



International Civil Aviation Organization
**Eighteenth Meeting of the Regional Aviation Safety Group
– Pan America (RASG-PA) Executive Steering Committee**
RASG-PA ESC/18



Rio de Janeiro, Brazil, 15-16 October 2013

Agenda Item 2: Review of Conclusions and Decisions
2.2 RASG-PA Safety Advisory – 002 (RSA - 002)

RASG-PA Safety Advisory – 002 (RSA - 002)

(Presented by the Secretariat)

SUMMARY

The Regional Aviation Safety Group–Pan America (RASG-PA) and Executive Steering Committee (ESC) record their activities as conclusions and decisions.

RASG-PA Safety Advisories (RSAs) are issued to encourage States and aviation stakeholders to adopt practices that mitigate the major aviation safety risks in the Pan American Region as identified through the analysis of regional data.

This working paper presents draft RSA-002 as mandated by ESC/14/D/1 for consideration by the ESC.

References:

- RASG-PA/06 Meeting Report
- RASG-PA/ESC/14 Summary of Discussion

***Strategic
Objective***

*This working paper is related to Strategic Objective
A – Safety*

1. Introduction

1.1 The Regional Aviation Safety Group–Pan America (RASG-PA) records its activities as conclusions and decisions.

1.2 Conclusions are RASG-PA actions requiring communication and action by ICAO, States/Territories, and/or international organizations/industry. Decisions are RASG-PA internal agreements.

1.3 At the ESC/14 Meeting, after presentation of the PA-RAST/10 Meeting Executive Summary Report, which included the current status of all Detailed Implementation Plans (DIPs) and PA-RAST deliverables, the ESC agreed that it would be useful to provide States with relevant safety information from a completed RASG-PA DIP by means of a RASG-PA Safety Advisory (RSA).

1.4 Therefore, the Meeting formulated the following decision:

RASG-PA ESC Decision 14/1: A RASG-PA Safety Advisory (RSA) will be provided to States upon completion of RASG-PA Safety Enhancement Initiatives

A RSA will be sent to States informing on completed RASG-PA Safety Enhancement Initiatives including any associated recommendations.

2. Discussion

2.1 RASG-PA Safety Advisories (RSAs) are issued to encourage States and aviation stakeholders to adopt practices that mitigate the major aviation safety risks in the Pan American Region as identified through the analysis of regional data.

2.2 The **Appendix** to this working paper presents RASG-PA Safety Advisory - 002 (RSA-002), which summarizes the accomplishments of RASG-PA by delivering safety enhancements initiatives for the Pan American Region.

3. Suggested Action

3.1 The ESC is invited to review and approve the draft RSA-002 as presented in the Appendix to this working paper to be distributed by the RASG-PA Secretariat.

APPENDIX / APÉNDICE



RASG-PA SAFETY ADVISORY - RSA

REGIONAL AVIATION SAFETY GROUP – PAN AMERICA (RASG-PA) SAFETY ADVISORY-02 (RSA-02)

1. Introduction

1.1 The mission of the Regional Aviation Safety Group Pan America is to improve civil aviation safety and efficiency in the Pan American Region (North American, Central American, Caribbean (NAM/CAR), and South American (SAM) Regions) by applying the ICAO Global Aviation Safety Plan (GASP) principles through a collaborative approach in partnership with all aviation stakeholders under the leadership of ICAO.

1.2 Therefore, RASG-PA has become the focal point to ensure harmonization and coordination of safety efforts aimed at reducing aviation risks in the Pan American Region and promote implementation of resulting safety enhancement initiatives by all stakeholders including ICAO, States/Territories, International Organizations and industry.

2. RASG-PA Safety Enhancement Initiative (SEI)

2.1 RASG-PA has performed an analysis of the three main risk areas based on Pan American regional data. As a result, various Safety Enhancement Initiatives (SEIs) were developed to reduce the rate of fatal accidents for the three main risk areas, namely: Runway Excursion (RE), Controlled Flight Into Terrain (CFIT) and Loss of Control In-Flight (LOC-I).

2.3 To implement the SEIs, RASG-PA developed Detailed Implementation Plans (DIPs), which are championed by the member States/organizations who have volunteered to lead the specific initiative based on their area of expertise.

2.4 The progress of the associated DIPs are:

- 9 DIPs developed
- 2 in-progress
- 7 completed

2.5 The progress of the associated DIP outputs are:

- 27 Outputs developed
- 3 in-progress
- 24 completed

2.6 Each SEI has outputs that rely on various groups for action.

3. RASG-PA Detailed Implementation Plan (DIP)

3.1 The following RASG-PA DIPs have completed:

3.1.1 Runway Excursion (RE) DIPs

DIP	Description	Champion	Output	Comments
RE/04	Promote pilot adherence to Standard Operating Procedures (SOPs) for approach procedures including go-around decision making process	ALTA	1. Distribution	It ensures that the operators establish flight crew Standard Operating Procedures (SOPs) that fit that operator’s particular operation, institute SOP training, and encourage operators to use SOPs.
			2. Training	
RE/11	Develop guidance material and training programs to create action plans for runway safety teams	DGAC Mexico	1. Gather and publish available material on the RASG-PA website that may be used in to mitigate hazards related to runway safety.	ICAO published the Runway Safety Team Handbook (draft) April 2013
			2. Electronic checklist development.	
			3. Develop a roll out plan.	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.

3.1.2 Loss of Control in-flight (LOC-I) DIPs

DIP	Description	Champion	Output	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.	It is designed to reduce Loss of Control accidents by encouraging air carriers to adopt consensus policies and procedures relating to mode awareness and energy-state management, as appropriate to their respective operations.
			2. ICAO will distribute a copy of the developed generic advisory circular to each State in the region.	
			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.	
			4. Mode awareness and energy state management aspects of flight deck automation guidance is provided by operators to all their pilots.	
LOC-I/07	LOC Training – Advanced maneuvers	ALTA	1. Listing of training materials available from regulators, industry, operators, academia and other resources.	Advanced maneuvers training (AMT) refers to training to prevent and recover from hazardous flight conditions outside of the normal flight envelope, such as in-flight upsets, stalls, ground proximity and wind shear escape maneuvers, and inappropriate energy-state management conditions.
			2. Advanced Maneuvers Training provided to all operators.	
			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.	
LOC-I/09	LOC Training - Pilot monitoring policies and procedure for the operator and	IFALPA	1. Listing of training materials available from industry, operators and other resources.	It reduces LOC-I accidents by improving pilot Situational Awareness.
			2. Raise awareness of availability and need of Pilot Monitoring Training.	
			3. Pilot Monitoring Training material provided to all operators.	

	training program for crews		4. Pilot Monitoring Training provided by operators to all their pilots.
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3.1.3 Controlled Flight Into Terrain (CFIT) DIPs

DIP	Description	Champion	Output	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.	It encourages air carriers to implement syllabi that train and evaluate flight crews on stabilized approaches, unusual attitudes, and upset recoveries. Specific topics related to stabilized approaches should include: crew resource management, go-around criteria, approaches with system malfunctions, unusual conditions, emphasis on basic airmanship, approach briefings, and approach and missed approach procedures.
			2. If an operator does not have CFIT training, it will be encouraged to incorporate CFIT training into the airline training program.	
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.	It reduces CFIT accidents by improving pilot and air traffic controller Situational Awareness, and adds CFIT prevention training and procedures to air carrier training curricula, emphasizing pilot Situational Awareness and escape procedures for flight crews to use in the event of a terrain warning indication.
			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.	

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4. Summary

4.1 The reactive data analyzed by RASG-PA for the Pan American Region continues to identify Loss of Control In-flight (LOC-I), Runway Excursions (RE) and Controlled Flight into Terrain (CFIT) as the top fatal accident categories for the 2001-2012 period.

4.2 According to its mandate, RASG-PA has accomplished safety enhancement initiatives for the Pan American Region. To date, RASG-PA has completed 7 out of 9 DIPs, and completed 24 of 27 Outputs.

4.3 RASG-PA is in the process of finalizing pending DIPs and developing new DIPs about RE, CFIT, LOC-I, and Mid Air Collisions (MACs).

4.4 RASG-PA is fulfilling the objective of enhancing safety in the Pan American Region by reducing duplication of efforts, and reducing human and financial resource expenditure.

4.5 RASG-PA encourages all aviation stakeholders to implement the safety enhancement initiatives listed above and developed by RASG-PA.

4.6 For additional information visit: www.rasg-pa.org/ and/or contact: info@rasg-pa.org

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