International Civil Aviation Organization
Regional Aviation Safety Group - Pan America (RASG-PA)

WORKING PAPER

Twenty-Third Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting (RASG-PA ESC/23)
Miami, United States, 19 to 20 March 2015

Agenda Item 3: **RASG-PA Working Group Reports**
3.1 Pan America — Regional Aviation Safety Team (PA-RAST)

TACTICAL USE OF IAT INFORMATION

Presented by IATA

EXECUTIVE SUMMARY
With the maturity of safety data sharing system in the Pan-American region, RASG-PA has a gained access to safety information previously unavailable to experts.
With this new knowledge and capability, RASG-PA has the responsibility of protecting the security of the data, fostering the use and growth of these tools, and at the same time making effective use of it.
Now that safety "Hot-Spots" have been identified in the region using this information, IATA proposes a procedure to make "Tactical" use of it to implement safety barriers and/or solve identified problems at these locations.
This RASG-PA led work, should be well planned and prioritized, count with the right resources including funding, and its effectiveness tracked.

Action:	The RASG-PA ESC is invited to discuss this proposal and implement this procedure to tackle Hot-Spots in the region.
Strategic Objectives:	• Safety • Air Navigation Capacity and Efficiency
References:	• none

1. Introduction

1.1 Thanks to the MOUs signed by RASG-PA with the CAST and IATA, the group has gained access for the first time to safety information from the ASIAS and GADM databases respectively.

1.2 This information that comes almost exclusively from Airlines FOQA programs has enable the IAT to provide regional trends on RE, TAWS/CFIT, TCAS and LOC-I events in the region; as well as identifying concentrations of events and or statistical outliers that identify areas of potential higher risk for the operations.

1.3   To drive change in the region, RASG-PA has created different groups inside its organizations, where analysis, development and implementation is carried out in strategically and with a region-wide mind-set, trying to improve safety across the board and taking in considerations the culture, resources, needs and even languages or legal frameworks of its members.

1.4   Unfortunately, the kind of work that needs to be carried out at this safety "hot-spots" will require RASG-PA to develop different dynamics and a different operational mind-set:

- Producing specific analysis that uses data that goes even beyond FOQA programs (like pilot reports and radar tracks)
- Developing solutions and implementations plans where local regulators, airports and airlines will need to be heavily involved
- Devout specific resources (monetary and people)
- Set goals and targets for the mid-to-short term

2   Proposal

2.1   IATA believes that this new safety knowledge, paired with the proven track record of RASG-PA when it comes to safety improvements implementation, combined with RASG-PAs state/industry compositions, make RASG-PA responsible and capable of leading the much needed safety enhancements at this locations.

2.2   Implementing a "Tactical Go-Team" approach to work at these locations could be the most effective way of targeting and managing safety improvements. It is not enough that we communicate our findings to our member states/airports/airlines and/or or promote the implementation of Runway Safety Teams at this locations. We need to help them drive the necessary change with the right safety information, analysis capability, resources and effectiveness tracking.

2.3   For this RASG-PA would have to implement an internal process that could follow this general guidelines proposed by IATA:

- Intelligence Gathering (IAT)
    o Yearly review of ASIAS and GADM information to identify Hot-Spots
- Hot-Sport validations and prioritization (ESC)
- Assignment of Hot-Spots to Champions (ESC)
- Creation of a RASG-PA Hot-Spot specific "Tactical Team" (Champion)
- Initial visit to Hot-Spot (Tactical Team)
    o Presentation of the identified issue to local stakeholders
- Hot-Spot deep dive analysis (Tactical Team)
    o Use IAT information plus local information, intelligence and operational experience to analyse issue
- Development of safety enhancements (Tactical Team)
    o Safety enhancements might include work like airspace redesign, infrastructure changes, training, etc. They will require resources
- Validation of safety enhancements and resource allocation (ESC)
- Implementation of safety enhancements (Tactical Team)
- Yearly progress tracking (IAT)
- Yearly report to ESC (Champion)

3 **Action**

3.1 The RASG-PA ESC is invited to discuss this proposal and implement this procedure to tackle Hot-Spots in the region.

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