

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

RASG-PA Aviation Safety Seminar

Mexico City, Mexico, 15-16 January 2014

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ICAO NACC Regional Office

For ICAO Safety is paramount...



...and for all aviation stakeholders



RASG-PA

RASG-PA shows that the number of accidents in Pan American Region is decreasing

**PAN AMERICA Scheduled Commercial Air Transport Operations² Accidents
Aircraft Maximum Take-off Mass above 27,000 kilograms
Sources: Boeing - ICAO ADREP/ECCAIRS**

Year	Total Accidents ³	Fatal accidents ⁴	Total fatalities
2002-2011 avg.	23.9	1.2	59.9
2011	27	0	0
2012	4	0	0

RASG-PA shows that the number of accidents in Pan American Region is decreasing

**PAN AMERICA General Aviation Operations Accidents
Aircraft Maximum Take-off Mass 2,250 to 27,000 kilograms
Source: ICAO ADREP/ECCAIRS**

Year	Total Accidents	Fatal accidents	Total fatalities
2002-2011 avg.	219	57.4	137.4
2011	110	27	58
2012	18	5	16

[1]

General aviation: for this report, general aviation operation includes all civil aviation operations other than scheduled and non-scheduled commercial air transport operations.

One of the contributors for this record is the Regional Aviation Safety Group – Pan America (RASG-PA)



Regional Aviation Safety Group Pan America (RASG-PA)





ICAO

SAFETY

RASG-PA Mission

**To improve safety and
efficiency in the Pan
America Region**





ICAO

SAFETY

RASG-PA Vision

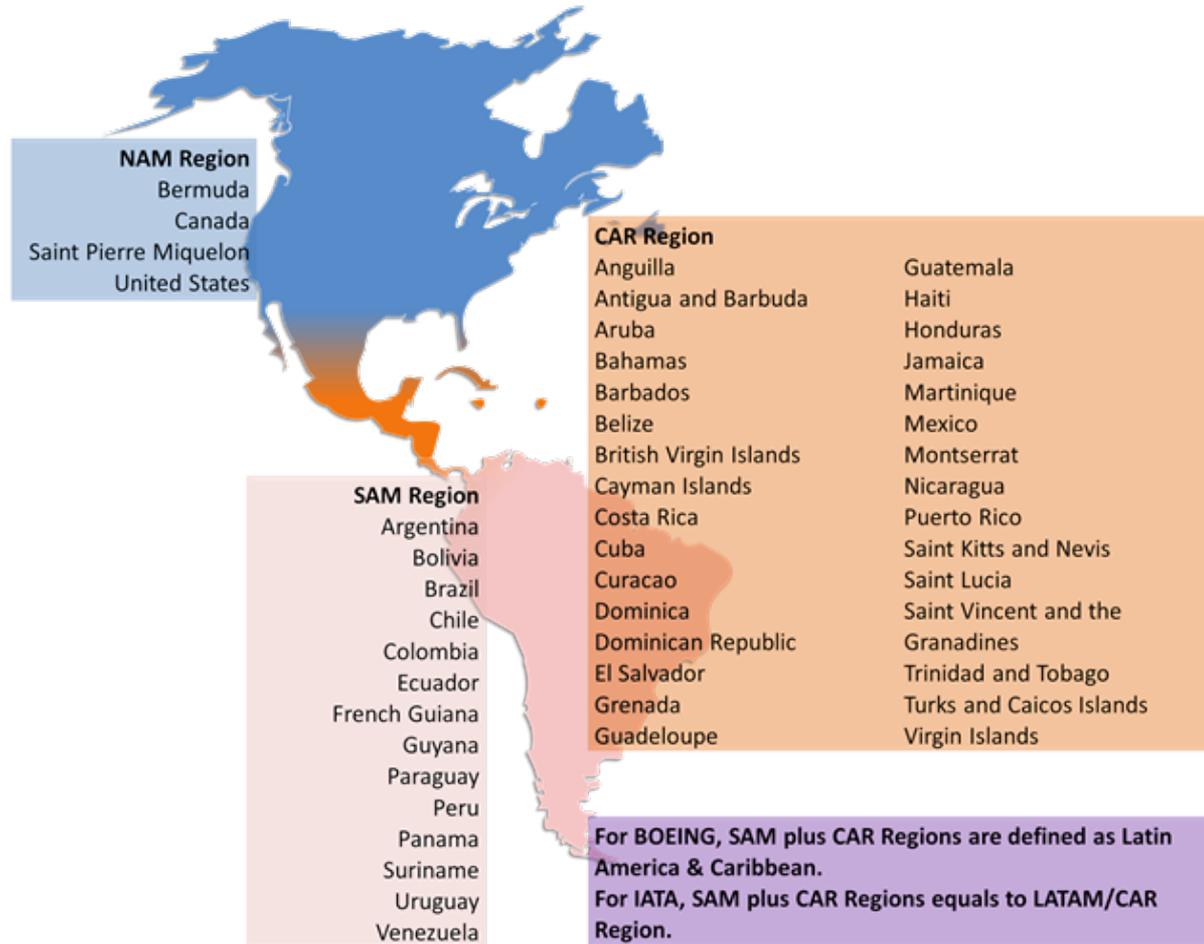
**To involve all the
stakeholders in a
coordinated effort**



RASG-PA is a data-driven, results oriented organization

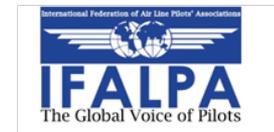


Pan America Region



RASG-PA Membership

34 NAM/CAR/SAM States, 19 Territories and...



Executive Steering Committee (ESC)



VP United States



VP Costa Rica



VP Chile



Co-Chair Boeing
(International organizations & Industry)



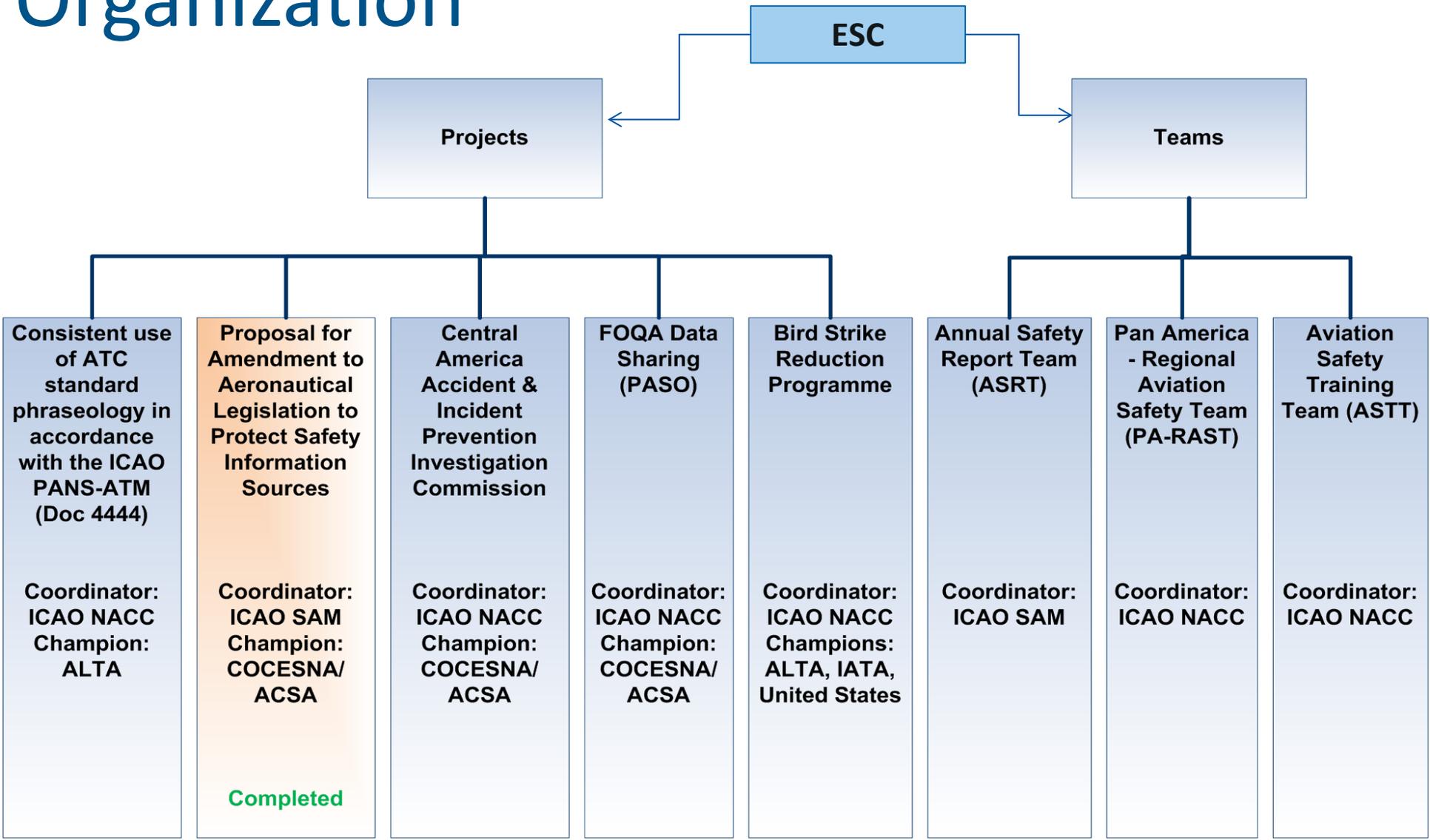
VP Curacao and
Co-Chair
(States/Territories)



VP Brazil



Organization



Organization cont.

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

Coordinator: ICAO NACC Co-chairpersons: Brazil (State) & IATA (International Organizations/Industry)
 Vice-chairpersons: Mexico and Airbus

[Detailed Implementation Plans (DIPs)]

Controlled Flight Into
Terrain
(CFIT)

Loss of Control In-
Flight
(LOC-I)

Runway Excursion
(RE)

IAT
Information
Analysis
Team
Rapporteur:
Boeing

CFIT/02
DIP

CFIT/04
DIP

LOC-I/06
DIP

LOC-I/07
DIP

LOC-I/09
DIP

RE/04 DIP

RE/08 DIP

RE/09 DIP

RE/11 DIP

Champion:
IATA

Champion:
IFALPA/
IFATCA

Champion:
PA-RAST

Champion:
ALTA

Champion:
IFALPA

Champion:
ALTA

Champion:
ACI-LAC

Champion:
ALTA

Champion:
México

Completed

Completed

Completed

Completed

Completed

Completed

Completed

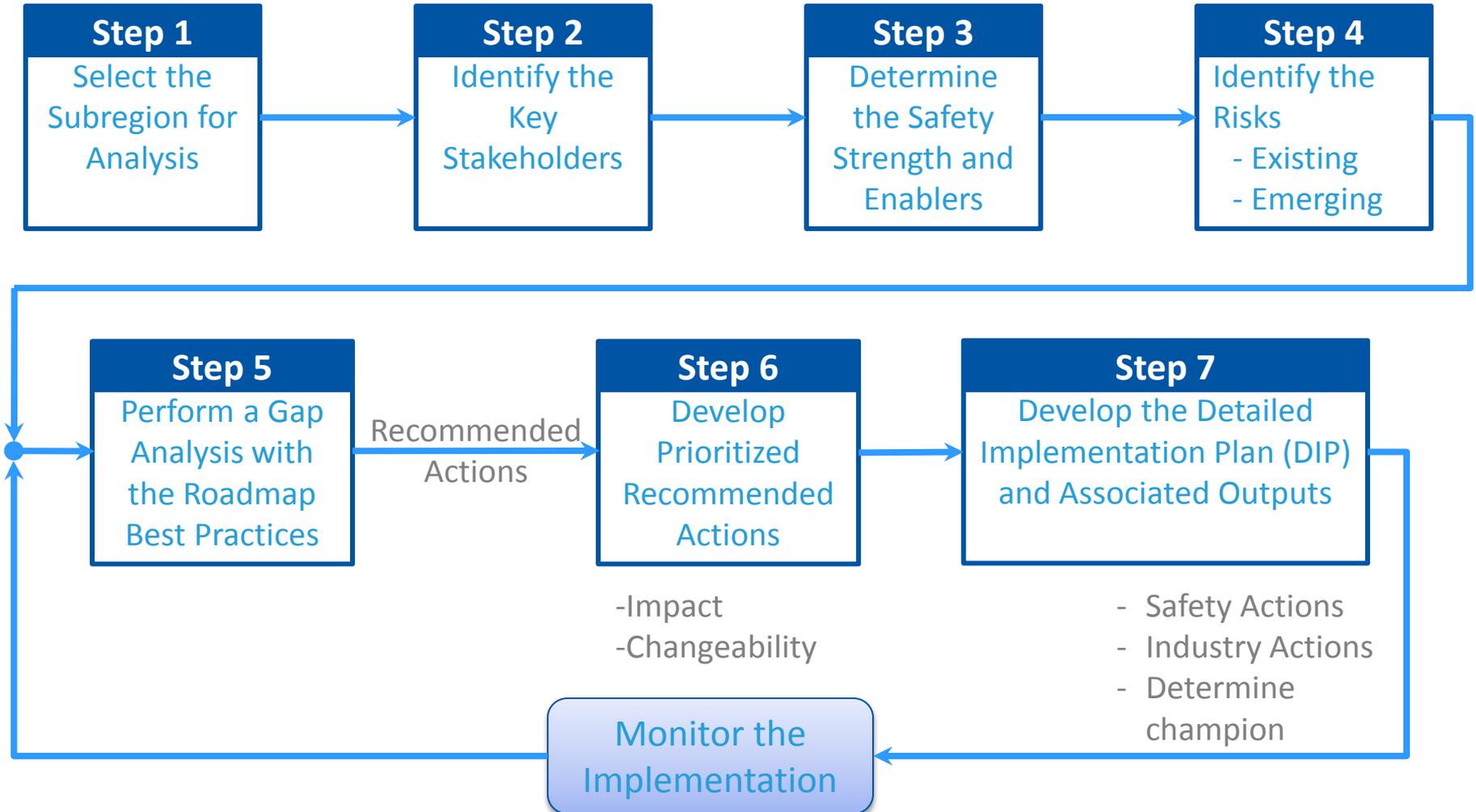
RASG-PA develops SEIs (Safety Enhancement Initiatives) to tackle the main risk areas:

- Runway Excursions (RE)
- Control Flight Into Terrain (CFIT)
- Loss of Control Inflight (LOC-I)
- Mid Air Collision (MAC) 

Every SEI has Detailed Implementation Plans (DIPs)



Development of SEI



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.

LOC-I DIPs & Outputs (RASG-PA/06)

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 emphasis 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	

CFIT DIPs & Outputs (RASG-PA/06)

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)

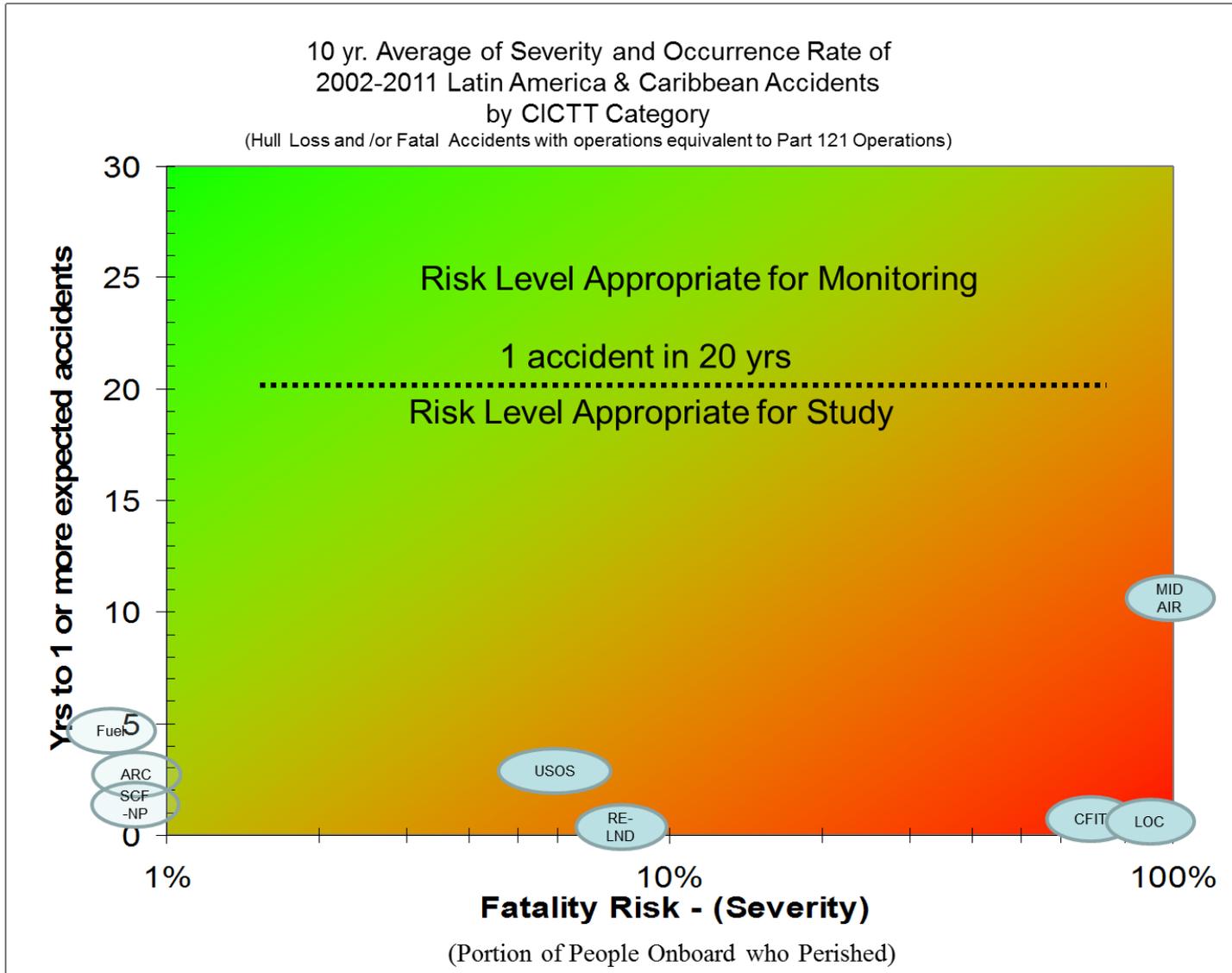
- 2 in-progress
- 7 completed
- 27 Associated Outputs:
 - 24 completed
 - 3 in-progress

New SEIs for RE, CFIT, LOC-I and MAC are under development by the four Safety Enhancement Teams (SETs)

RASG-PA Risk Reduction Goal

Using 2010 as a baseline, is to reduce fatality risk for Part 121 or equivalent operations by 50% by the year 2020 in Latin America and the Caribbean

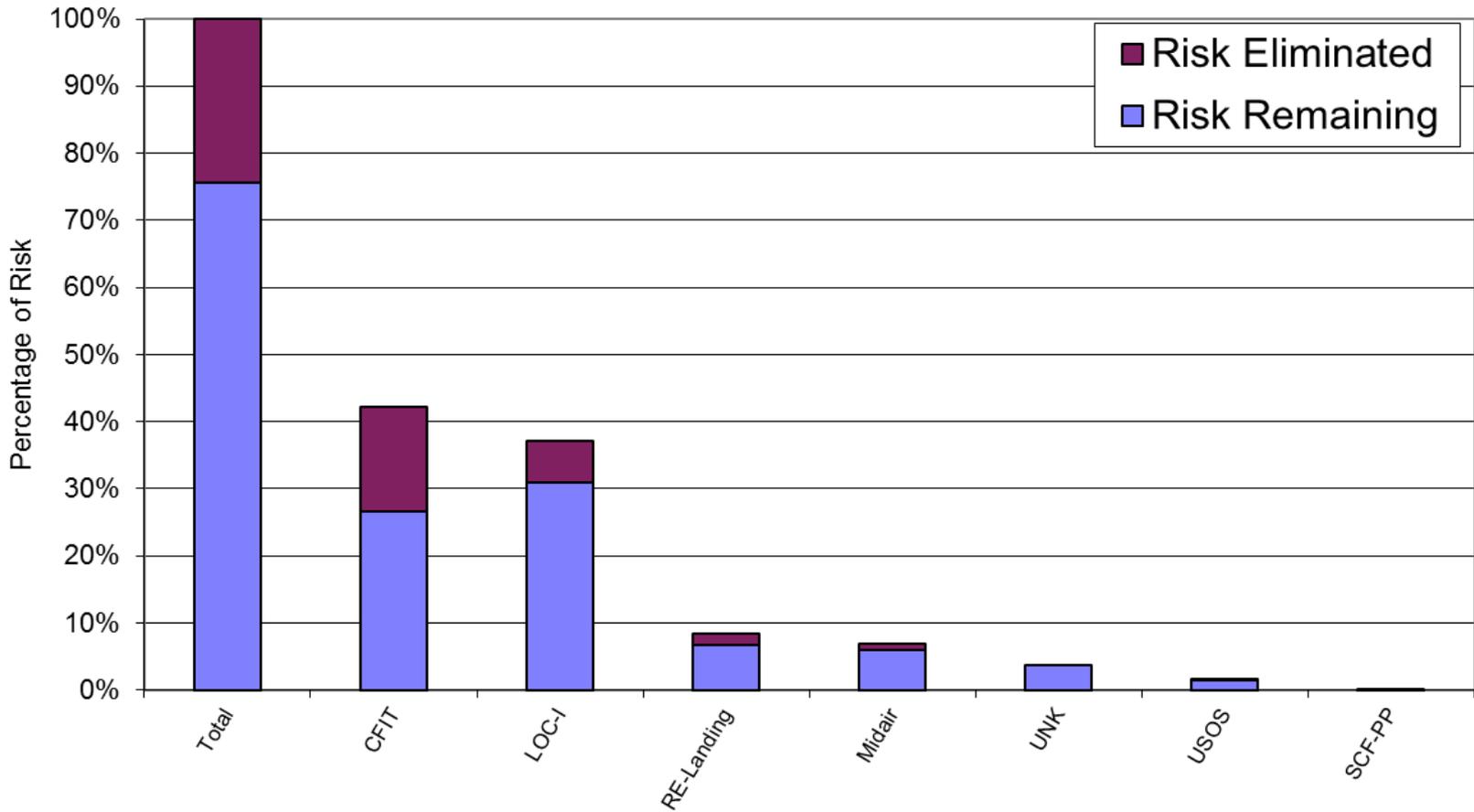






Portion of Fatality Risk Mitigated by Proposed Safety Enhancements

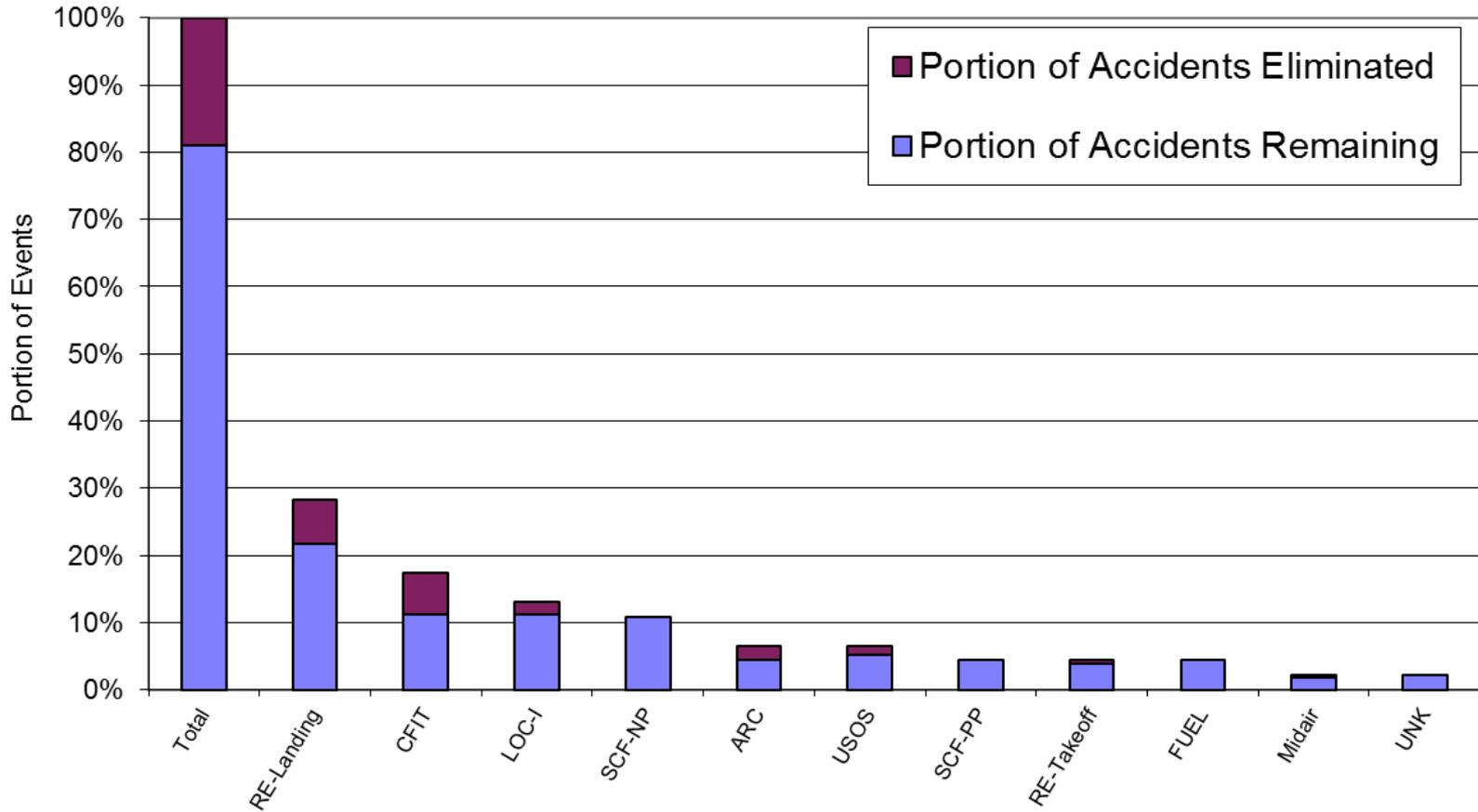
SAM Region





Portion of Accidents Mitigated by Proposed Safety Enhancements

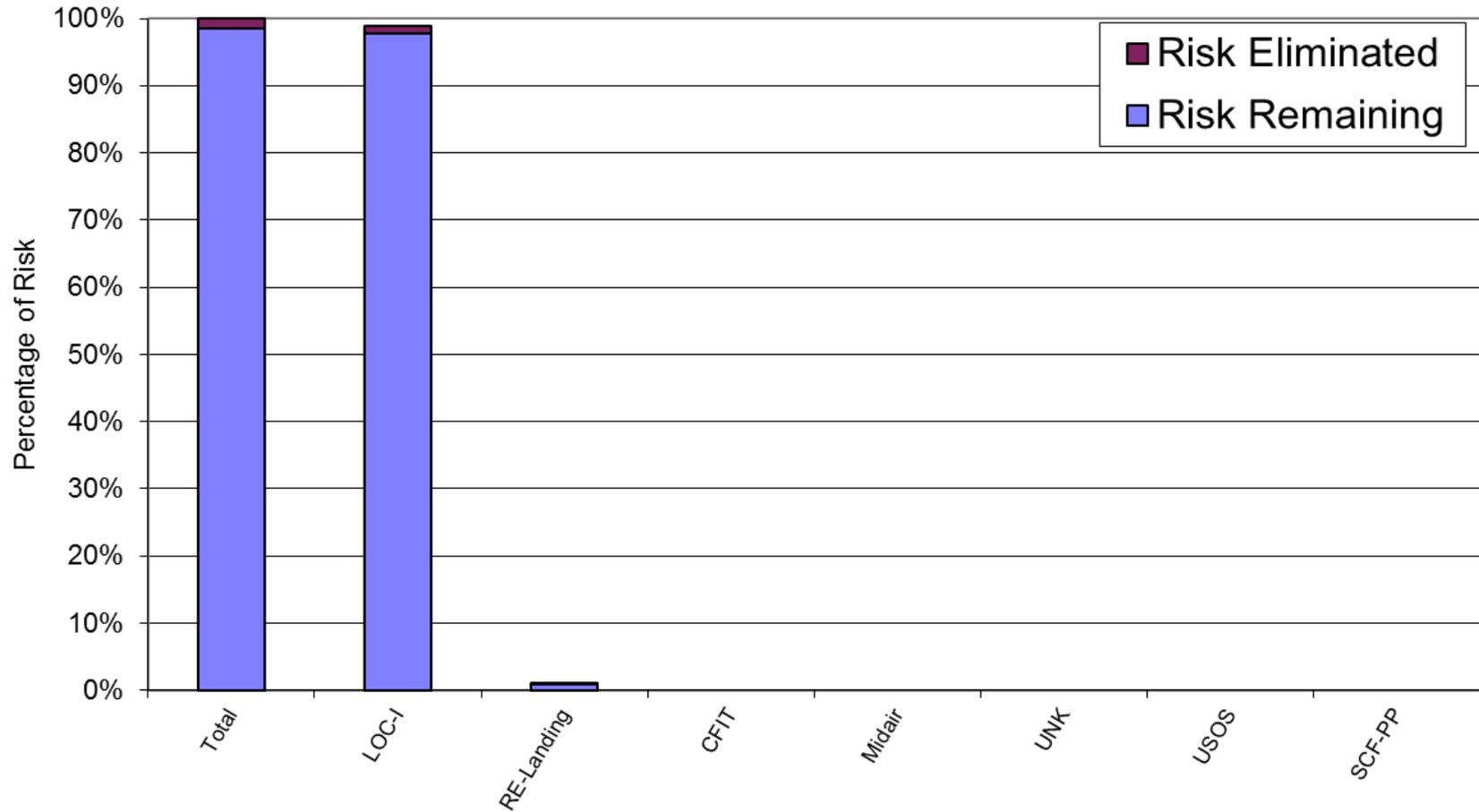
SAM Region





Portion of Eliminated and Remaining Fatality Risk by Category

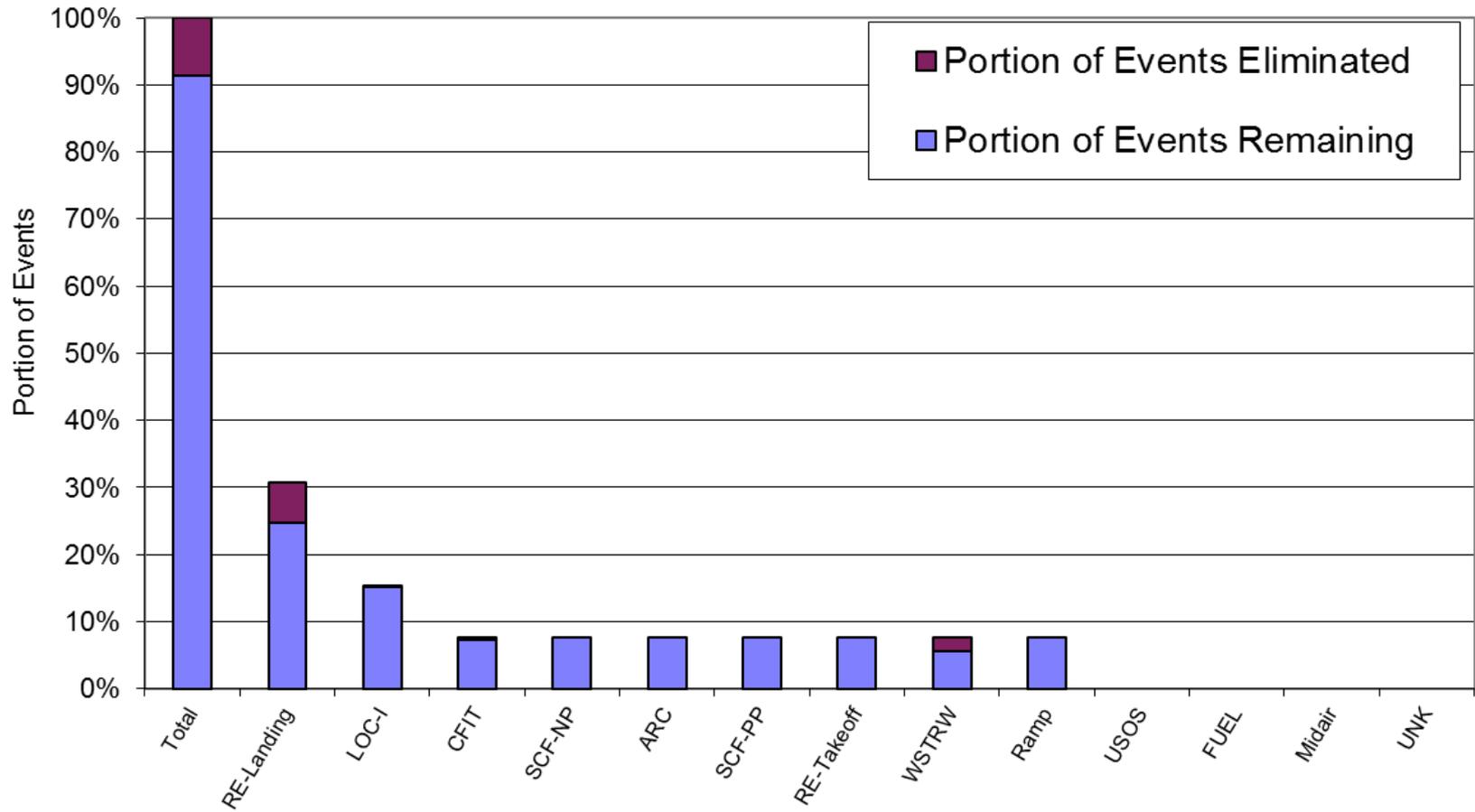
CAR Region





Portion of Eliminated and Remaining Events by Category

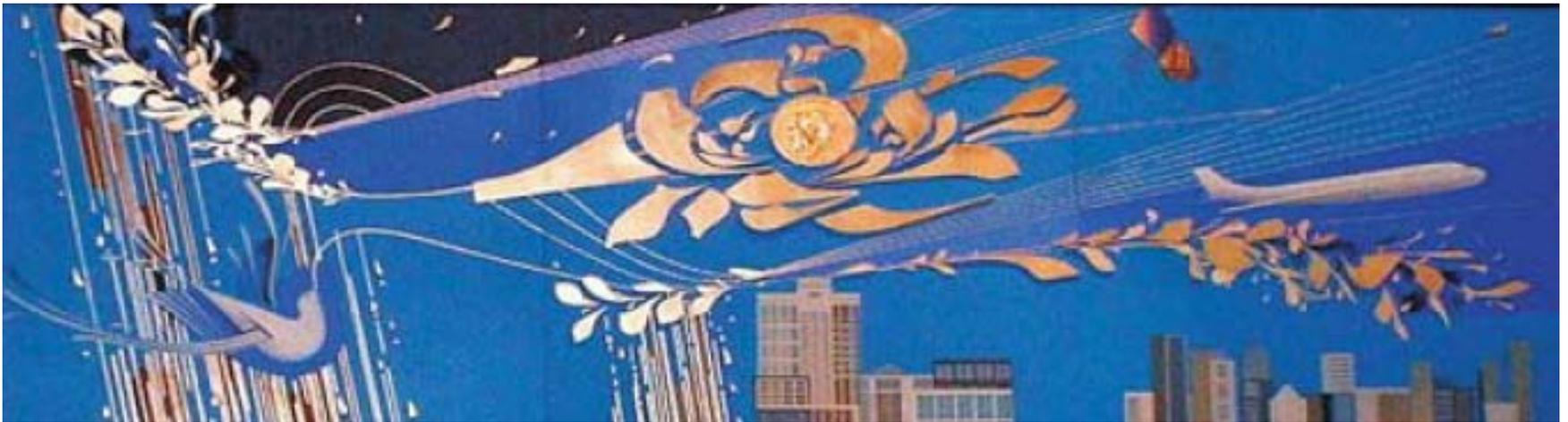
CAR Region



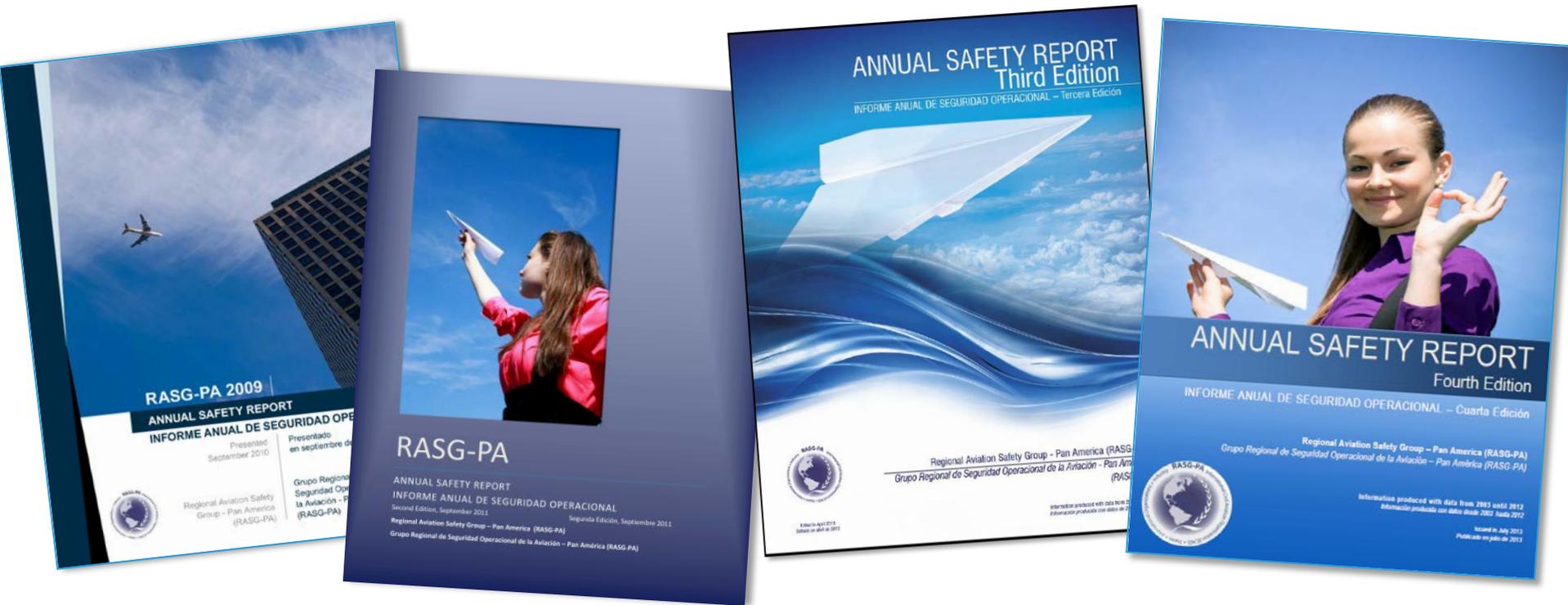
NAM/CAR Preliminary Safety Targets

1. Significant Safety Concern (SSC)
 - a. Resolution of SSC (01)
2. Safety oversight
 - a. 85% of effective implementation (EI) by December 2016
3. Accidents
 - a. Reduce rate 50% with regard to the global accident rate by Dec 2016
4. Runway excursion and incursion
 - a. Reduce runway excursions/incursions in 20% by December 2016 (ref 2012)
5. Aerodrome certification
 - a. 40% of the international aerodromes certified by December 2018
6. SSP/SMS Implementation
 - a. 60 % of States with SSP implementation by December 2018
 - b. 60% of the service providers with SMS implemented by December 2018

RASG-PA deliverables



RASG-PA Annual Safety Reports Pan America 2009, 2010, 2011, 2012



2009

Proposal of amendment to the aeronautical legislation in order to protect safety information sources



Regional Aviation Safety Group-
Pan-American (RASG-PA)
Project GSI # 3.A
10/16/2009

Model Legislation for the Protection of Safety Information (English and Spanish)

Pan American Aviation Safety Summits

1st Pan American AVIATION SAFETY SUMMIT

Working together for a safer industry



April 19-23, 2010
Sao Paulo, Brazil

in partnership with ALTA

2nd PAN AMERICAN AVIATION SAFETY SUMMIT 2011

June 15-16 Mexico City



Working together for a safer industry

in partnership with ALTA



3rd PAN AMERICAN AVIATION SAFETY SUMMIT

June 19-21 2012 Bogotá Colombia



ALTA



JUNE 25-26, 2013
SAN JOSE, COSTA RICA

Upcoming Fifth Pan American Aviation Safety Summit in partnership with ALTA and hosting State Curaçao



Annual Plenary Meetings
Aviation Safety Seminars and
Workshops
Projects
RASG-PA Safety Advisories - RSA
Training Tools
Dedicated Website

...



Managing Aviation Safety Risks Faces Many Challenges

- Traffic growth
- New air transport operators
- Significant number of new aircraft orders
- Demand for skilled aviation personnel
- Training capacity
- Attractiveness of aviation
- Attrition related impact
- Infrastructure deficiencies
- Resources
- Political will

RASG-PA Main Plans 2014 - 2016

- Align RASG-PA work programme with GASP
- Support roll-out of GASP & Annex 19
- Improve RASG-PA processes and procedures
- Mitigate RE, CFIT, LOC-I & MAC risks
- Monitor/act regarding regional safety issues
- Improve coordination with GREPECAS
- Establish contact with other RASGs
- Improve participation of stakeholders
- Positioning as the strategic regional safety forum
- Support ICAO with data collection for safety dashboard



We are very
ambitious
setting our
safety
targets...



...but we are confident that with everybody's commitment and continuous support it will be achieved



Thank you!



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