



International Civil Aviation Organization

ICAO South American Regional Office

Twelfth Meeting of the Civil Aviation Authorities of the SAM Region (RAAC/12)

(Lima, Peru, 3 to 6 October 2011)

RAAC/12-IP/8

30/9/11

Agenda Item 2: Air navigation regional activities

Air Safety Reporting in the CAR/SAM region

(Presented by IATA)

SUMMARY

Aviation Safety Reports (ASR's) are fundamental in the mitigation of events /incidences to prevent accidents and the development of best practices to prevent further occurrence of such events. IATA in conjunction with the ICAO NACC and SAM office provides ATS incident reports received from the Airlines to the states for investigative and corrective actions. Airlines are concerned about the lack of action by some States to respond to these incidences. 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 11
- Doc 4444 ATM/501

1. Introduction

1.1 Aviation safety continues to be of serious concern in the Latin American and Caribbean region (LATM/CAR) / Caribbean and South American (CAR/SAM). In 2010, more than 4 serious accidents occurred in the region. The commercial accident rate in the region is about 3.54 % for every million takeoffs. A regional comparison of accidents rates vs. other regions is shown in Appendix A.

1.2 The data used for this report is from airlines providing direct incident reports to the IATA regional office. These airlines have been diligent in reporting safety incidents in the region for investigative and corrective actions by CAA's. Coordination between IATA and ICAO has been on-going with states to investigate and provide feedback but the lack of response in a timely manner from CAA does still exist.

2. Discussion

2.1 A total of 130 reports (Appendix B contains the incidents per location) received from 17 airlines beginning June 2010 – July, 2011 have been incorporated into the Global Safety Information Center (GSIC - STEADES) database and coordinated with the ICAO regional offices.

2.2 Incidents reported to the IATA and ICAO for action occurred in each of the States/Territories can be found in Appendix C. Thus far, 14% of the reports have been investigated by the authorities. However airlines closures due to internal actions without response from the authorities has brought the closure rate for the LATAM/CAR region to 35%.

2.3 According to the airline reports, majority of the ATS incident encounters dealt with communication deficiencies, lack of coordination with other ACC, Infrastructure, separation procedures and bird strike incidents.

2.4 An increases trend of balloons and laser lights incidents are being reported by airlines operating in the region. This creates a potential threat to airlines especially with the balloons which have resulted in AirProx (Air Proximity) and TCAS –RA reports.

2.5 Most incidents reported occur during the approach phase of flight as seen in Appendix D for the LATAM/CAR region. This is usually a high workload period for crews and frequent occurrences of error can be detrimental to the airlines.

3. IATA's position

3.1 IATA is working close with airlines operating in the LATAM/CAR region to report consistently safety incidences in the region to the regional office.

3.2 In the interest of safety, State/Territories investigate and take corrective actions while providing reports in a timely manner.

3.3 Request compliance by States to ICAO Annex 11.

3.4 Safety 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. All these actions need to be measured in a continuous loop.

3.5 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.

4. Actions by the Meeting

4.1 Based on the feedback from Airline, IATA urges Sates/Territories to:

- a) Investigate incidentTS and provide reports in a timely manner.
- b) Provide IATA and airlines with direct contacts for each facility for incident investigations.
- c) Request that States/Territories provide reports in the English language and acknowledge receipt of incident reports.
- d) States/Territories take safety-enhancing measures in accordance with DOC 4444 - ATM/501 Chapter 2.
- e) Recommend that a safety group be formed to analyze safety incidences in the states/regions
- f) Track and seek investigative actions from States

g) Compliance by States to Annex 11

h) Ensure states implement corrective action measures

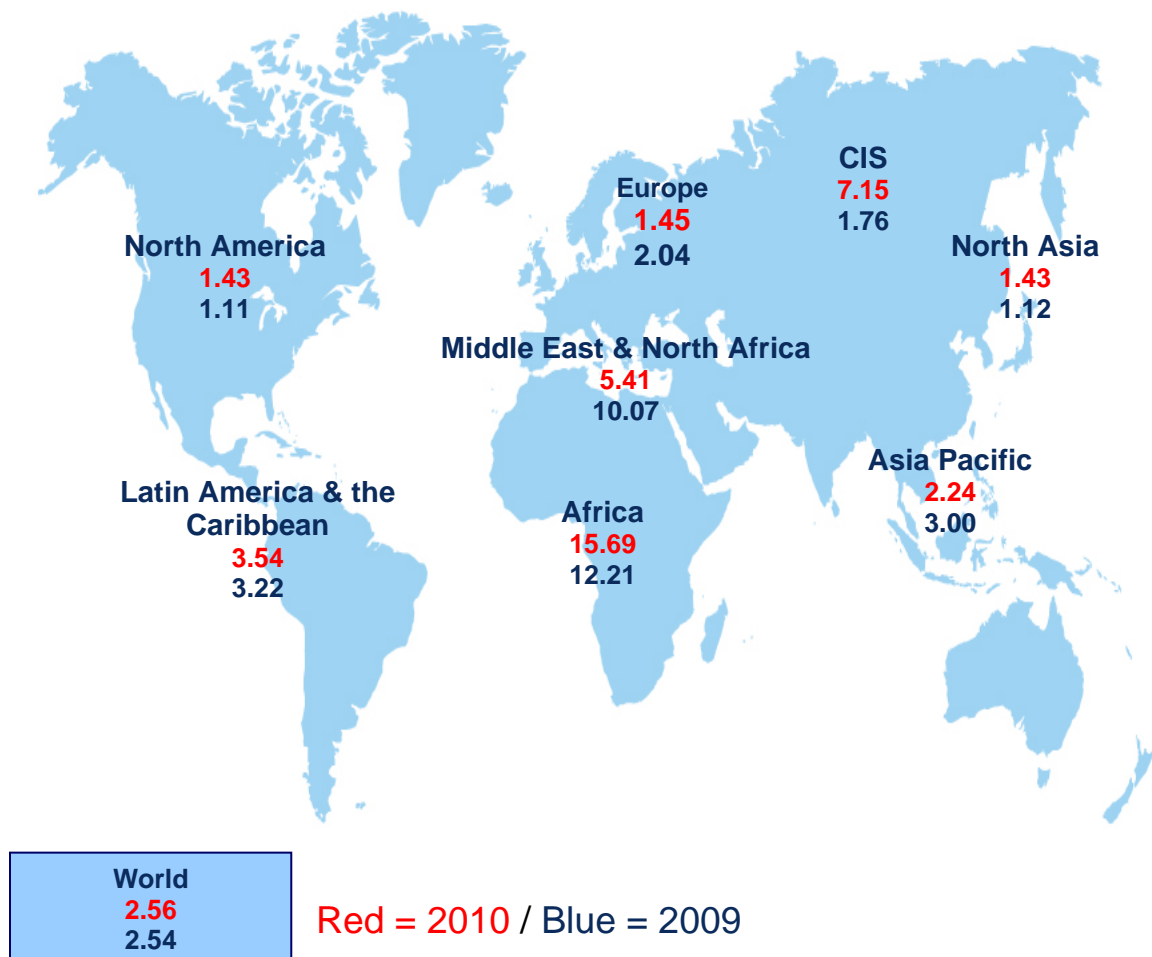
4.2 Civil Aviation Authorities are requested to establish the highest priority for addressing and resolving the problems reported by this mechanism and assist ICAO and IATA in coordination and implementation of solutions.

4.3 States, with the assistance of ICAO and IATA, must establish an effective safety management system that utilizes the input from these reports.

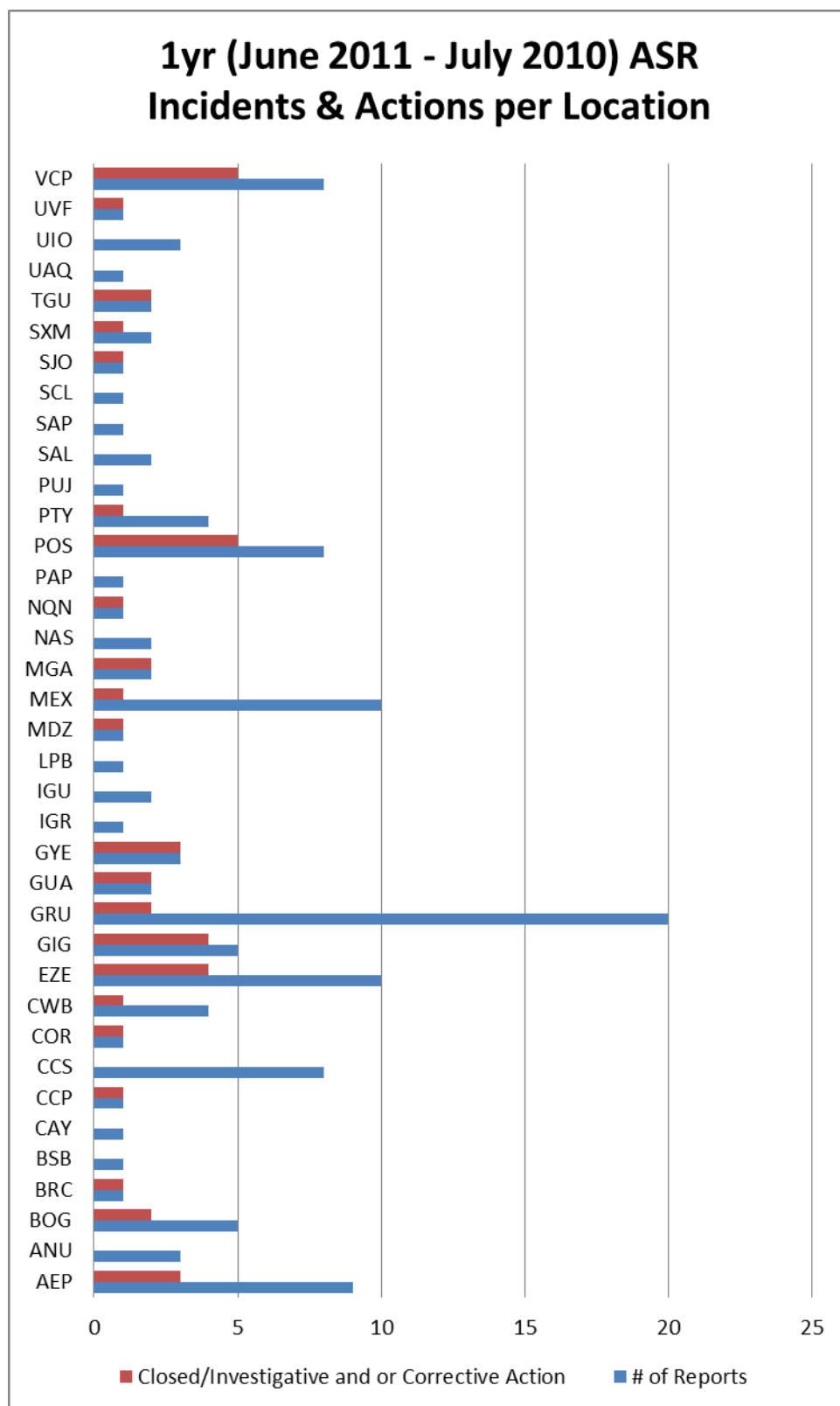
4.4 ICAO, the States and IATA work together to reduce ATS incidents throughout the region.

Appendix A

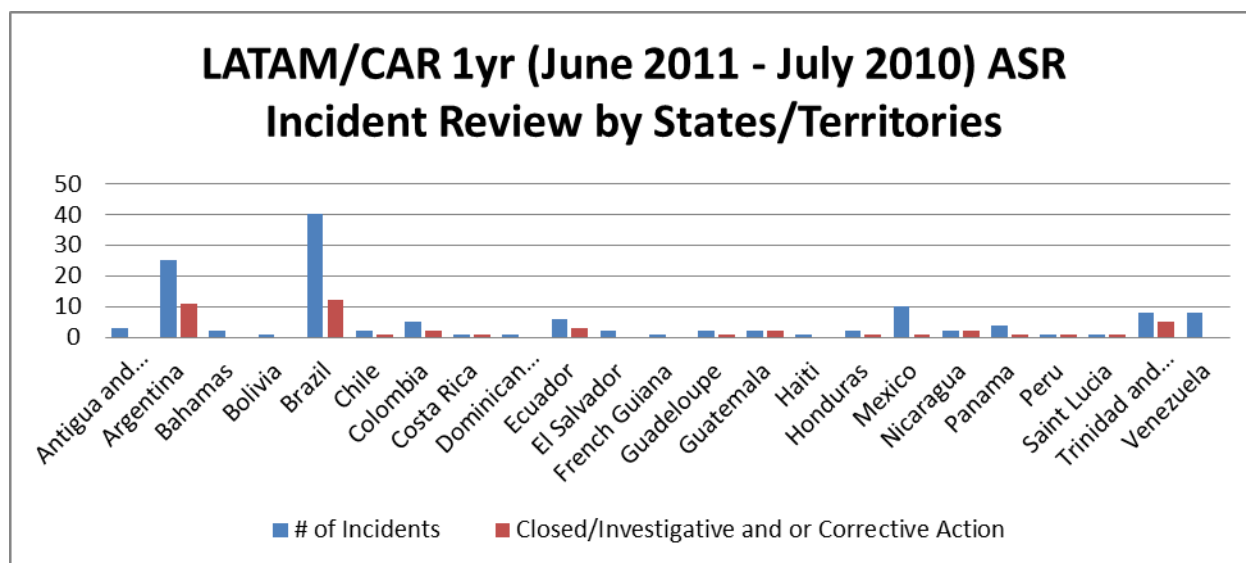
Total Accident Rate (includes Eastern & Western Jet & Turboprop aircraft)

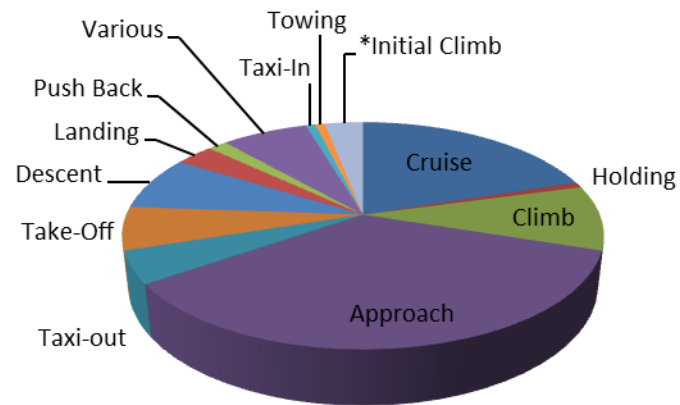


AppendixB



Appendix C



Appendix D**LATAM/CAR 1yr (June 2011 - July 2010)
ASR Incident Review by Flight Phase**

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