



BENEFITS OF GRIAA/ CARAIO

- ▶ ICAO is aware that there has always been difficulties encountered by Contracting states in the successful implementation of their SSP.
- ▶ USOAP audits have highlighted some deficiencies, these have primarily been as a result of insufficient resource allocation by the States' Civil Aviation body.
- ▶ Use of the GRIAA/ CARAIO means COMPLIANCE in INDEPENDENCE OF THE INVESTIGATION.

BENEFITS - SUCCESS OF INVESTIGATIONS

- Success of accident investigations depend greatly on **INDEPENDENCE OF THE INVESTIGATION (from CAA) and SUCCESSFUL COOPERATION BETWEEN MEMBER STATES (RAIO to conduct the investigation).**
- Achieved through **COOPERATION BETWEEN STATES (through agreements), and PROTECTION OF INFORMATION AND PROTECTION OF PERSONS PROVIDING INFORMATION.**

SOLID FOUNDATION

- The CASSOS as an institution already has the framework existing for creation of the CARAIO. The development of the CARIO will give compliance with International SARPS.

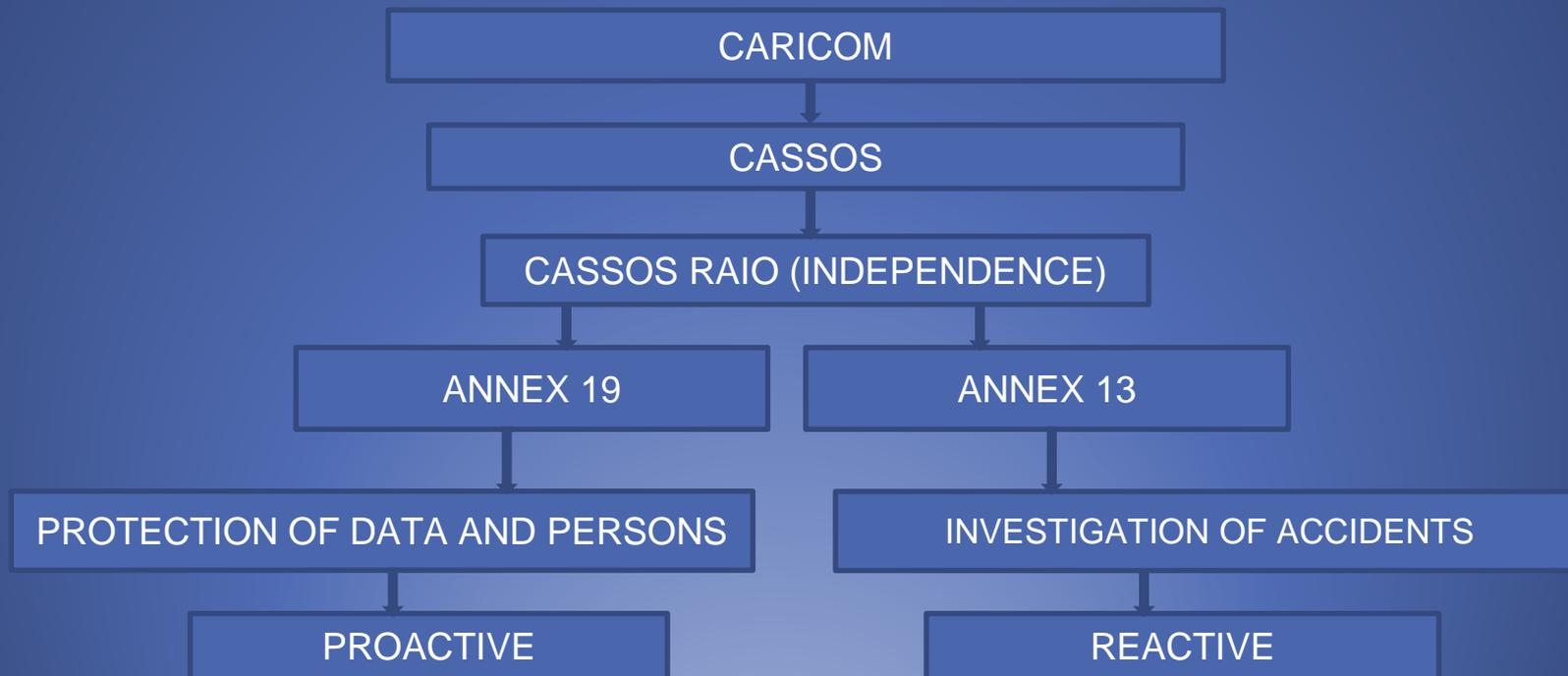
ARTICLE III

OBJECTIVES

1. The primary objectives of CASSOS shall be to –
 - (a) assist its States Parties in meeting their obligations as Contracting States to the Chicago Convention by achieving and maintaining full compliance with the ICAO Standards and Recommended Practices; and
 - (b) facilitate and promote the development and harmonization of civil aviation regulations, standards, practices and procedures amongst its States Parties consistent with the Annexes to the Chicago Convention.

CARIO GIVES COMPLIANCE

- The CASSOS formed the CARIO to investigate aircraft accidents in the region.



BENEFITS – NO CONFLICT OF INTEREST

- Accident Investigation **MUST** function independently of any other organization, e.g. CAA, whose interest (by virtue of involvement) can cause a **CONFLICT OF INTEREST** with the recommendations given by the investigative authority.
- Independence improves the trustworthiness, viability, and reliability of the organization and avoids conflicts of interest (perceived or real).
- **transparency** vital in the investigation of aircraft accidents.



BENEFITS – SHARED RESOURCES

- ▶ **Optimization (Maximization)** of human and financial resources through creation of facilities (labs, training centers).
- ▶ **Standardization of training** (and training program) for accident investigators and assurance of the high qualification of persons conducting the investigation.

BENEFITS OF WORKING TOGETHER

- ▶ High quality of the investigation process.
- ▶ Member states and other RAIO may work to create (have access to) quality facilities (lab).
- ▶ Can share training (training facilities/lower costs).
- ▶ COCESNA/ACSA funds projects at no cost to member states.
- ▶ Improved aeronautical safety (development of recommendations).



CONSIDERATIONS FOR STATES

- Commitment to CARAIO development.
- Allow the coordination of investigation to be done by CARAIO.
- CARIO and GRIAA work together to exchange ideas, information and share training.
- Cooperation for standardization. (procedure manual for accident investigation, investigation manuals and documents, investigator profiles
- Seek compliance with regional operational safety requirements.



ACSA
Aeronautical Safety

THANK YOU
“Aeronautical safety, our commitment”

