



*International Civil Aviation Organization*

NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN OFFICE

**Twentieth Meeting of Directors of Civil Aviation of the Eastern Caribbean  
(20<sup>th</sup> E/CAR DCA)**

Miami, Florida, United States 4 to 7 December 2006

20<sup>th</sup> E/CAR DCA-IP/16 Rev.

28/11/06

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**Agenda Item 3:**

**Air Navigation Matters**

**3.6 Other Air Navigation issues**

**ATS INCIDENT REPORTING**

(Presented by IATA)

**SUMMARY**

IATA provides ATS incident reports to the ICAO NACC Regional Office. Airlines are concerned about the lack of action by many States to respond to these. IATA urges the prompt investigation of these ATS incident reports by the States and the implementation of corrective measures to resolve them and prevent new ones.

**References:**

- ICAO Annex 15

**1. Introduction**

1.1 ICAO reports that “lack of full and open reporting continues to pose a considerable barrier to further safety progress in many areas.” IATA and airlines are doing their part by providing timely ATS incident reports to the States and ICAO. However, airlines are concerned about the lack of action by many States in responding to these ATS incident reports and implementing corrective measures to resolve them and prevent new ones.

1.2 The commercial fatal accident rate in the region is about 3.4 % for every million takeoffs. The forecasts predict 6% increase in traffic in LATAM/CAR over the next several years. The corresponding increase in the number of accidents would be unacceptable! We must all work together to prevent it.

**2. Discussion**

2.1 IATA provides ATS Incidents reports received by the airlines to the ICAO NACC Regional Office. A copy is also always provided to the corresponding ICAO CAR/SAM Regional office.

2.2 In the Latin America and Caribbean region, a total of 85 reports from 14 airlines have been received by IATA between January and September of 2006. These were incorporated into the IATA ATS incident database and have been submitted to the ATS authorities, seeking investigation and corrective action. The majority of the ATS incidents dealt with communication deficiencies, lack of coordination with other ACCs and the improper application of separation procedures. The approach and landing phase and CFIT continue to be the most critical segments of flight operations in this regard. **Appendix A** contains a summary of the January – September 2006. **Appendix B** shows the accident rates in the region vs. other regions.

2.3 Of those reports, only 19 responses have been received by IATA. That constitutes a 16.5% response rate, which is absolutely unacceptable in a modern and effective safety system.

2.4 These reports provide the basic input for an effective safety management system. From there, a rigorous and formalized approach to identifying hazards, assessing the related risk, and defining and prioritizing the best ways to intervene must be undertaken. And all these actions need to be measured in a continuous loop.

2.5 The future of aviation safety hinges on the sharing of this type of information. This information has to flow in both directions: from airlines/operators to States/regulators and vice versa. Only this way can a meaningful “safety culture” be achieved.

### 3. **Conclusion**

- Civil Aviation Authorities are requested to establish the highest priority for addressing and resolving the problems reported by this mechanism and assist ICAO in coordination and implementation of solutions. So far this year, only 16.5% of the reported incidents have been by investigated and communicated by the DGACs.
- States, with the assistance of ICAO and IATA, must establish an effective safety management system that utilizes the input from these reports.
- ICAO, the States and IATA should work together to reduce ATS incidents throughout the region.

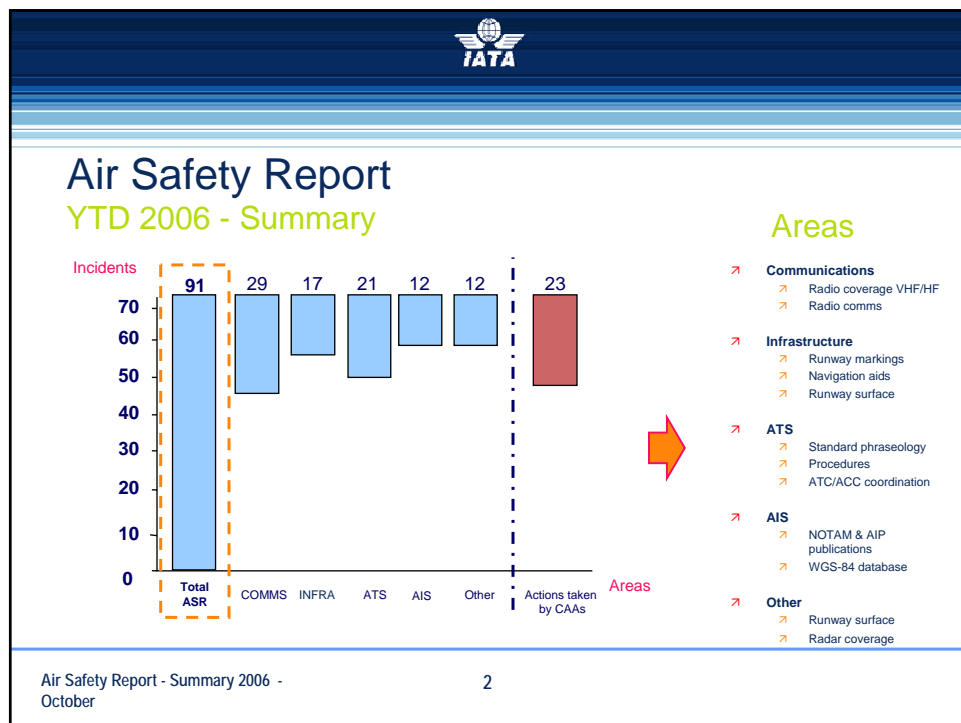
### 4. **Action requested**

The Meeting is invited to:

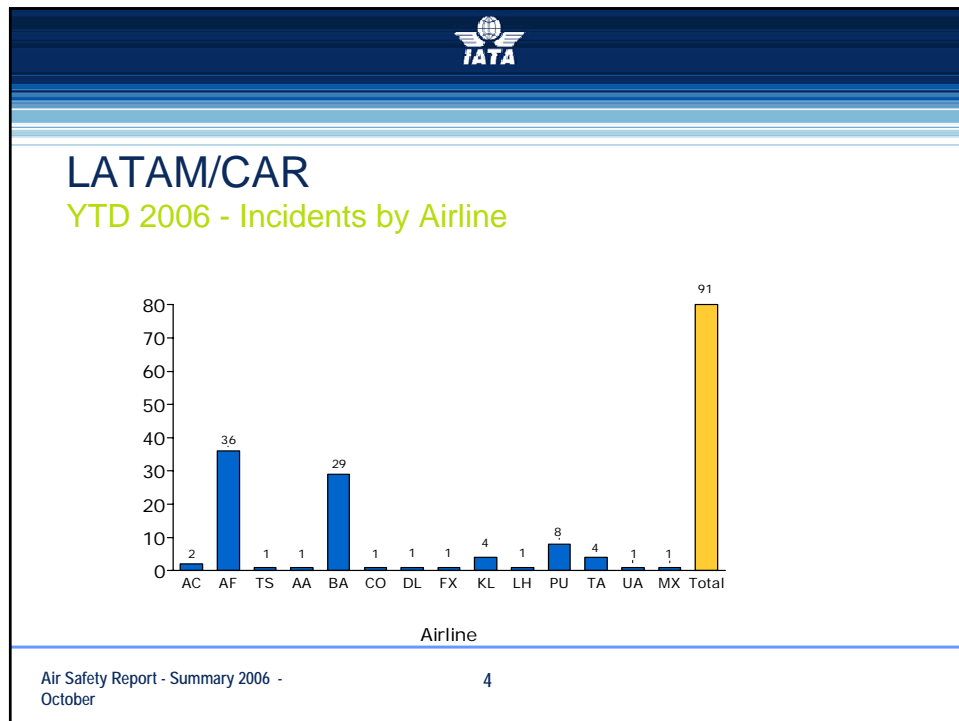
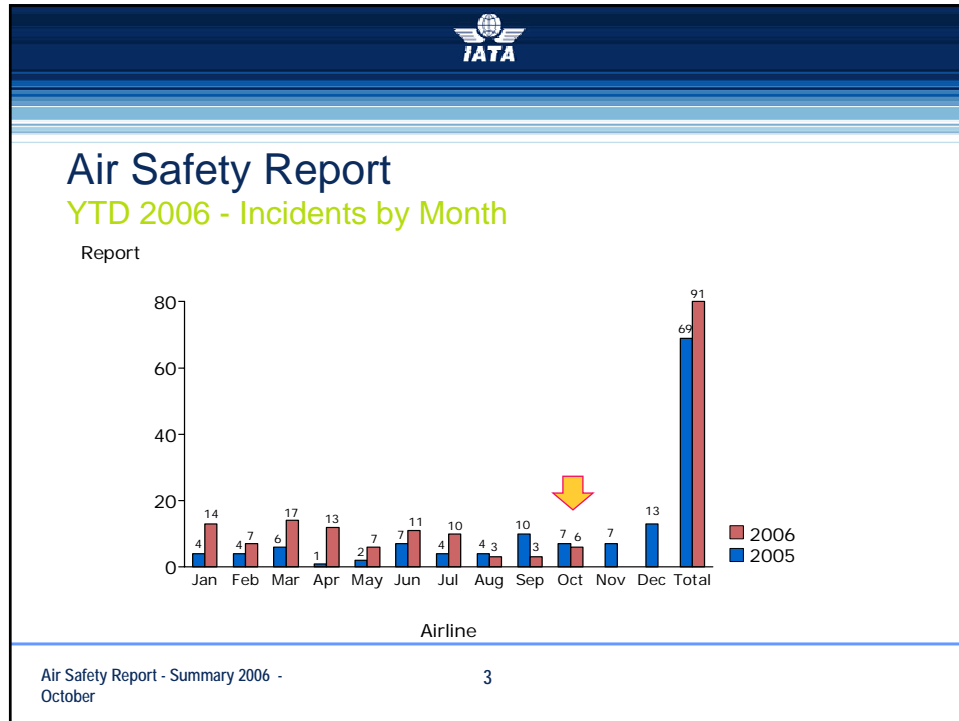
- a) ensure that States use appropriate mechanism to review the Air Safety Report.
- b) ensure that States implement corrective action measures.
- c) ensure that States disseminate appropriate details to ICAO, IATA and the airlines/operators.

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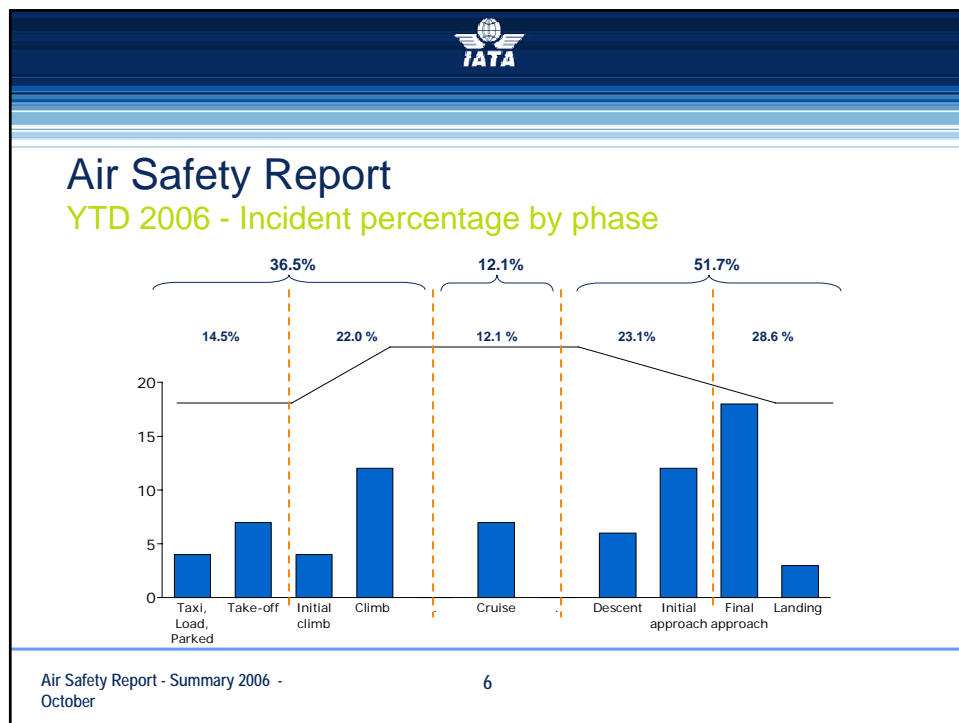
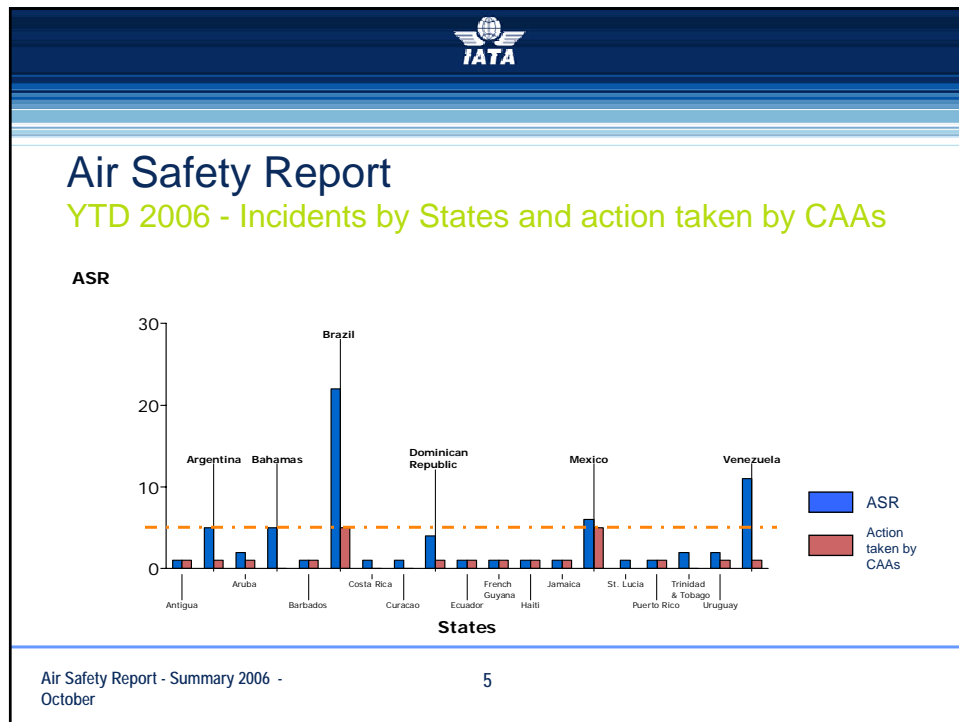
## APPENDIX A



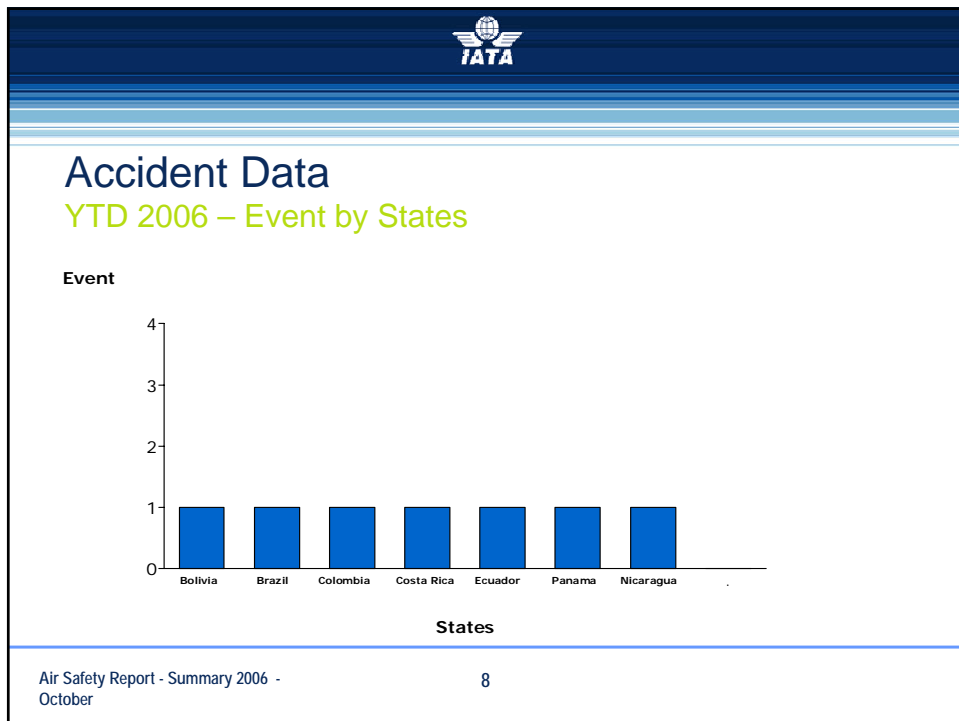
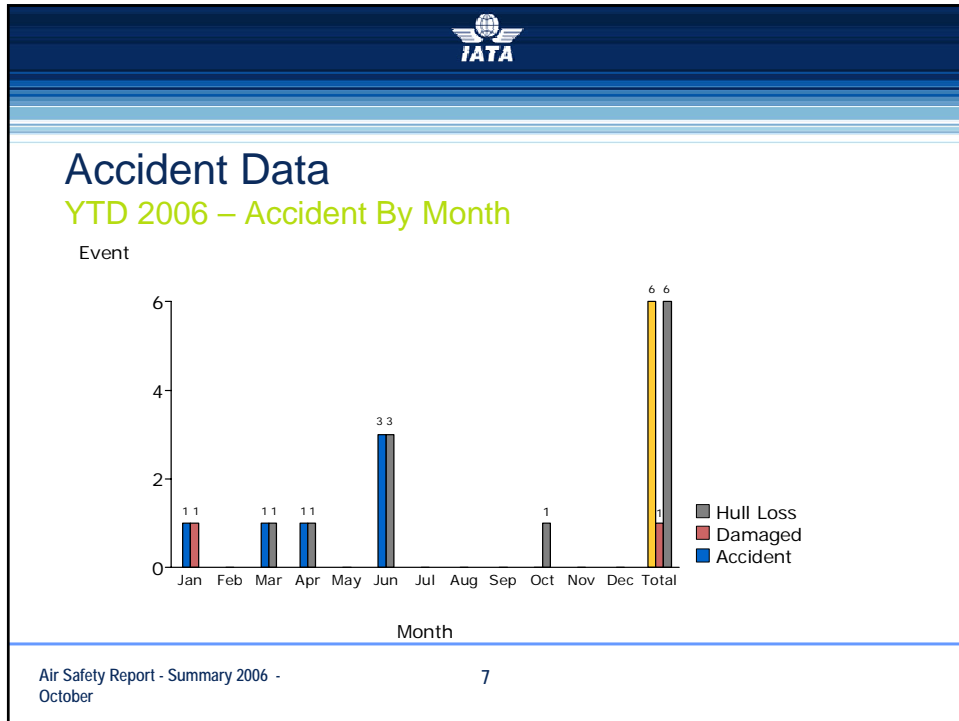
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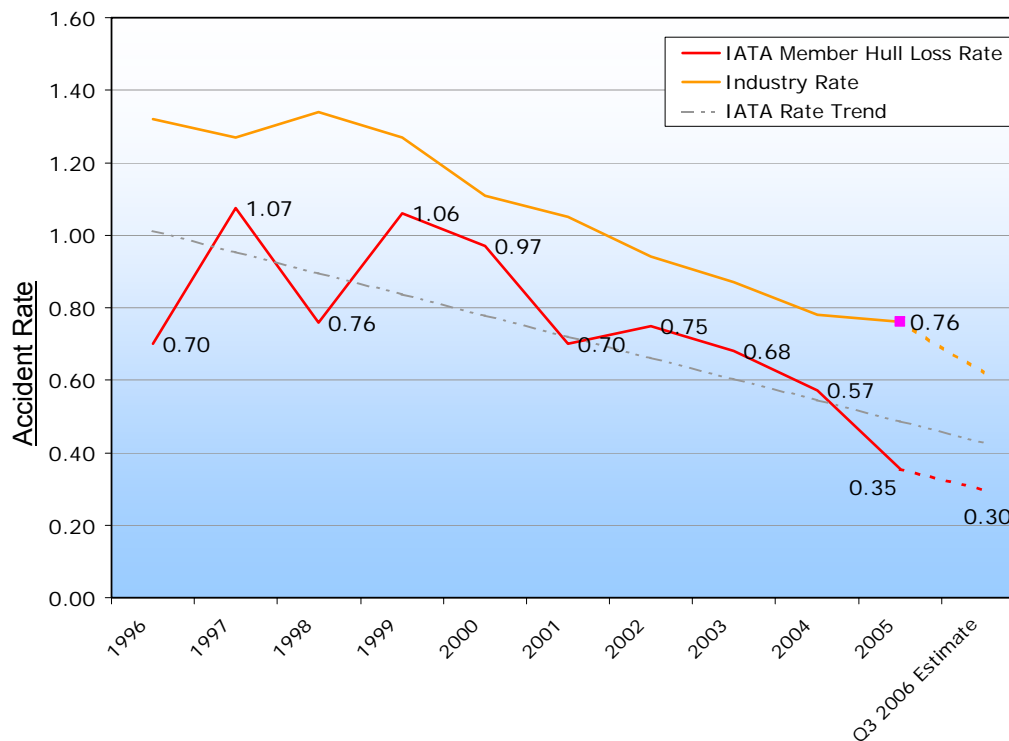


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# Accident Rate Reduction

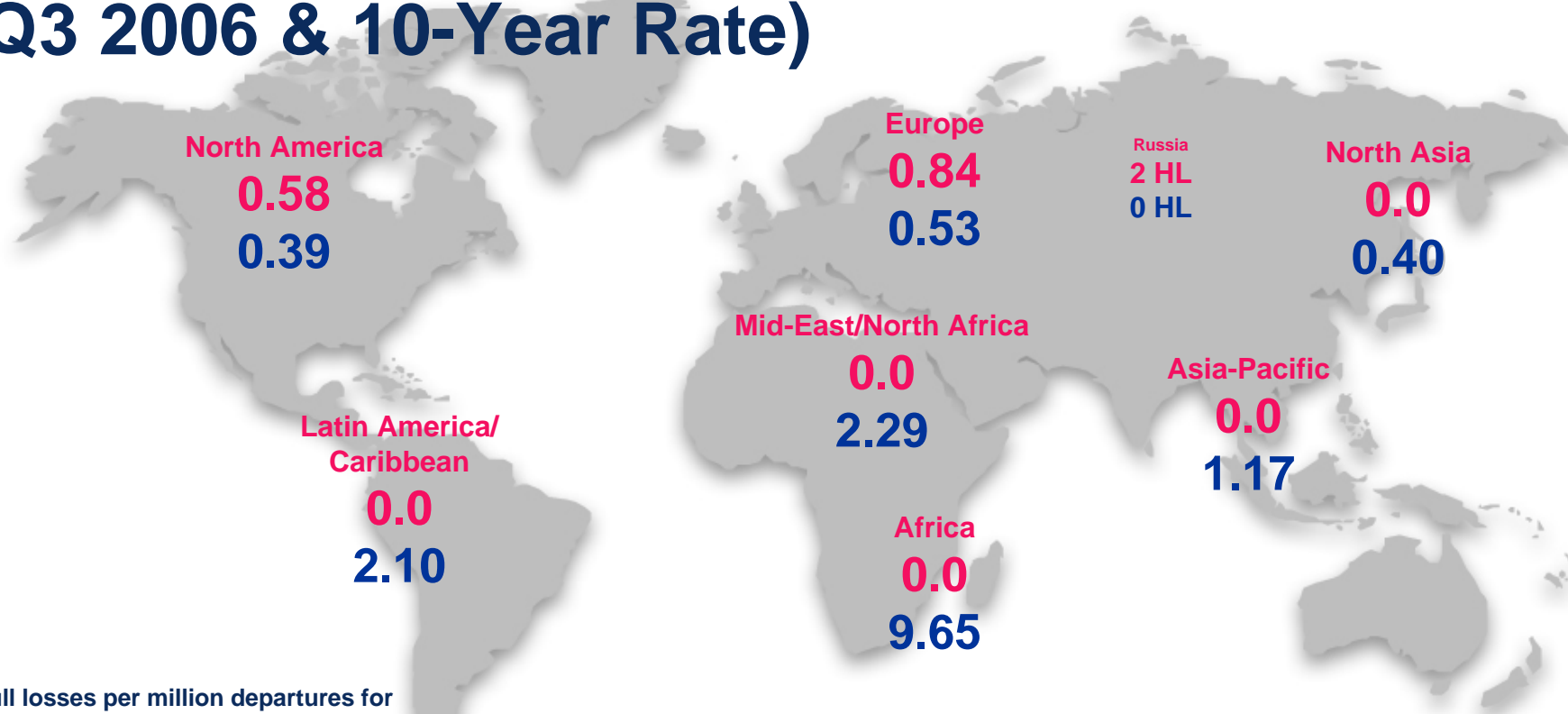


➤ Industry vs IATA member airline accident rate (in Western-built Jet Hull Losses per Million Sectors)

➤ Industry rate at 0.76 per million flights in 2005

➤ IATA member accident rates 53% better than industry average at 0.35 per million flights

## 2006 Western-built Jet Hull Loss Rate by Region (Q3 2006 & 10-Year Rate)



Hull losses per million departures for operators based in the IATA region, western-built jets - Projected 2006 Q1-Q3

**World** 0.62 – 2006 rate (thru Q3)  
**Rates** 0.96 – 10 year rate