Regional Aviation Safety Group – Pan America (RASG-PA) Introduction

RASG-PA Aviation Safety Seminar/Workshop
St. Johns', Antigua, 10-12 September 2013

Eduardo Chacin

Regional Officer, Flight Safety
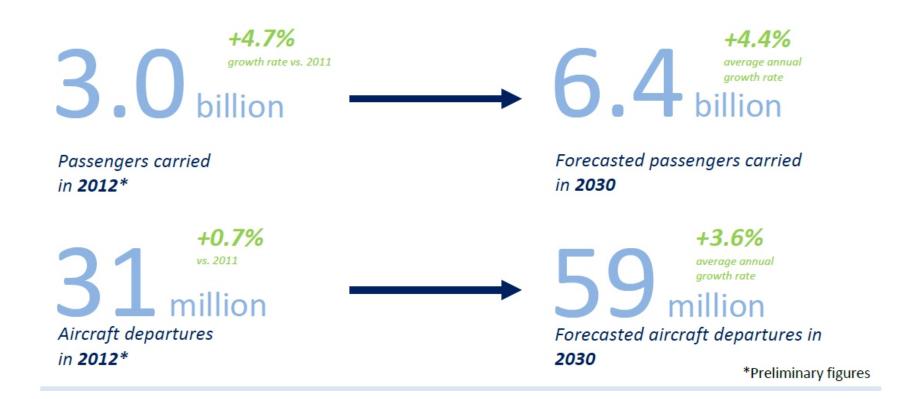
ICAO NACC Regional Office

Air Transport Today

- Safe, secure and sustainable activity
- Safest mode of transportation
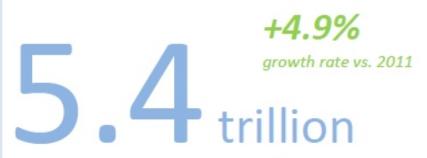- Efficient mode of transportation
- Provides economic and social benefits

ICAO Headquarters, Montréal, Canada

Air Transport Facts & Figures (ICAO)

+4.7%
growth rate vs. 2011

3.0 billion

Passengers carried in **2012***

+4.4%
average annual growth rate

6.4 billion

Forecasted passengers carried in **2030**

+0.7%
vs. 2011

31 million

Aircraft departures in **2012***

+3.6%
average annual growth rate

59 million

Forecasted aircraft departures in **2030**

*Preliminary figures

Traffic Statistics for Revenue Schedule Services

Air Transport Facts & Figures (ICAO) cont.

+4.9%
growth rate vs. 2011

5.4 trillion

Revenue Passenger-Kilometres
in **2012***

-1.1%
growth rate vs. 2011

182 billion

Freight Tonne-Kilometres
in **2012***

Traffic Statistics for Revenue Schedule Services

Facts and Figures (ICAO) cont.

Air Transport Facts

SOCIAL BENEFITS

60 million jobs ➡ Worldwide

Directly and supporting sectors
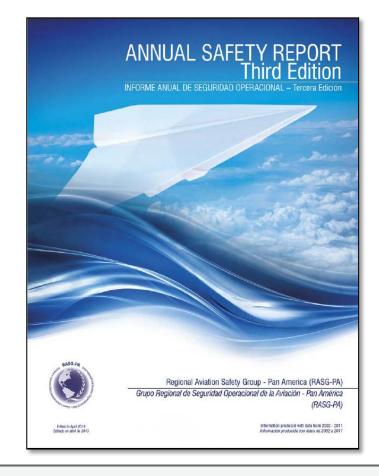
ECONOMIC BENEFIT

2 trillion USD = 3.5% GDP

global

Aviation annually carries more than half of the 1 billion international tourists
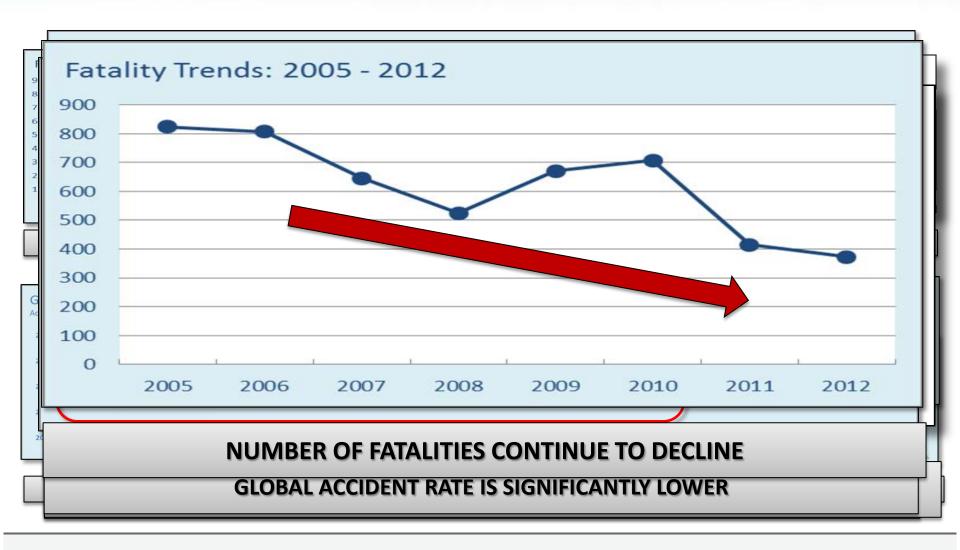
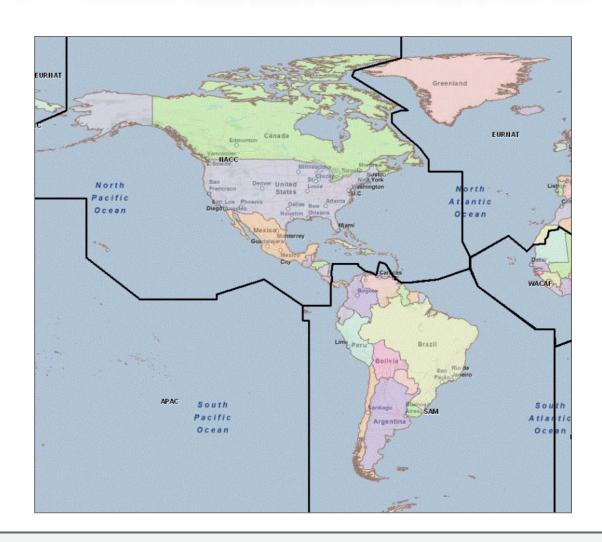# ICAO Safety Report &
RASG-PA Annual Safety Report

Fatality Trends: 2005 - 2012

NUMBER OF FATALITIES CONTINUE TO DECLINE

GLOBAL ACCIDENT RATE IS SIGNIFICANTLY LOWER
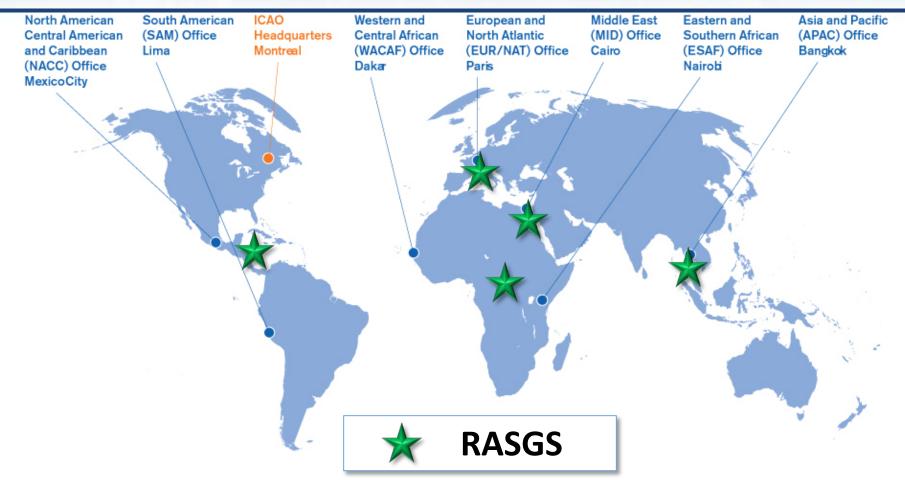
Pan America Region

RASGs in the World

North American Central American and Caribbean (NACC) Office MexicoCity

South American (SAM) Office Lima

ICAO Headquarters Montreal

Western and Central African (WACAF) Office Dakar

European and North Atlantic (EUR/NAT) Office Paris

Middle East (MID) Office Cairo

Eastern and Southern African (ESAF) Office Nairobi

Asia and Pacific (APAC) Office Bangkok

★ RASGS

Regional Aviation Safety Group – Pan America (RASG-PA)

RASG-PA

- **First in the World (2008)**
- **Multiregional**
- **Includes States, International Organizations & Industry**
- **Adopted in other ICAO Regions**
- **Aligned with GASP and GASR**
- **Data Driven**
- **Results Oriented**

RASG-PA Mission

Improve civil aviation safety and efficiency in the Pan American Region by applying the ICAO Global Aviation Safety Plan (GASP) principles through a collaborative approach in partnership with all aviation stakeholders under the leadership of ICAO

RASG-PA Vision

Involve all aviation safety stakeholders to reduce aviation safety risks in the North American, Central American, Caribbean (NAM/CAR), and South American (SAM) Regions through harmonization and coordination of efforts aimed at mitigating safety risks and promoting implementation of safety initiatives by all stakeholders

RASG-PA Membership

- ## 34 **NAM/CAR/SAM** States, 19 Territories and...

RASG-PA Governance - ESC (Executive Steering Committee)

VP United States

VP Costa Rica

VP Chile

Co-Chair Boeing (International organizations & Industry)

VP Jamaica and Co-Chair (States/Territories)

VP Brazil

Addressing safety issues in Pan America Region
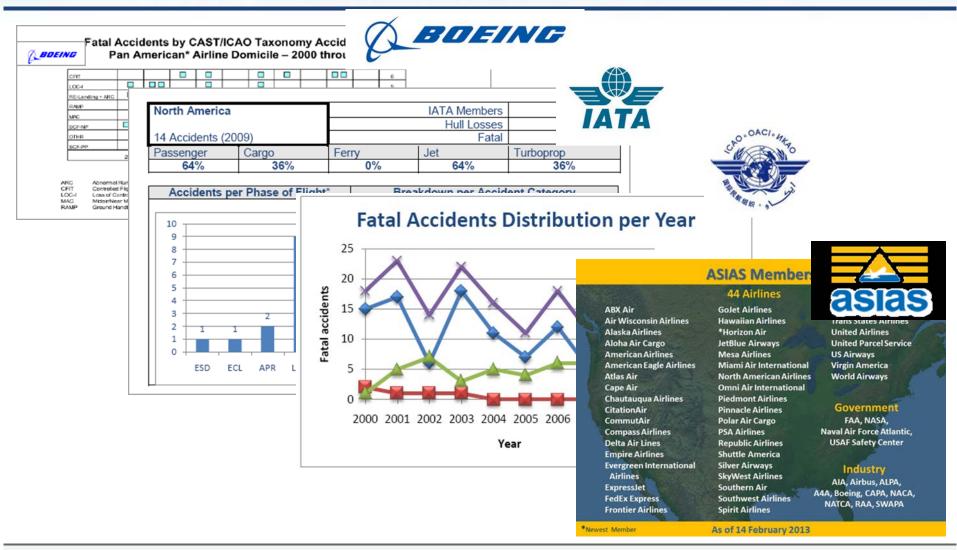
RASG-PA Process

ANNUAL SAFETY REPORT (ASRT)
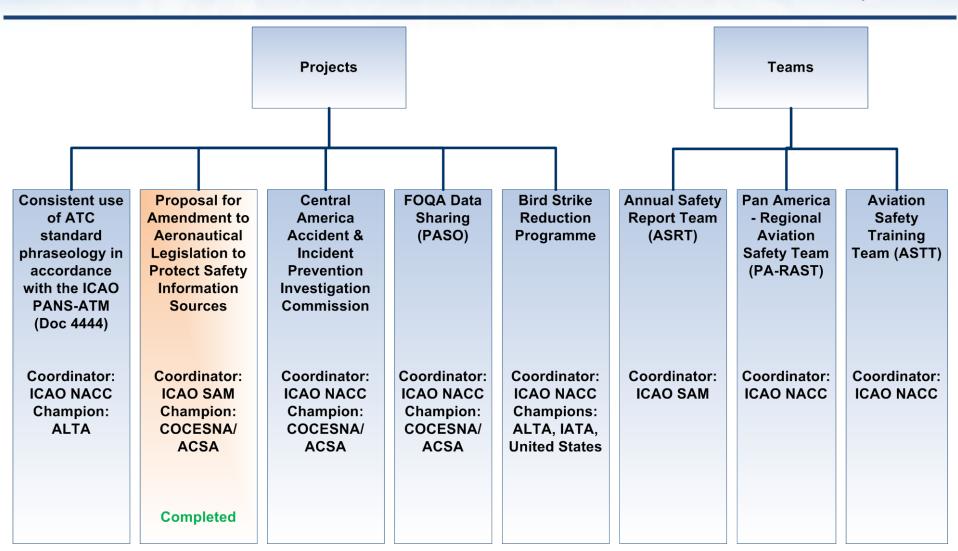
SAFETY ENHANCEMENT INITIATIVES (SEIs) (RASG-PA)
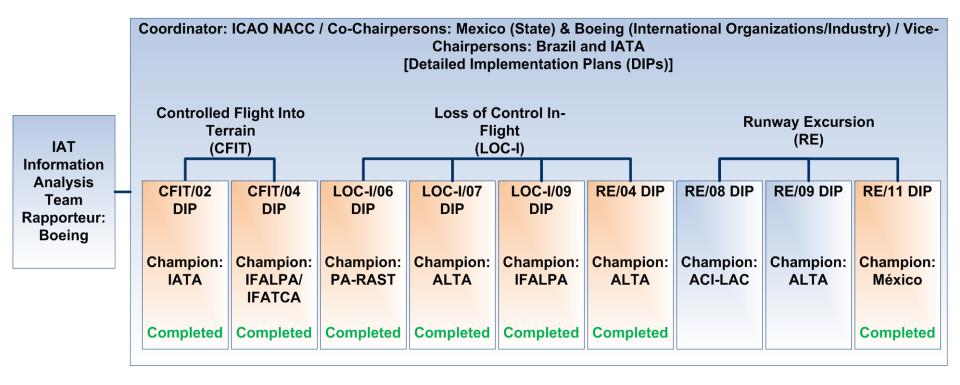
DETAILED IMPLEMENTATION PLANS (DIPs) (PA-RAST)
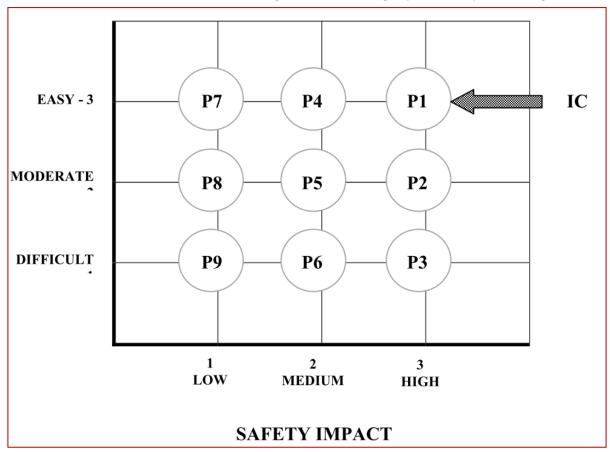
RASG-PA Organization – Projects & Teams

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                    ┌──────────────┐                              ┌──────────────┐
                    │   Projects   │                              │    Teams     │
                    └──────┬───────┘                              └──────┬───────┘
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Consistent use of ATC standard phraseology in accordance with the ICAO PANS-ATM (Doc 4444)	Proposal for Amendment to Aeronautical Legislation to Protect Safety Information Sources	Central America Accident & Incident Prevention Investigation Commission	FOQA Data Sharing (PASO)	Bird Strike Reduction Programme	Annual Safety Report Team (ASRT)	Pan America - Regional Aviation Safety Team (PA-RAST)	Aviation Safety Training Team (ASTT)
Coordinator: ICAO NACC Champion: ALTA	Coordinator: ICAO SAM Champion: COCESNA/ ACSA	Coordinator: ICAO NACC Champion: COCESNA/ ACSA	Coordinator: ICAO NACC Champion: COCESNA/ ACSA	Coordinator: ICAO NACC Champions: ALTA, IATA, United States	Coordinator: ICAO SAM	Coordinator: ICAO NACC	Coordinator: ICAO NACC
	Completed						

RASG-PA Organization – Teams

Pan America - Regional Aviation Safety Team (PA-RAST)

Coordinator: ICAO NACC / Co-Chairpersons: Mexico (State) & Boeing (International Organizations/Industry) / Vice-Chairpersons: Brazil and IATA
[Detailed Implementation Plans (DIPs)]

IAT Information Analysis Team Rapporteur: Boeing

Controlled Flight Into Terrain (CFIT)

CFIT/02 DIP	CFIT/04 DIP
Champion: IATA	Champion: IFALPA/ IFATCA
Completed	Completed

Loss of Control In-Flight (LOC-I)

LOC-I/06 DIP	LOC-I/07 DIP	LOC-I/09 DIP	RE/04 DIP
Champion: PA-RAST	Champion: ALTA	Champion: IFALPA	Champion: ALTA
Completed	Completed	Completed	Completed

Runway Excursion (RE)

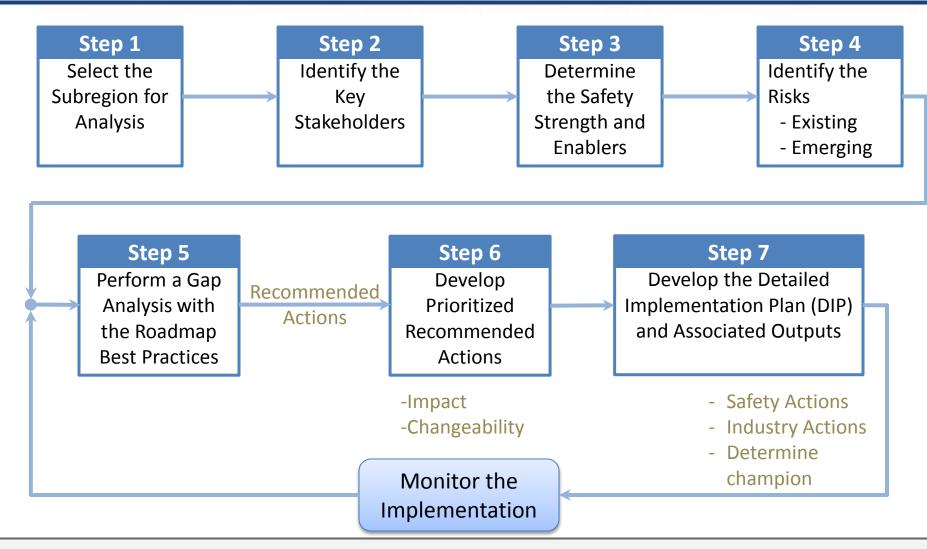| RE/08 DIP	RE/09 DIP	RE/11 DIP
Champion: ACI-LAC	Champion: ALTA	Champion: México
		Completed

Impact-changeability (IC) Level Chart –
Global Aviation Safety Roadmap (GASR) – Step 6

Development of a Safety Enhancement Initiative (SEI) by PA-RAST

Step 1
Select the Subregion for Analysis

Step 2
Identify the Key Stakeholders

Step 3
Determine the Safety Strength and Enablers

Step 4
Identify the Risks
- Existing
- Emerging

Step 5
Perform a Gap Analysis with the Roadmap Best Practices

Recommended Actions

Step 6
Develop Prioritized Recommended Actions

-Impact
-Changeability

Step 7
Develop the Detailed Implementation Plan (DIP) and Associated Outputs

- Safety Actions
- Industry Actions
- Determine champion

Monitor the Implementation

RE DIPs & Outputs (RASG-PA/06)

DIP	Description	Champion	Output	Deadline	Status	Comments
RE/04	**Promote pilot adherence to Standard Operating Procedures (SOPs) for approach procedures including go-around decision making process**	ALTA	1) Distribution	18/01/11	Completed	
			2) Training		Completed	
RE/09	**Specific Training for pilots and air traffic controllers to avoid unstabilized approaches**	ALTA	1) ALTA will conduct a survey within its operators regarding the actions taken to mitigate unstable approaches.	20/02/11	Completed	
			2) Develop a strategy to deliver safety seminars for pilots and controllers in Pan America that targets recognition and avoidance of unstable approaches.	31/12/12	In process	Funding for developing the video granted by RASG-PA.
RE/8	**Guidance in maintaining runway in accordance with Annex 14**	ACI-LAC	1) Create a guide that collects best practices for runway maintenance	18/04/12	Completed	The document was renamed as: High level guide in maintaining runways in accordance with ICAO Annex 14.
			2) Promote and encourage the use of the guide		In process	
			3) Airports implement their maintenance plans according to the runway maintenance guide.		In process	
RE/11	**Develop guidance material and training programs to create action plans for runway safety teams**	DGAC Mexico	1) Gather and publish in the RASG-PA website available material that may be used in to mitigate hazards related to runway safety.		Completed	ICAO published the Runway Safety Team Handbook (draft) April 2013
			2) Electronic checklist development.		Completed	ICAO published the Runway Safety Team Handbook (draft) April 2013
			3) Develop a roll out plan.	25/08/12	Completed	ICAO HQ in coordination with ICAO NACC and SAM Regional Offices and the sponsorship and support of ACI-LAC, IFALPA, IFATCA, ECCAA, FAA, and other organizations delivered Regional Runway Safety Seminars in Miami, United States, Quito, Ecuador and St. John's, Antigua. Two original Outputs were merged, resulting in three.

DIP	Description	Champion	Output	Deadline	Status	Comments
LOC-I/06	**LOC Training – Human factors and automation**	PA-RAST	1) Review and evaluate the advisory circular created by the ICAO COSCAP's in Asia	20/02/11	Completed	
			2) ICAO will distribute a copy of the developed generic advisory circular to each State in the region.	20/03/11	Completed	
			3) Each State in the region will use the generic advisory circular as a template to prepare a State Advisory Circular on mode awareness and energy state management aspects of flight deck automation.	20/09/11	Completed	
			4) Mode awareness and energy state management aspects of flight deck automation guidance is provided by operators to all their pilots.	20/09/12	Completed	
LOC-I/07	**LOC Training – Advanced maneuvers**	ALTA	1) Listing of training materials available from regulators, industry, operators, academia and other resources.	18/01/11	Completed	
			2) Advanced Maneuvers Training provided to all operators.	18/04/11	Completed	
			3) Advanced Maneuvers Training provided by all operators. The expectation is that this training will be accomplish during initial training and as part of the recurrent training program via ground and simulator instruction within the certified flight envelope, with enphasis on recognition, prevention and recovery technique.	18/08/13	Superseded	
LOC-I/09	**Loc Training - Pilot monitoring policies and procedure for the operator and training program for crews**	IFALPA	1) Listing of training materials available from industry, operators and other resources.	20/02/11	Completed	
			2) Raise awareness of availability and need of Pilot Monitoring Training.	20/03/11	Completed	
			3) Pilot Monitoring Training material provided to all operators.	20/03/11	Completed	
			4) Pilot Monitoring Training provided by operators to all their pilots.	20/09/12	Completed	
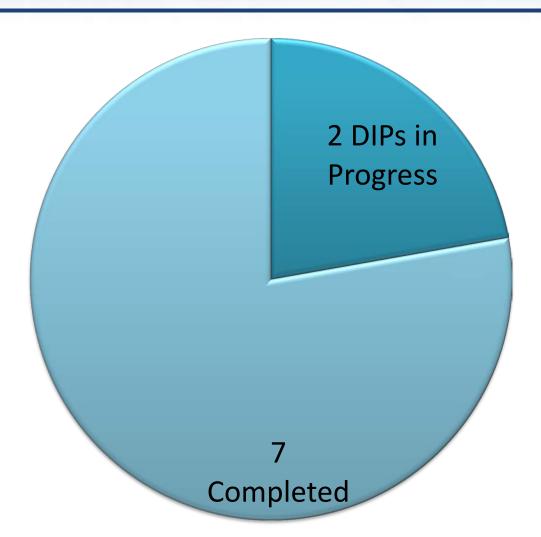
DIP	Description	Champion	Output	Deadline	Status	Comments
CFIT/02	**Specific ALAR/CFIT Training for Pilots**	IATA	1)CAA conducts a review of all operators to ascertain which operators have CFIT prevention training and procedures in their approval training manual.	20/02/11	Completed	
			2) If an operator does not have a CFIT training, it will be encourage to incorporate CFIT training into the airline training program.	20/12/11	Completed	
CFIT/04	**CRM/Situational Awareness for pilots and air traffic controllers**	IFALPA & IFATCA	1)Incorporate and/or update CRM/situational awareness training programs for all flight crew members of air transport operators emphasizing aircraft position with relation to terrain and reviewing past occurrences.	20/02/12	Completed	
			2) Incorporate CRM/situational awareness training programs for all air traffic controllers and air navigation service providers (ANSP) emphasizing aircraft position with relation to minimum allowable altitude.	20/08/12	Completed	

Detailed Implementation Plans (DIPs)
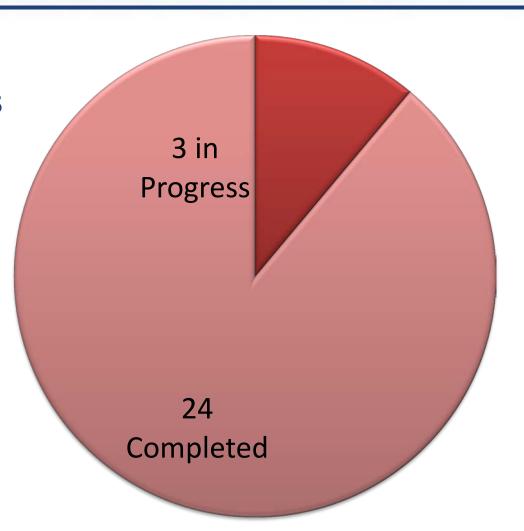
- **The progress of the associated DIPs are:**

- **9 DIPs developed**
    - **2 in-progress**
    - **7 completed**

2 DIPs in Progress

7 Completed

DIPs Associated Outputs

- **The progress of the associated DIP Outputs are:**
  - **27 Outputs developed**
    - **3 in-progress**
    - **24 completed**

3 in Progress

24 Completed

RASG-PA Dedicated Website

www.rasg-pa.org

RASG-PA Brochure

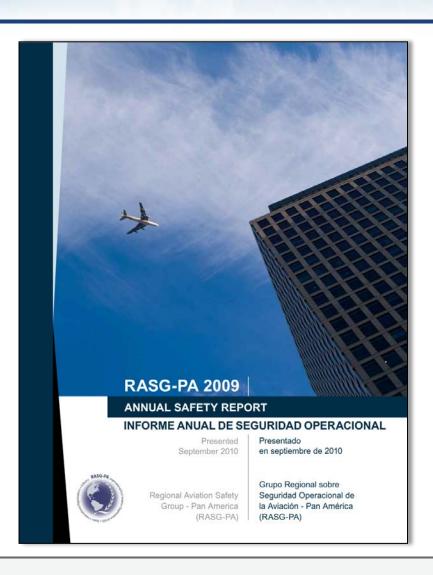**Regional Aviation Safety Group - Pan America**

RASG-PA Newsletter

A publication of the International Civil Aviation Organization
North American, Central American and Caribbean Regional Office (NACC)
South American Regional Office (SAM)
With support from RASG-PA Members

Issue 2   January 2011

Cooperation and Participation: Key to Successful Third Annual RASG-PA Meeting, Punta Cana, Dominican Republic
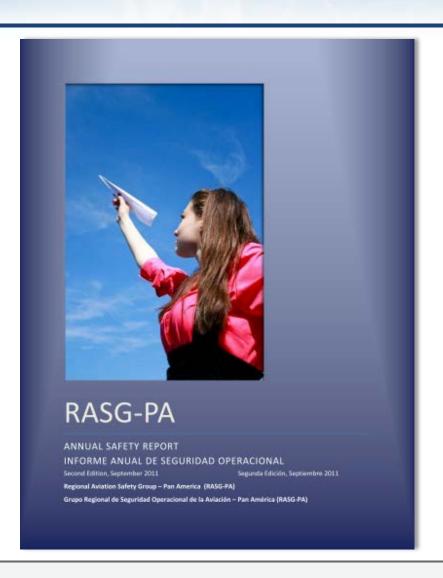
The Third Meeting of the Regional Aviation Safety Group - Pan America (RASG-PA/3) was held at the Moon Palace Hotel, Punta Cana, Dominican Republic, from 27 to 29 October 2010, hosted by the Civil Aviation Authority of Dominican Republic. The meeting was attended by 52 delegates from 14 States/Territories of the NAM/CAR/SAM Regions, 6 international organizations, 3 regional safety oversight organizations (RSOO), and 2 aircraft manufacturers.
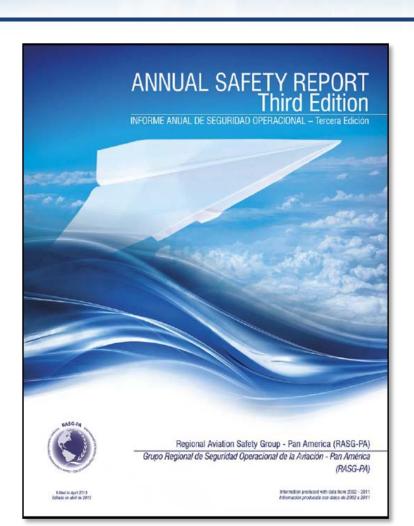
- Bilingual (English and Spanish)
- Unique in the Region
- Reference document

Annual Safety Report Pan America 2010

RASG-PA

ANNUAL SAFETY REPORT
INFORME ANUAL DE SEGURIDAD OPERACIONAL
Second Edition, September 2011   Segunda Edición, Septiembre 2011
Regional Aviation Safety Group – Pan America (RASG-PA)
Grupo Regional de Seguridad Operacional de la Aviación – Pan América (RASG-PA)

- Bilingual (English and Spanish)
- Unique in the Region
- Reference document

Annual Safety Report Pan America 2011

- Bilingual (English and Spanish)

- Unique in the Region

- Reference document

ANNUAL SAFETY REPORT
Fourth Edition

INFORME ANUAL DE SEGURIDAD OPERACIONAL – Cuarta Edición

Regional Aviation Safety Group – Pan America (RASG-PA)
Grupo Regional de Seguridad Operacional de la Aviación – Pan América (RASG-PA)

Information produced with data from 2003 until 2012
Información producida con datos desde 2003 hasta 2012

Issued in July 2013
Publicado en julio de 2013

- Bilingual (English and Spanish)
- Unique in the Region
- Reference document

Model Legislation for the Protection of Safety Information

- First in the World
- Circulated with ICAO State Letter in 2009
- Second version 2010 appoved
- Bilingual (English and Spanish)

Successes

Two ICAO Regions (NAM/CAR - 21 States/17 Territories & SAM – 13 States) with ICAO, States, International Organizations and Industry working together in successful partnership

Implementation of RASG-PA Safety Enhancement Initiatives (SEIs) and their associated Detailed Implementation Plans (DIPs) focused on mitigating RE, CFIT & LOC-I risk developed by the PA-RAST

Publication of RASG-PA Annual Safety Reports (2010, 2011, 2012 Editions)

Publication of the Proposal for Amendment to Aeronautical Legislation to Protect Safety Information Sources (English & Spanish)

Delivery of four Pan American Aviation Safety Summits

Successes cont.

Signed MOU with the U.S. Commercial Aviation Safety Team (CAST) to share ASIAS data

Implementation of Runway Safety Team (RST) in the CAR and SAM Regions

Delivering of RASG-PA Aviation Safety Seminars/Workshops

Six Annual Plenary Meetings conducted to date

FOQA Data Sharing (PASO) in Central America

Dedicated website www.rasg-pa.org

- Top fatal accident categories are:
  - Loss of Control In-flight (LOC-I)
  - Runway Excursions (RE)
  - Controlled Flight into Terrain (CFIT)
- System-component failure/malfunction (non-powerplant) (SCF-NP) and unknown (UNK) occurrences are emerging types of accidents/incidents
- SCF-NP occurrences show an increasing trend since 2005 usually not leading to fatal accidents
- Mid Air Collision (MAC) trend is noted

RASG-PA Future

- Need for financial and in-kind support

- Participation of high-level representatives at meetings and supporting projects

- Exchanging information, experiences and tools among members

- Strategic aviation safety forum for Pan America

- Maintaining contact with similar organizations worldwide

Summary

- **RASG-PA success is achieved through government, international organizations and industry partnership under the leadership of ICAO!**

ENHANCING SAFETY IS EVERYBODY'S BUSINESS
Thank you!
echacin@icao.int
www.rasg-pa.org
www.icao.int