

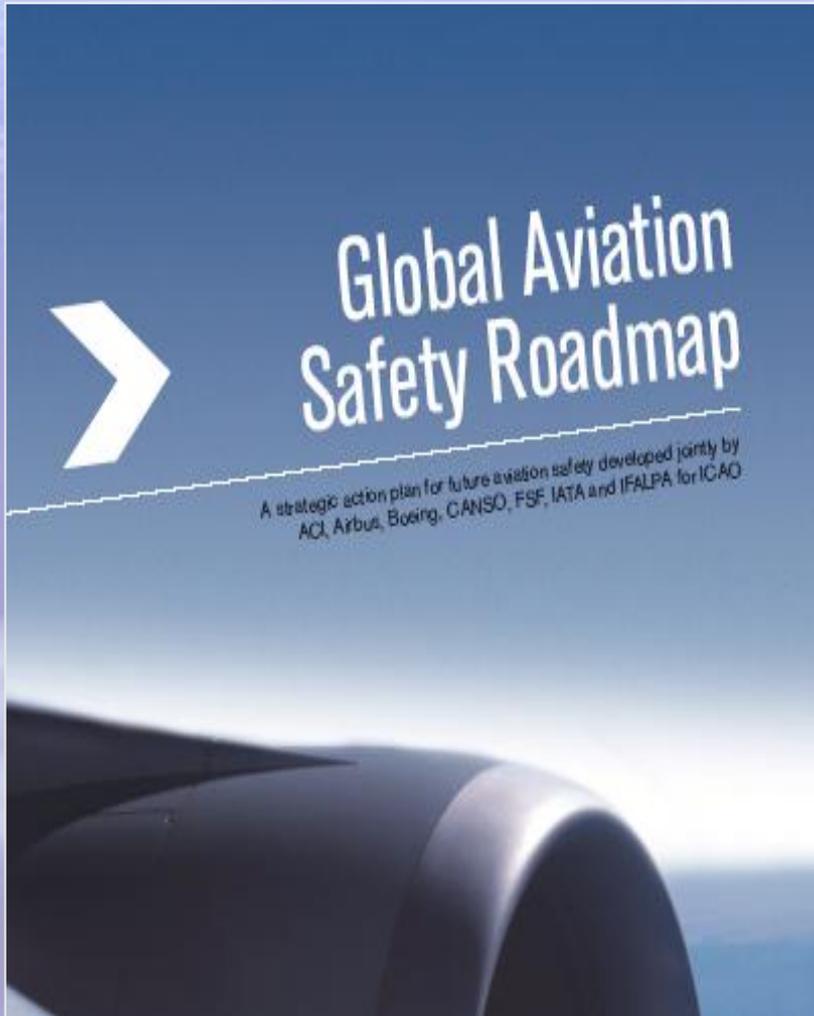


Runway Excursion Risk Mitigation The Value of a Collaborative Response

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The Industry Safety Strategy Group (ISSG)

Industry and ICAO committed to work together in aviation safety



Regional Aviation Safety Group-Pan America

Established in November 2008

To coordinate Safety efforts in the NAM, CAR , and SAM regions

To promote and implement safety initiatives through the cooperation of all stakeholders

Co-Chaired by States and Industry

Supported by ICAO Regional Offices

Regional Aviation Safety Team – PA

Safety enhancement implementation team for RASG-PA

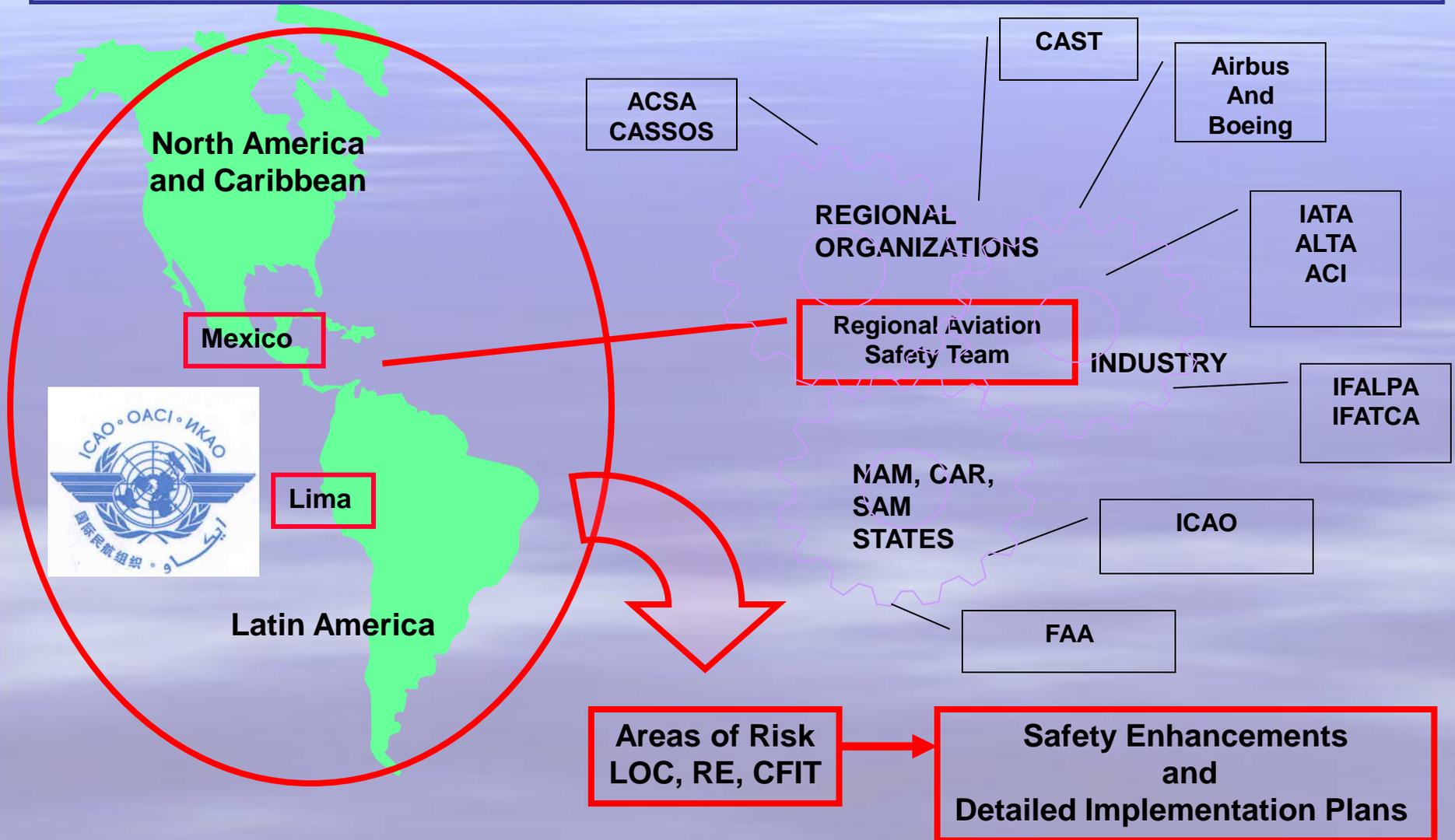
Risk-based approach to Safety enhancement



<http://www.mexico.icao.int/RegionalGroups.html>

RASG-PA Safety Process

RASG-PA Steering Committee includes ICAO, States from NAM, CAR, and SAM regions, Industry, International and Regional Organizations



RASG-PA Safety Process

Virtual meetings

Bi-Weekly RAST

Monthly RASG Steering Committee

Face to face meetings

RAST quarterly

RASG SC quarterly

RASG plenary once a year

Runway Excursion risk mitigation

Developed: Safety Report, Safety Enhancement Initiatives, Detailed Implementation Plans

Based on existing safety enhancements and risk mitigation tools from:

IATA, FSF, IFALPA, Airbus, Boeing, CAST, and US FAA

Implementation phase: 4Q 2010 – 4Q 2013 (includes assurance)

RASG-PA Runway Excursion (RE) Safety Enhancement Initiatives

RAST Number	Safety Enhancement Action
RAST-PA/RE/01	Stabilized approaches (PBN Implementation)
RAST-PA/RE/02	Implementation RESA (Where possible)
RAST-PA/RE/03	Implement EMAS (Where possible)
RAST-PA/RE/04	Promote pilot adherence to Standard Operating Procedures (SOPs) for approach procedures including go-around decision making process.
RAST-PA/RE/05	Timely notification about runway conditions by AIS add /ATS
RAST-PA/RE/06	Improve runway conditions in accordance with Annex 14
RAST-PA/RE/07	Implement risk management measures taking into consideration the ones contained in ALAR
RAST-PA/RE/08	Guidance in maintaining runway in accordance with Annex 14 (put this point next to 6)
RAST-PA/RE/09	Specific Training for pilots and air traffic controllers to avoid unstabilized approaches
RAST-PA/RE/10	Specific training for aerodrome personnel regarding maintenance and operations of the runway

Detailed Implementation Plan Example: RAST-PA RE/09

Rast No	Safety Enhancement Action	Reference:	GSI	Safety Impact	Changeability	Indicator	Priority	Time Frame
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RAST-PA/RE/09 Output 1

Description: ALTA will conduct a survey within its operators regarding the actions taken to mitigate unstable approaches.

Resources:

Resource Notes: ALTA members

Time Line: SCA + 6 months

Actions: The information obtained will be presented and be used to prepare the content for the safety seminars.
The goal will be to identify needs and share best practices to improve training methods.

Target Completion Date:

RAST-PA/RE/09 Output 2

Description: Develop a strategy to deliver safety seminars for pilots and controllers in Pan America that targets recognition and avoidance of unstable approaches.

Resources:

Resource Notes: Stakeholders as listed above

Time Line: Output 1 + 24 months

Actions: Develop a strategy and timeline to deliver safety seminars for pilots and controllers.

At a minimum the following topics should be covered:

- Stabilized Approaches
- Go Around Gates and Missed Approach Criteria
- Approach Procedures and Briefings
- Non Normal Aircraft Conditions
- Transfer of Aircraft Control
- CRM/TRM and human factors
- Weather conditions and information dissemination including tail wind landings

During the safety seminars participant will be asked to provide additional mitigation measures that will be compiled and used as the basis of future safety enhancements for runway excursions.

Target Completion Date:

Conclusions

We have available tools to prevent many of the runway excursions occurring today

Aviation is a complex system, no single stakeholder can provide the necessary safety enhancements

Efforts to improve safety have been most successful when industry and government have worked together, with better use and coordination of resources

A collaborative approach can and will promote rapid, positive implementation of risk mitigation strategies in an efficient manner

A viable, self-sustaining, and co-led industry-government regional safety group is the best way to coordinate the implementation

Thank you!

