



Organización de Aviación Civil Internacional
**Decimoctava Reunión del Comité Directivo Ejecutivo
del Grupo Regional de Seguridad Operacional
de la Aviación – Panamérica
(RASG-PA ESC/18)**



Río de Janeiro, Brasil, 15 y 16 de octubre de 2013

**Cuestión 2 del
Orden del Día:**

**Revisión de las Conclusiones y Decisiones
2.2 Aviso de Seguridad Operacional de RASG-PA – 002 (RSA – 002)**

Aviso de Seguridad Operacional de RASG-PA – 002 (RSA – 002)

(Presentada por la Secretaría)

RESUMEN

El Grupo Regional sobre Seguridad Operacional de la Aviación – Panamérica (RASG-PA) y el Comité Directivo Ejecutivo (ESC) registran sus actividades como conclusiones y decisiones.

Los Avisos de Seguridad Operacional de RASG-PA (RSA) se emiten para alentar a los Estados y las partes interesadas de la aviación, a adoptar prácticas que mitiguen los principales riesgos para la seguridad operacional de la aviación en la Región Panamericana, como se identifican en el análisis de los datos regionales.

Esta nota de estudio presenta el borrador del RSA-002, tal como lo dispuso la ESC/14/D/1 para consideración del ESC.

Referencias:

- Informe de la reunión del RASG-PA/06
- Sumario de Discusiones de la RASG-PA/ESC/14

***Objetivo
Estratégico***

*Esta nota de estudio se relaciona con el Objetivo
estratégico A – Seguridad operacional*

1. Introducción

1.1 El Grupo Regional sobre Seguridad Operacional de la Aviación – Panamérica (RASG-PA) registran sus actividades como conclusiones y decisiones.

1.2 Las conclusiones son acciones del RASG-PA que requieren comunicación y la acción de la OACI, los Estados/Territorios y / o las organizaciones internacionales/industria. Las decisiones son acuerdos internos del RASG-PA.

1.3 En la Reunión ESC/14, después de la presentación del Informe del Sumario Ejecutivo de la reunión del PA-RAST/10, la cual incluyó la situación actual de todos los Planes de Implementación Detallados (DIP) y los resultados entregables del PA-RAST, el ESC convino en que sería útil proporcionar a los Estados información de seguridad operacional relevante del DIP del RASG-PA una vez finalizado, por medio de un Aviso de Seguridad Operacional del RASG-PA (RSA).

1.4 Por lo tanto, la Reunión formuló la siguiente decisión:

RASG-PA ESC Decisión 14/1: Se suministrará a los Estados un Aviso de Seguridad Operacional del RASG-PA (RSA) cuando se finalicen las Iniciativas para Aumentar la Seguridad Operacional del RASG-PA

Se enviará a los Estados un RSA informando las Iniciativa para Aumentar la Seguridad Operacional del RASG-PA que han sido finalizadas incluyendo cualquier recomendación relacionada.

2. Discusión

2.1 Los Avisos de Seguridad Operacional del RASG-PA se emiten para alentar a los Estados y las partes interesadas de la aviación a adoptar prácticas que mitiguen los principales riesgos para la seguridad operacional de la aviación en la Región Panamericana que se identifique en el análisis de los datos regionales.

2.2 El **Apéndice** a esta nota de estudio presenta el Aviso de Seguridad Operacional del RASG-PA – 002 (RSA-002), (en inglés), que resume los logros del RASG-PA, a través de la entrega de iniciativas de mejoras para la Región Panamericana.

3. Acción sugerida

3.1 Se invita a la Reunión a revisar y aprobar el borrador del RSA-002 como se presenta en el Apéndice a esta nota de estudio a ser distribuida por la Secretaria del RASG-PA.

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APPENDIX / APÉNDICE**RASG-PA SAFETY ADVISORY - RSA****REGIONAL AVIATION SAFETY GROUP – PAN AMERICA (RASG-PA) SAFETY ADVISORY-02 (RSA-02)****1. Introduction**

1.1 The mission of the Regional Aviation Safety Group Pan America is to improve civil aviation safety and efficiency in the Pan American Region (North American, Central American, Caribbean (NAM/CAR), and South American (SAM) Regions) 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.

1.2 Therefore, RASG-PA has become the focal point to ensure harmonization and coordination of safety efforts aimed at reducing aviation risks in the Pan American Region and promote implementation of resulting safety enhancement initiatives by all stakeholders including ICAO, States/Territories, International Organizations and industry.

2. RASG-PA Safety Enhancement Initiative (SEI)

2.1 RASG-PA has performed an analysis of the three main risk areas based on Pan American regional data. As a result, various Safety Enhancement Initiatives (SEIs) were developed to reduce the rate of fatal accidents for the three main risk areas, namely: Runway Excursion (RE), Controlled Flight Into Terrain (CFIT) and Loss of Control In-Flight (LOC-I).

2.3 To implement the SEIs, RASG-PA developed Detailed Implementation Plans (DIPs), which are championed by the member States/organizations who have volunteered to lead the specific initiative based on their area of expertise.

2.4 The progress of the associated DIPs are:

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

2.5 The progress of the associated DIP outputs are:

- 27 Outputs developed
- 3 in-progress
- 24 completed

2.6 Each SEI has outputs that rely on various groups for action.

3. RASG-PA Detailed Implementation Plan (DIP)

3.1 The following RASG-PA DIPs have completed:

3.1.1 Runway Excursion (RE) DIPs

DIP	Description	Champion	Output	Comments
RE/04	Promote pilot adherence to Standard Operating Procedures (SOPs) for approach procedures including go-around decision making process	ALTA	1. Distribution	It ensures that the operators establish flight crew Standard Operating Procedures (SOPs) that fit that operator's particular operation, institute SOP training, and encourage operators to use SOPs.
			2. Training	
RE/11	Develop guidance material and training programs to create action plans for runway safety teams	DGAC Mexico	1. Gather and publish available material on the RASG-PA website that may be used in to mitigate hazards related to runway safety.	ICAO published the Runway Safety Team Handbook (draft) April 2013
			2. Electronic checklist development.	
			3. Develop a roll out plan.	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.

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3.1.2 Loss of Control in-flight (LOC-I) DIPs

DIP	Description	Champion	Output	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.	It is designed to reduce Loss of Control accidents by encouraging air carriers to adopt consensus policies and procedures relating to mode awareness and energy-state management, as appropriate to their respective operations.
			2. ICAO will distribute a copy of the developed generic advisory circular to each State in the region.	
			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.	
			4. Mode awareness and energy state management aspects of flight deck automation guidance is provided by operators to all their pilots.	
LOC-I/07	LOC Training – Advanced maneuvers	ALTA	1. Listing of training materials available from regulators, industry, operators, academia and other resources.	Advanced maneuvers training (AMT) refers to training to prevent and recover from hazardous flight conditions outside of the normal flight envelope, such as in-flight upsets, stalls, ground proximity and wind shear escape maneuvers, and inappropriate energy-state management conditions.
			2. Advanced Maneuvers Training provided to all operators.	
			3. Advanced Maneuvers Training provided by all operators. The expectation is that this training will be accomplished during initial training and as part of the recurrent training program via ground and simulator instruction within the certified flight envelope, with emphasis on recognition, prevention and recovery technique.	
LOC-I/09	LOC Training - Pilot monitoring policies and procedure for the operator and	IFALPA	1. Listing of training materials available from industry, operators and other resources.	It reduces LOC-I accidents by improving pilot Situational Awareness.
			2. Raise awareness of availability and need of Pilot Monitoring Training.	
			3. Pilot Monitoring Training material provided to all operators.	

	training program for crews		4. Pilot Monitoring Training provided by operators to all their pilots.	
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3.1.3 Controlled Flight Into Terrain (CFIT) DIPs

DIP	Description	Champion	Output	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.	It encourages air carriers to implement syllabi that train and evaluate flight crews on stabilized approaches, unusual attitudes, and upset recoveries. Specific topics related to stabilized approaches should include: crew resource management, go-around criteria, approaches with system malfunctions, unusual conditions, emphasis on basic airmanship, approach briefings, and approach and missed approach procedures.
			2. If an operator does not have CFIT training, it will be encouraged to incorporate CFIT training into the airline training program.	
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.	It reduces CFIT accidents by improving pilot and air traffic controller Situational Awareness, and adds CFIT prevention training and procedures to air carrier training curricula, emphasizing pilot Situational Awareness and escape procedures for flight crews to use in the event of a terrain warning indication.
			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.	

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4. Summary

4.1 The reactive data analyzed by RASG-PA for the Pan American Region continues to identify Loss of Control In-flight (LOC-I), Runway Excursions (RE) and Controlled Flight into Terrain (CFIT) as the top fatal accident categories for the 2001-2012 period.

4.2 According to its mandate, RASG-PA has accomplished safety enhancement initiatives for the Pan American Region. To date, RASG-PA has completed 7 out of 9 DIPs, and completed 24 of 27 Outputs.

4.3 RASG-PA is in the process of finalizing pending DIPs and developing new DIPs about RE, CFIT, LOC-I, and Mid Air Collisions (MACs).

4.4 RASG-PA is fulfilling the objective of enhancing safety in the Pan American Region by reducing duplication of efforts, and reducing human and financial resource expenditure.

4.5 RASG-PA encourages all aviation stakeholders to implement the safety enhancement initiatives listed above and developed by RASG-PA.

4.6 For additional information visit: www.rasg-pa.org/ and/or contact: info@rasg-pa.org

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