

AIG REGIONAL COOPERATION MECHANISM (AIG) OF SOUTH AMERICA

FIFTH AIG AUTHORITIES MEETING (Medellin, Colombia, 03 to 05 October 2018)

Agenda Item 09: Runway Excursion (RE) Data Management

(Working Paper presented by the ICAO South American Regional Office)

Summary

This working paper presents to the Fifth AIG Authorities Meeting a proposal for the continuity of the ARCM runway excursion (RE) data management.

References

- Annex 13
- ICAO Doc. 9946 “Manual on Regional Accident and Incident Investigation Organizations”
- Multinational Technical Cooperation Agreement among Aircraft Accident and Incident Investigation Authorities of the member States of the South American AIG Regional Cooperation Mechanism (ARCM)

1. Introduction

1.1 Paragraph 2.2 “A Strategy for Establishing a Regional Accident and Incident Organization” of ICAO Doc. 9946 “Manual on Regional Accident and Incident Investigation Organizations” establishes the following:

2.2.1 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.

2.2.2 The reasons for adopting a strategy to establish an RAIO would be, among others:

- a) to eliminate duplication of efforts by pooling human, technical and financial resources;*
- b) to achieve economies of scale leading to effectiveness and efficiency;*
- c) to demonstrate, as a responsible regional organization, improved regional solidarity;*
- d) to enable investigators in the region to gain experience more quickly;*
- e) to facilitate the recruitment and retainment of investigators by States; and*
- f) to help achieve the independence of investigations.*

1.2 In turn, Article 2 of the “Multinational Technical Cooperation Agreement among Aircraft Accident and Incident Investigation Authorities of the member States of the South American AIG Regional Cooperation Mechanism (ARCM)” expresses the following:

“The objective of this Agreement is to facilitate the multinational technical cooperation in aircraft accident and incident investigation that will include technical assistance mainly in equipment and material tests, aircraft accident and serious incident investigators and investigators’ training whenever an AIG authority of a member State requires and there are the necessary means and acceptance by the other AIG authorities of the ARCM member States to facilitate the requested cooperation. Resources to be covered by this agreement include:

- a) investigators or other AIG specialists, for example, ADREP/ECCAIRS specialists;*
- b) technical facilities;*
- c) accident and serious incident investigation equipment;*
- d) training, including opportunities for on-the-job training (OJT), whether watching or participating in an investigation, and availability of instructors and/or training materials;*
- e) reading of flight data recorders and cabin voice recorders, excluding the analysis of the recovered data and sounds, for accident and serious incident investigation;*
- i) fluid and material tests; and*
- g) elaboration of documents and other publications, such as final reports, bulletins, manuals, provisional statements and other public documents.”*

1.3 Annex 13, in the paragraph related to safety recommendations, notes that:

“6.8 At any stage of the investigation of an accident or incident, the accident investigation authority of the State conducting the investigation shall recommend in a dated transmittal correspondence to the appropriate authorities, including those in other States, any preventive action that it considers necessary to be taken promptly to enhance aviation safety.

Note.— Precedence for the issuance of safety recommendations from an accident or incident investigation should be given to the State conducting the investigation; however, in the interest of safety, other States participating in the investigation may issue safety recommendations after coordinating with the State conducting the investigation.

6.9 A State conducting investigations of accidents or incidents shall address, when appropriate, any safety recommendations arising out of its investigations in a dated transmittal correspondence to the accident investigation authorities of other State(s) concerned and, when ICAO documents are involved, to ICAO.

Note.— When Final Reports contain safety recommendations addressed to ICAO, because ICAO documents are involved, these reports must be accompanied by a letter outlining the specific action proposed.”

1.4 The safety recommendations arising from an accident investigation also place some responsibilities to the States receiving or issuing safety recommendations, the same ones that are mentioned in Annex 13 Standards and Recommended Practices.

1.5 In the first ARCM Accident Investigators Workshop, held in Lima, Peru, 20 to 24 June 2016, the participants addresses several issues, the RE occurrences of the SAM Region in 2016, among them. This issue was addressed due to the significant increase of accidents in this category in the SAM Region in 2016. Likewise, ICAO gave more priority to this type of occurrence, happening when an aircraft overruns the side or the end of the runway either in landing or take-off, which results in an accident or incident.

1.6 As a result of the activities mentioned in 1.5, the ARCM presented in the Fourth AIG Authorities Meeting, held in Brasilia, 23 to 25 May 2017, a working paper with the results of

the analysis conducted by the runway excursion (RE) work group, including mitigation actions at the end proposed by this group.

2. Runway Excursion (RE) Data Management

2.1 Since the ARCM has the necessary and adequate coordination mechanisms to access the accident reports of runway excursions in the SAM Region and to collect data contained therein, the region must take advantage of this information and use it for the safety intelligence activities.

2.2 ICAO, through the Regional Safety Groups (RASGs), has specialized forums for safety data interpretation and identification of appropriate mitigation measures through the creation of Safety Enhancement Initiatives (SEIs) and the implementation of Detailed Implementation Plans (DIPs), with the States, the industry and the main international organizations involved.

2.3 Additionally, Annex 19 plans that the States, through their corresponding Safety State Programmes (SSPs), prepare the analysis of the safety data available in order to mitigate risks at the national level.

2.4 In this sense, with the aim of avoiding duplication of efforts and creating the highest efficiency in safety data management, it is proposed that the meeting adopt the following conclusion:

Conclusion AIG-SAM/5-XX Collection and handling of information on runway excursions

The ARCM annually will collect the information related to runway excursions in the SAM Region and present it in a report, that will be available to the RASG-PA and SAM States in the framework of their corresponding SSPs, so that they can conduct the activities of analysis and mitigation measures as and when appropriate within the framework of their responsibilities and functions.”

3. Suggested Action

3.1 The Fifth AIG Authorities Meeting of the SAM Region is invited to:

- a. Take note and comment about the information provided in this working paper; and
- b. Adopt the conclusion proposed in paragraph 2.4.

-END-