

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



**RASG-PA Aviation Safety Seminar**

***NSU, Ft. Lauderdale, Florida, United States, 29-30 March 2016***

**Eduardo Chacin**

**ICAO**

# The International Civil Aviation Organization (ICAO)

United Nations (UN) specialized agency, established by States in 1944 to manage the administration and governance of the Convention on International Civil Aviation (Chicago Convention)



ICAO

1944-2014

Cooperating on Global Aviation Progress:

Celebrating 70 Years of the Chicago Convention

# The International Civil Aviation Organization (ICAO)

It works with the Convention's 191 Member States and industry groups to reach consensus on international civil aviation Standards and Recommended Practices (SARPs) and policies in support of a safe, efficient, secure, economically sustainable and environmentally responsible civil aviation sector

# ICAO Strategic Objectives 2014-2016

1. Safety
2. Air Navigation Capacity and Efficiency
3. Security and Facilitation
4. Economic Development of Air Transport
5. Environmental Protection

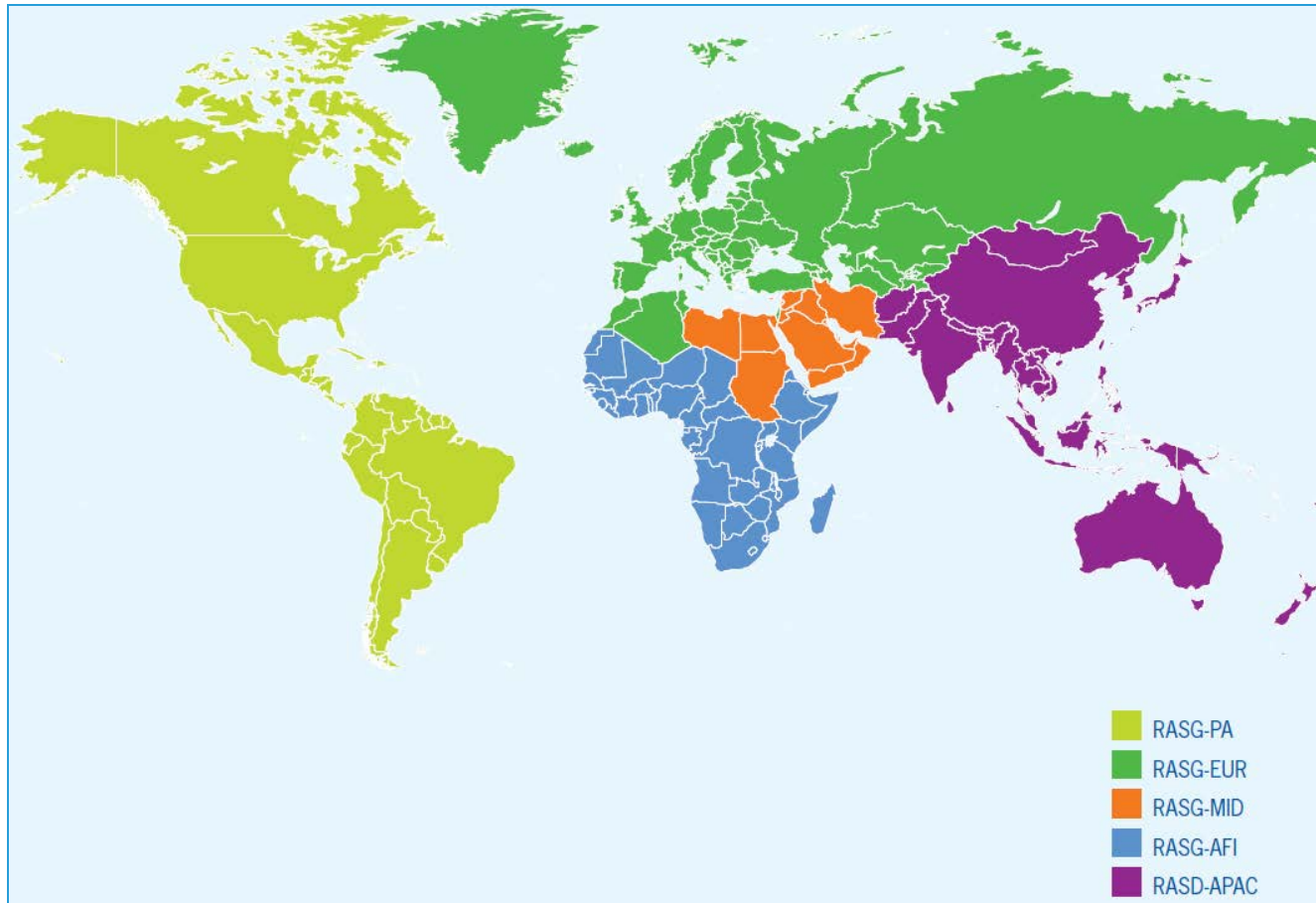
# 1. Safety

- Enhance global civil aviation safety
- Focused primarily on the State's regulatory oversight capabilities
- The Global Aviation Safety Plan (GASP) outlines the key activities for the triennium

# ICAO Regional Aviation Safety Groups - RASGs

- Serve as a regional cooperative forum integrating global, regional, sub-regional, national and industry efforts in continuing to enhance aviation safety worldwide
- Develop and implement work programmes that support a regional performance framework for the management of safety on the basis of the Global Aviation Safety Plan (GASP)

# ICAO Regional Aviation Safety Groups - RASGs



# RASG-PA

**First in the World (2008)**

**Multi-regional**

**States/Territories, Intl' Organizations & Industry**

**Adopted in other ICAO Regions**

**Aligned with GASP**

**Data-driven / Results Oriented**



# RASG-PA Mission

It is to reduce fatality risk in commercial aviation by ensuring prioritization, coordination and implementation of data - driven safety enhancement initiatives in the Pan American Region through the active involvement of all civil aviation stakeholders



# RASG-PA Vision

It is to remain ahead of any risks to commercial aviation, seeking to achieve the highest level of safety in the Pan American Region



# RASG-PA Membership

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



# RASG-PA Fatality 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**

# Pan American Scheduled Commercial Air Transport Accidents

Pan American Scheduled Commercial Air Transport Accidents			
Year	Total Accidents	Fatal accidents	Total fatalities
2004-2013 avg.	39.3	3.3	81.8
2013	36	4	18
2014	35	0	0
Aircraft MTOM above 5,700 kilograms			
Source: RASG-PA ASR 6 <sup>th</sup> Edition			

# RASG-PA develops Safety Enhancement Initiatives for the high-risk accident occurrence categories:



**Runway Excursion (RE)**



**Controlled Flight Into Terrain (CFIT)**



**Loss of Control-Inflight (LOC-I)**



**Mid-Air Collision (MAC)**

**...and Detailed Implementation Plans (DIPs)**



# RASG-PA uses different types of safety data/information

**REACTIVE:** safety analysis based upon past occurrences (accidents and incidents)

**PROACTIVE:** analysis of States' existing conditions (ICAO SARPs implementation, traffic variations) and service providers (IATA Operational Safety Audits, ramp inspections)

**PREDICTIVE:** based upon analysis of Flight Operations Quality Assurance (FOQA) de-identified data, oriented towards identifying potential future hazards for initiating corresponding mitigation actions



# RASG-PA produces safety intelligence from different sources

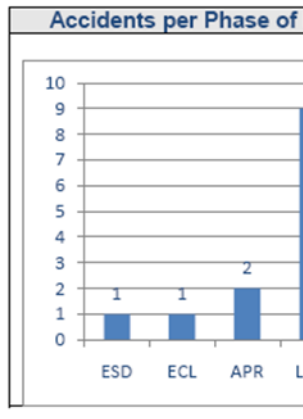
**Fatal Accidents by CAST/ICAO Taxonomy Accident Pan American\* Airline Domicile – 2000 through 2006**

Accident Type	2000	2001	2002	2003	2004	2005	2006
CFIT	1	1	1	1	1	1	1
LOC-I	1	1	1	1	1	1	1
RE-Landing + ARC	1	1	1	1	1	1	1
RAMP	1	1	1	1	1	1	1
MIC	1	1	1	1	1	1	1
SCF-NP	1	1	1	1	1	1	1
OTHER	1	1	1	1	1	1	1
SCF-PP	1	1	1	1	1	1	1

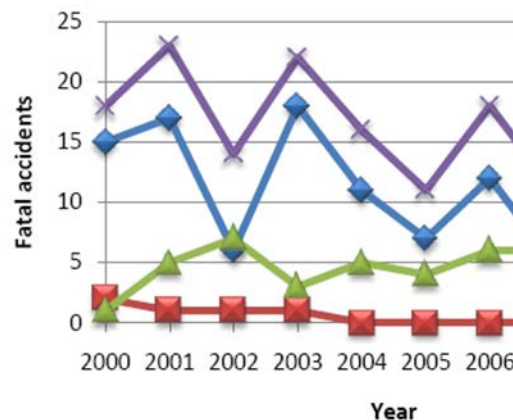
ARG: Abnormal Run  
CFIT: Controlled Flight Into Terrain  
LOC-I: Loss of Control  
MAG: Midair Collision  
RAMP: Ground Handling



North America		IATA Members	
14 Accidents (2009)		Hull Losses	
		Fatal	
Passenger	Cargo	Ferry	Jet
64%	36%	0%	20%



## Fatal Accidents Distribution



## ASIAS Member Airlines

44 Airlines

ABX Air	GoJet Airlines
Air Wisconsin Airlines	Hawaiian Airlines
Alaska Airlines	*Horizon Air
Aloha Air Cargo	JetBlue Airways
American Airlines	Mesa Airlines
American Eagle Airlines	Miami Air International
Atlas Air	North American Airlines
Cape Air	Omni Air International
Chautauqua Airlines	Piedmont Airlines
CitationAir	Pinnacle Airlines
CommutAir	Polar Air Cargo
Compass Airlines	PSA Airlines
Delta Air Lines	Republic Airlines
Empire Airlines	Shuttle America
Evergreen International Airlines	Silver Airways
ExpressJet	SkyWest Airlines
FedEx Express	Southern Air
Frontier Airlines	Southwest Airlines
	Spirit Airlines



Trans States Airlines  
United Airlines  
United Parcel Service  
US Airways  
Virgin America  
World Airways

### Government

FAA, NASA,  
Naval Air Force Atlantic,  
USAF Safety Center

### Industry

AIA, Airbus, ALPA,  
A4A, Boeing, CAPA, NACA,  
NATCA, RAA, SWAPA

\*Newest Member

As of 14 February 2013



# RASG-PA publishes Annual Safety Reports



## Measuring results

# RASG-PA Risk Management Strategy



## **Reactive:**

Apply the risk reduction formula to accident set to prioritize SEIs



## **Proactive:**

Implement SEIs targeting specific high fatality risk areas



## **Predictive:**

Verify effectiveness of SEIs using precursor trends in FOQA

# RASG-PA Risk Analysis

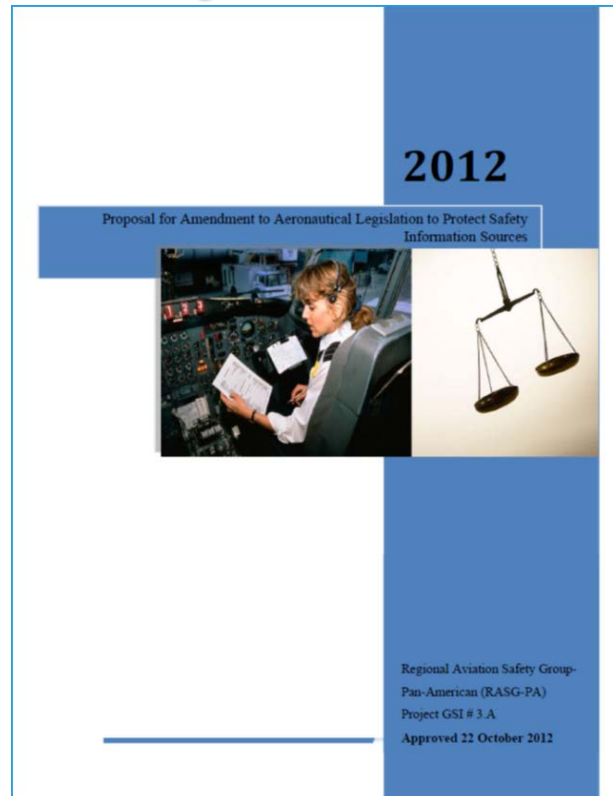
- RASG-PA Goal: 50% fatality risk reduction (2010 – 2020)
- Fatality risk: full loss passenger load equivalent per million departures
- Baseline: 5 year average fatality risk in 2010 = 0.6
- 2020 Goal = 0.3
- Calculated risk reduction due to SEIs implemented in the period 2009-2013 = 25%
- Calculated Risk through 2014 = 0.39, actual = 0.37

# Other RASG-PA Deliverables



RASG-PA

# RASG-PA created the Proposal for Amendment to Aeronautical Legislation to Protect Safety Information Sources





# 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



JUNE 19-21 2012  
BOGOTÁ, COLOMBIA

## 4th PAN AMERICAN AVIATION SAFETY SUMMIT

JUNE 25-26, 2013  
SAN JOSE, COSTA RICA



## 5th PAN AMERICAN AVIATION SAFETY SUMMIT

www.alt.aero ALTA



5th PAN AMERICAN  
AVIATION SAFETY SUMMIT  
SEPTEMBER 9-10th, 2014

CURAÇAO





# 6<sup>th</sup> PAN AMERICAN AVIATION SAFETY SUMMIT

The Region's most important Aviation Safety Conference

and

## 8<sup>th</sup> RASG-PA Annual Plenary Meeting

Medellin, Colombia, 25 June 2015



# 7<sup>th</sup> PAN AMERICAN AVIATION SAFETY SUMMIT

**Panama City, Panama, 20-23 June 2016**

RASG-PA and Autoridad Aeronautica Civil Panama in partnership with ICAO and the Latin American and Caribbean Air Transport Association (ALTA) will be sponsoring the 7th Pan American Aviation Safety Summit and the 9<sup>th</sup> RASG-PA Plenary Meeting



# RASG-PA Projects

## Completed

Use of Std Spanish and English Phraseology in accordance with the ICAO PANS-ATM – Air Traffic Management (Doc 4444)

Bird Strike Reduction Programme

Development of Metrics to Measure Institutional Strengths of the Civil Aviation Authorities

## Active

Regional Aviation Accidents Investigation Group (GRIAA) in Central America

Flight Information Quality Assurance (FOQA) Programme in Central America (PASO)

CAR and SAM Regions Safety Information Project

# RASG-PA Plan

**2016-  
2017**

**Align RASG-PA work programme with GASP**

**Support roll-out of GASP and Annex 19**

**Mitigate RE, CFIT, LOC-I and MAC**

**Monitor/act Regional safety issues**

**Coordinate with GREPECAS and RSOOs**

**Increase participation of stakeholders**

**Positioning as strategic regional safety forum**

**Collect safety information for ICAO**

# Challenges

## Regional

**Traffic growth**

**New air transport operators and new aircraft orders**

**Demand for skilled aviation personnel**

**Training capacity**

**Attractiveness of aviation**

**Attrition related impact**

**Infrastructure deficiencies**

**Resources**

**Political will**

# Summary

- ICAO is committed to improving aviation safety and enabling seamless co-operation and communication between stakeholders
- ICAO continues to collaborate with established regional organizations, such as Regional Aviation Safety Groups (RASGs) and Regional Safety Oversight Organizations (RSOOs) and promote the training and support necessary to address emerging safety issues

**RASG-PA is one of the key contributors for the Pan American Regional Safety Enhancement**



# Join the Group!





# RASG-PA

[RASG-PA@icao.int](mailto:RASG-PA@icao.int)

[www.icao.int/RASGPA/](http://www.icao.int/RASGPA/)

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*Thank you!*