



RSA-2

RASG-PA SAFETY ADVISORY-2

December 2013

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

Closing of Detailed Implementation Plans (DIPs)

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 RASG-PA has become the focal point to ensure harmonization and coordination of safety efforts aimed at reducing aviation safety 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 safety 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: Runway Excursions (REs), Controlled Flight Into Terrain (CFIT) and Loss of Control In-Flight (LOC-I).

2.2 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.

2.3 The progress of the associated DIPs is:

- 9 DIPs developed
- 2 in progress
- 7 completed

2.4 The progress of the associated DIP outputs is:

- 27 outputs developed

- 3 in progress
- 24 completed

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

3. RASG-PA Detailed Implementation Plans (DIPs)

3.1 The following RASG-PA DIPs are completed:

DIP	Description	Champion	Output	Comments
3.1.1 Runway Excursion (RE) DIPs				
RE/04	Promote pilot adherence to Standard Operating Procedures (SOPs) for approach procedures including the go-around decision-making process	ALTA	1. Distribution 2. Training	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 follow SOPs.

DIP	Description	Champion	Output	Comments
RE/11	Develop guidance material and training programmes to create action plans for runway safety teams	DGAC Mexico	<ol style="list-style-type: none"> 1. Gather and publish available material on the RASG-PA website that may be used to mitigate hazards related to runway safety. 2. Electronic checklist development. 3. Develop a roll-out plan. 	<p>ICAO published the Runway Safety Team Handbook (draft) in April 2013.</p> <p>ICAO HQ, in coordination with ICAO NACC and SAM Regional Offices, and sponsorship and support from 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 and Barbuda.</p>
3.1.2 Loss of Control in-flight (LOC-I) DIPs				
LOC-I/06	LOC Training – Human factors and automation.	PA-RAST	<ol style="list-style-type: none"> 1. Review and evaluate the advisory circular created by the ICAO COSCAP's in Asia. 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 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. 	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.

DIP	Description	Champion	Output	Comments
LOC-I/07	LOC Training – Advanced maneuvers	ALTA	<ol style="list-style-type: none"> 1. Listing of training materials available from regulators, industry, operators, academia and other sources. 2. Advanced Maneuvers Training provided to all operators. 3. Advanced Maneuvers Training provided by all operators. The expectation is that this training will be accomplished during initial training and as part of the recurrent training programme via ground and simulator instruction within the certified flight envelope, with emphasis on recognition, prevention and recovery technique. 	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.
LOC-I/09	LOC Training - Pilot monitoring policies and procedure for the operator and training programme for crews	IFALPA	<ol style="list-style-type: none"> 1. Listing of training materials available from industry, operators and other sources. 2. Raise awareness of availability and need for Pilot Monitoring Training. 3. Pilot Monitoring Training material provided to all operators. 4. Pilot Monitoring Training provided by operators to all their pilots. 	It reduces LOC-I accidents by improving pilot situational awareness.
3.1.3 Controlled Flight into Terrain (CFIT) DIPs				
CFIT/02	Specific ALAR/CFIT Training for Pilots	IATA	<ol style="list-style-type: none"> 1. CAA conducts a review of all operators to ascertain which operators have CFIT prevention training and procedures in their approved training manual. 2. If an operator does not have CFIT training, it will be encouraged to incorporate CFIT training into the airline training programme. 	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.

DIP	Description	Champion	Output	Comments
CFIT/04	CRM/Situational Awareness for pilots and air traffic controllers	IFALPA & IFATCA	<p>1. Incorporate and/or update CRM/situational awareness training programmes for all flight crew members of air transport operators emphasizing aircraft position with relation to terrain and reviewing past occurrences.</p> <p>2. Incorporate CRM/situational awareness training programmes for all air traffic controllers and Air Navigation Service Providers (ANSP) emphasizing aircraft position with relation to minimum allowable altitude.</p>	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.

4. Summary

4.1 The reactive data analysed 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 developed Safety Enhancement Initiatives for the Pan American Region. To date, RASG-PA has completed 7 out of 9 DIPs, and completed 24 of 27 associated outputs.

4.3 RASG-PA is in the process of finalizing pending DIPs and developing new DIPs for 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 human and financial resource expenditure.

4.5 RASG-PA encourages all respective aviation stakeholders to implement the applicable SEIs listed above and developed by RASG-PA.

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