



ICAO

SAFETY

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

June 2016





Regional Aviation Safety Groups - RASGs

- ✈ Support the implementation of the Global Aviation Safety Plan - GASP and address global aviation safety matters from a regional perspective
- ✈ Serve as the focal point to coordinate all regional efforts and programmes aimed at mitigating safety risks
- ✈ Eliminate duplication of effort through the establishment of cooperative regional safety programmes to reduce both financial and human resource burdens on States while delivering measurable safety improvements



RASG-PA Introduction



- ✈ First in the World (2008)
- ✈ Multi-regional (NAM/CAR and SAM Regions)
- ✈ States/Territories, International Organizations and Industry
- ✈ Aligned with Global Aviation Safety Plan (GASP)
- ✈ Data-driven / Results oriented



RASG-PA Strategic Plan

- ✈ RASG-PA is evolving
- ✈ RASG-PA Strategic Plan Task Force (RSP-TF) composed by Chile, Costa Rica, Curaçao, Honduras, United States, ALTA, Boeing, CANSO, IATA and ICAO is working on two deliverables:
 1. RASG-PA Procedural Handbook
 2. RASG-PA Strategic Plan Document



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





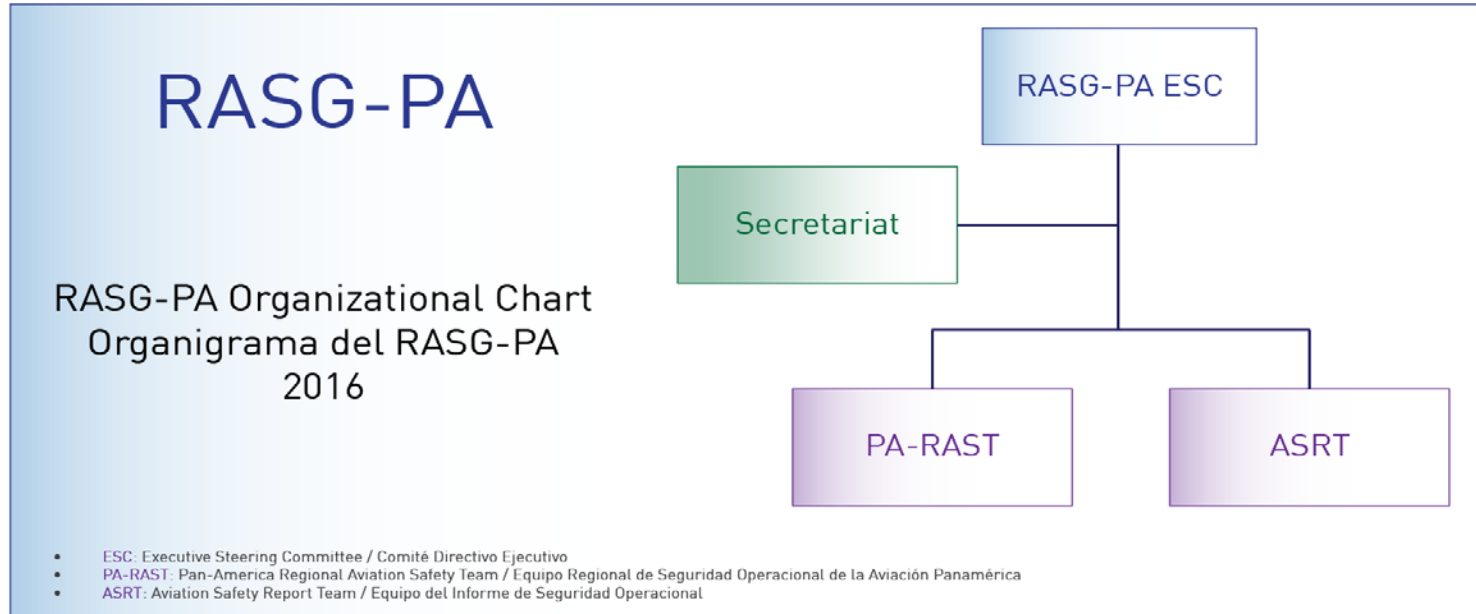
Mission

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





Organizational Chart



RASG-PA Secretariat: ICAO NACC Regional Office

Membership

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



PROPELLING THE NEXT CONNECTION



AIRPORTS COUNCIL INTERNATIONAL



AIRBUS



ALTA



BOEING



AIR SAFETY SUPPORT INTERNATIONAL



CANSO



Caribbean Aviation Safety and Security Oversight System



CLAC



COCESNA



Eastern Caribbean
Civil Aviation Authority



FLIGHT SAFETY FOUNDATION



IATA



ICAO • OACI • ICAO
国际民航组织



INTERNATIONAL FEDERATION OF AIR TRANSPORT PILOTS
IFATCA



International Federation of Air Line Pilots' Association
IFALPA
The Global Voice of Pilots



RASG-PA Chairmanship

✈ Composed by two Co-Chairpersons:

- ESC member representing States/Territories
- ESC member representing International Organizations/Industry

✈ ESC members representing States/Territories and International Organizations/Industry shall propose their respective representative as Co-Chairperson for ratification by the RASG-PA membership



ESC

Membership is based on:

- ✈ Geographical balanced representation within and between the NAM/CAR and SAM Regions
- ✈ Balanced representation between States and international organizations/industry
- ✈ Balanced diversity of interests and areas of expertise in civil aviation
- ✈ A manageable number of members to function effectively as an executive body



ESC cont.

Membership is composed by 16 representatives from:

- ✈ Four States from the CAR/NAM Regions
- ✈ Four States from the SAM Region
- ✈ Eight international organizations/industry
- ✈ ICAO NACC and SAM Regional Offices



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

***Fatality risk is the full loss passenger load equivalents per million departures**



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 | 41 | 0 | 0 |

Aircraft MTOM above 5,700 kilograms
Source: RASG-PA ASR 6th Edition

RASG-PA uses different types of safety data/information

REACTIVE: safety analysis based upon 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/CAST/IATA Partnership

- ✈ RASG-PA entered in an agreement to exchange safety information with the U.S. Commercial Aviation Safety Team (CAST) and IATA
- ✈ Recent “data-sharing” home runs have been enabled by the information exchange RASG–PA developed with CAST and IATA
 - By leveraging the information, RASG-PA was able to monitor unstable approaches at select airports within the region and evaluate the effectiveness of deployed mitigations
 - The unstable approach rate at these airports has been reduced by about 50 percent in the last 4 years
 - The data sharing also identified TCAS-RA hot spots that RASG-PA is actively addressing
 - The data has also helped improve airspace design in order to de-conflict airspace around airports

RASG-PA produces safety intelligence from different sources

Fatal Accidents by CAST/ICAO Taxonomy Accident
Pan American* Airline Domicile – 2000 thro

| Accident Type | 2000 | 2001 | 2002 |
|------------------|------|------|------|
| ERR | | | |
| LOCJ | | | |
| DESCENDING - ARC | | | |
| UNDP | | | |
| MFC | | | |
| SCF-PP | | | |
| UTERL | | | |
| SCF-PP | | | |

ANIC Anomalous Runway Contact
 CFRT Controlled Flight Into or Toward Terrain
 LOCJ Loss of Control - in-flight
 MFC Misfuel/Master Collision
 RAMP Ground Handling

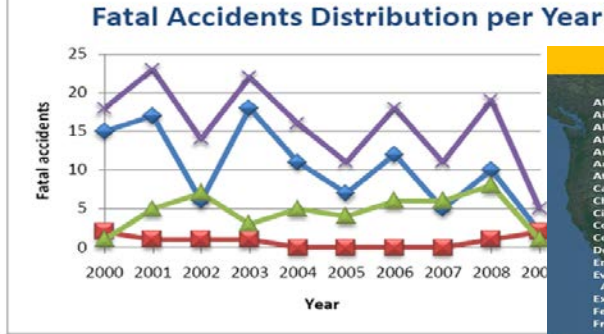
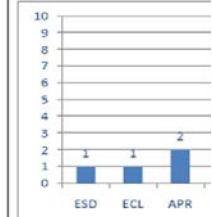


North America

| 14 Accidents (2009) | | IATA Members | | |
|---------------------|-------|--------------|-----|-----------|
| Passenger | Cargo | Ferry | Jet | Turboprop |
| 64% | 36% | 0% | 64% | 36% |



Accidents per Phase of Flight* Breakdown per Accident Category



ASIAS Member
44 Airlines

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

Government

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

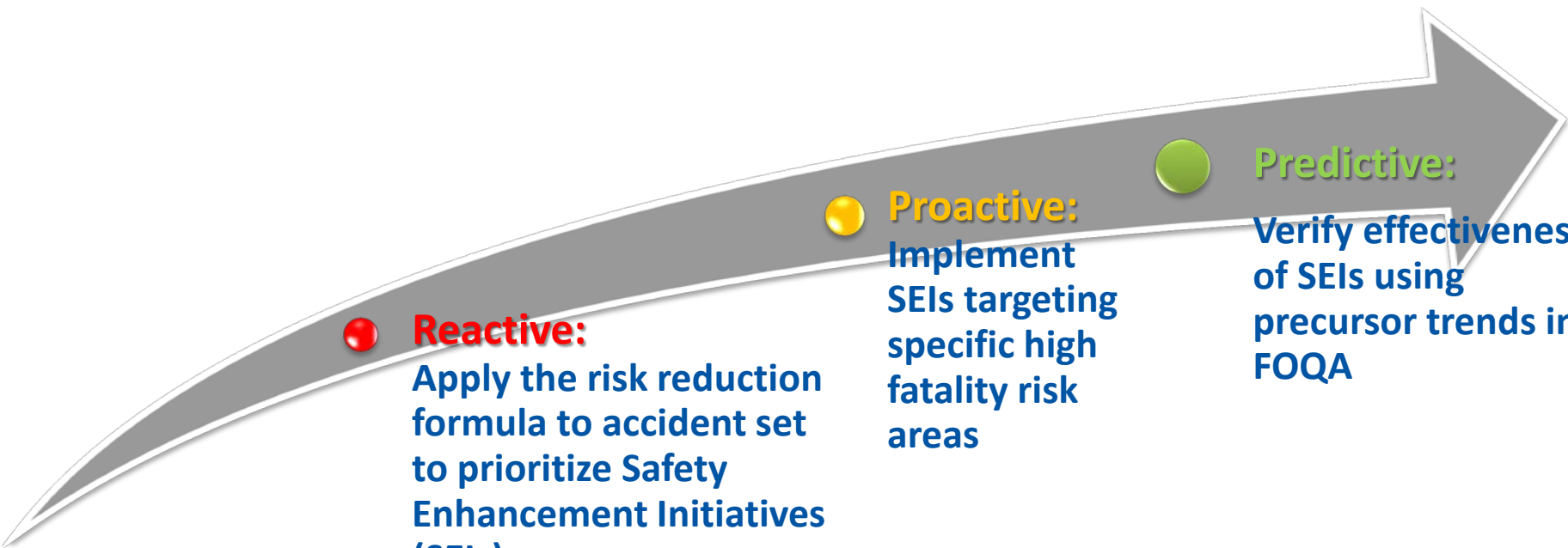
Industry

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

trans states airlines
United Parcel Service
US Airways
Virgin America
World Airways

As of 14 February 2013

RASG-PA Risk Management Strategy



Reactive:
Apply the risk reduction formula to accident set to prioritize Safety Enhancement Initiatives (SEIs)

Proactive:
Implement SEIs targeting specific high fatality risk areas

Predictive:
Verify effectiveness of SEIs using precursor trends in FOQA



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Some RASG-PA Deliverables



RASG-PA



RASG-PA develops Safety Enhancement Initiatives (SEIs) and Detailed Implementation Plans (DIPs) for the top accident categories in Pan America



Runway Excursion (RE)



Controlled Flight Into Terrain (CFIT)



Loss of Control-Inflight (LOC-I)



Mid-Air Collision (MAC)





PA-RAST

BRAZIL & IATA

CFIT DIPs

CFIT/02

IATA

CFIT/04

IFALPA/IFATCA

LOC-I DIPs

LOC-I/06

PA-RAST

LOC-I/07

ALTA

LOC-I/09

IFALPA

RE DIPs

RE/04

ALTA

RE/08

ACI-LAC

RE/09

ALTA

RE/11

MEXICO

RE DIPs

| DIP | Description | Champion | Output | Deadline | Status | Comments |
|-------|---|-------------|---|----------|-----------|---|
| RE/04 | Promote pilot adherence to Standard Operating Procedures (SOPs) for approach procedures including go-around decision making process | ALTA | 1) Distribution of SOPs | 18/01/11 | Completed | |
| | | | 2) Training about SOPs | | Completed | |
| RE/09 | Specific Training for pilots and air traffic controllers to avoid unstabilized approaches | ALTA | 1) ALTA will conduct a survey within its operators regarding the actions taken to mitigate unstable approaches. | 20/02/11 | Completed | |
| | | | 2) Develop a strategy to deliver safety seminars for pilots and controllers in Pan America that targets recognition and avoidance of unstable approaches. | 31/12/12 | Completed | <ul style="list-style-type: none"> Produced RASG-PA Runway Excursion Prevention Video (RREPv) Pilots/ATC seminars will be conducted |
| RE/08 | Guidance in maintaining runway in accordance with Annex 14 | ACI-LAC | 1) Create a guide that collects best practices for runway maintenance | 18/04/12 | Completed | <ul style="list-style-type: none"> The document (English, Spanish and Portuguese) was renamed as: High level guide in maintaining runways in accordance with ICAO Annex 14. ACI-LAC presented the update d doc. at PA-RAST/13 Available at ACI-LAC website |
| | | | 2) Promote and encourage the use of the guide | | Completed | |
| | | | 3) Airports implement their maintenance plans according to the runway maintenance guide. | | Completed | |
| RE/11 | Develop guidance material and training programs to create action plans for runway safety teams | DGAC Mexico | 1) Gather and publish in the RASG-PA website available material that may be used in to mitigate hazards related to runway safety. | | Completed | ICAO published the Runway Safety Team Handbook Second Edition (unedited version) – June 2015 |
| | | | 2) Electronic checklist development. | | Completed | |
| | | | 3) Develop a roll out plan. | 25/08/12 | Completed | 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. Two original Outputs were merged, resulting in # three. |




LOC-I DIPs

| DIP | Description | Champion | Output | Deadline | Status | 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 | 20/02/11 | Completed | |
| | | | 2) ICAO will distribute a copy of the developed generic advisory circular to each State in the region. | 20/03/11 | Completed | Issue RASG-PA Safety Advisory RSA-001 |
| | | | 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. | 20/09/11 | Completed | |
| | | | 4) Mode awareness and energy state management aspects of flight deck automation guidance is provided by operators to all their pilots. | 20/09/12 | Completed | |
| LOC-I/07 | LOC Training – Advanced maneuvers | ALTA | 1) Listing of training materials available from regulators, industry, operators, academia and other resources. | 18/01/11 | Completed | |
| | | | 2) Advanced Maneuvers Training provided to all operators. | 18/04/11 | Completed | |
| | | | 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. | 18/08/13 | Superseded | |
| LOC-I/09 | Loc Training - Pilot monitoring policies and procedure for the operator and training program for crews | IFALPA | 1) Listing of training materials available from industry, operators and other resources. | 20/02/11 | Completed | |
| | | | 2) Raise awareness of availability and need of Pilot Monitoring Training. | 20/03/11 | Completed | |
| | | | 3) Pilot Monitoring Training material provided to all operators. | 20/03/11 | Completed | |
| | | | 4) Pilot Monitoring Training provided by operators to all their pilots. | 20/09/12 | Completed | Posted on the RASG-PA website |

CFIT DIPs

| DIP | Description | Champion | Output | Deadline | Status | 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. | 20/02/11 | Completed | |
| | | | 2) If an operator does not have a CFIT training, it will be encourage to incorporate CFIT training into the airline training program. | 20/12/11 | Completed | |
| 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. | 20/02/12 | Completed | |
| | | | 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. | 20/08/12 | Completed | |

RASG-PA publishes RASG-PA Safety Advisories - RSA



RASG-PA SAFETY ADVISORY

Regional Aviation Safety Group - Pan America

Subject: Mode Awareness and Energy State Management Aspects of Flight Deck Alerting

Date: 1 September 2012

RSA No: RSA 2011-001-R0

1. Purpose

This RASG-PA Safety Advisory is issued to encourage States and Industry to adopt a part of a detailed implementation plan to mitigate these risks. RASG-PA is issuing the RSA to the Industry.

2. Background

A regional study undertaken by RASG-PA has identified risks associated with the subject part of a detailed implementation plan to mitigate these risks. RASG-PA is issuing the RSA to the Industry.

This RSA is intended to reduce the risk of loss of control, which has been the predominant type in the Pan American region for the past ten years.


More detailed information can be found in the RASG-PA Annual Safety Report, which can be found at: www.icao.int

3. Recommended Action

States and air operators are encouraged to review the attached model circular and consider its contents.



Lucina Marín
RASG-PA Secretary



RASG-PA SAFETY ADVISORY

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

Closing of Detailed Implementation Plan

1. Introduction

The mission of the Regional Aviation Safety Group — Pan America (RASG-PA) is to improve civil aviation safety and efficiency in the Pan American Region by applying ICAO Aviation Safety Plan (GASP) principles through a collaborative approach in partnership with stakeholders under the leadership of ICAO.

1.1 RASG-PA has become the focal point to ensure harmonization and coordination of efforts aimed at reducing aviation safety risks in the Pan American region and promote implementation of resulting Safety Enhancement Initiatives (SEIs) by all stakeholders including ICAO, States, Territories, international organizations and industry.

1.2 RASG-PA has become the focal point to ensure harmonization and coordination of efforts aimed at reducing aviation safety risks in the Pan American region and promote implementation of resulting Safety Enhancement Initiatives (SEIs) by all stakeholders including ICAO, States, Territories, international organizations and industry.

2. RASG-PA Safety Enhancement Initiatives (SEI)

2.1 RASG-PA has performed an analysis of the main aviation safety risk areas based on Pan American regional data. As a result, various SEIs have been developed to reduce the rate of fatal accidents for the three main risk areas: Runway Excursions (RES), Controlled Flight Into Terrain (CFIT), Loss of Control In-Flight (LOC-I) and Mid Air Collision (MAC).


2.2 To implement the SEI, RASG-PA developed Detailed Implementation Plans (DIPs) which are championed by member States/organizations who have volunteered to lead the 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



RASG-PA SAFETY ADVISORY

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

Closing of DIP RE/08 - Guidance for Multistaging Runways in Accordance with ICAO

1. Introduction

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1.2 RASG-PA has become the focal point to ensure harmonization and coordination of efforts aimed at reducing aviation safety risks in the Pan American region and promote implementation of resulting Safety Enhancement Initiatives (SEIs) by all stakeholders including ICAO, States, Territories, international organizations and industry.

2. RASG-PA Safety Enhancement Initiatives (SEI)

2.1 RASG-PA has performed an analysis of the main aviation safety risk areas based on Pan American regional data. As a result, various SEIs have been developed to reduce the rate of fatal accidents for the four main risk areas: Runway Excursions (RES), Controlled Flight Into Terrain (CFIT), Loss of Control In-Flight (LOC-I) and Mid Air Collision (MAC).

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



RASG-PA SAFETY ADVISORY- 004

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

Standardization of Spanish and English ATC Phraseology in Accordance with the ICAO PANS-ATM (Doc 4444)

1. Introduction

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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 (SEIs) by all stakeholders including ICAO, States, Territories, international organizations and industry.

2. Background

2.1 RASG-PA has performed an analysis of the main aviation safety risk areas based on Pan American regional data. As a result, various projects have been developed to reduce accident/incident rates.

2.2 One of the projects approved at the Fourth Regional Aviation Safety Group — Pan American Meeting (RASG-PA/04) was to implement a strategy for the consistent use of Air Traffic Control (ATC) standard Spanish phraseology in accordance with the ICAO PANS-ATM (Doc 4444).

2.3 The Twelfth RASG-PA Executive Steering Committee Meeting (ESC12) agreed to coordinate the project with GREPECAS to ensure no duplication of efforts.



RSA-5

RASG-PA SAFETY ADVISORY-5

June 2015

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

Closing of DIP RE/09 - Specific Training for Pilots and Air Traffic Controllers to Avoid Unstabilized Approaches

1. Introduction

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2. RASG-PA Safety Enhancement Initiatives (SEI)

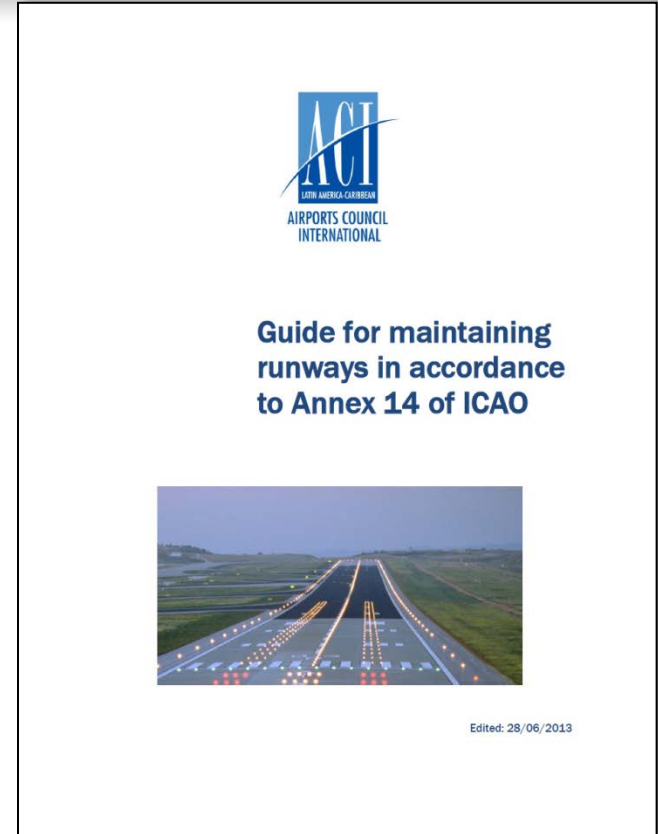
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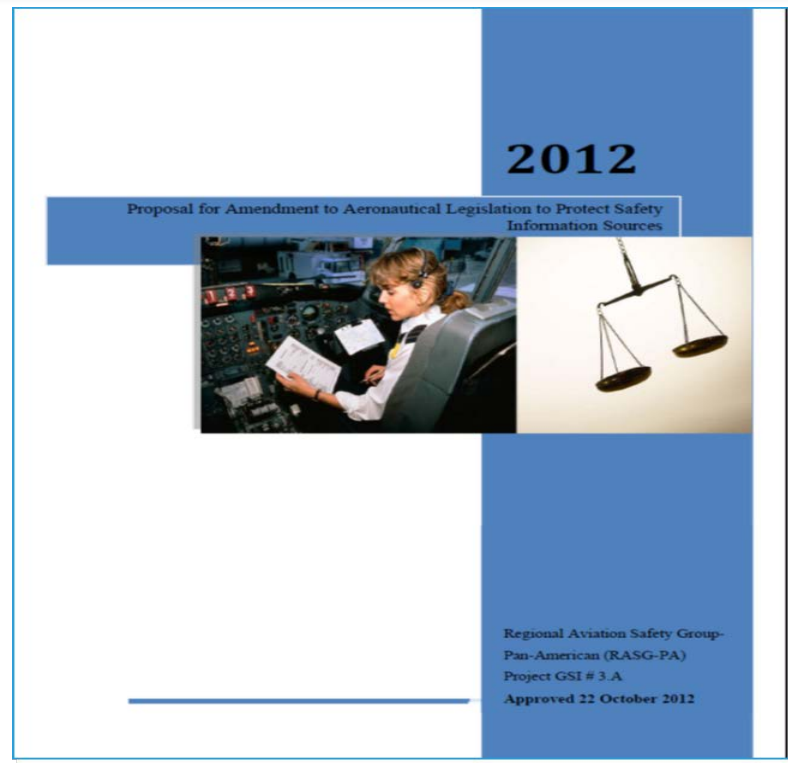
RASG-PA publishes Annual Safety Reports



RASG-PA created the Guide for maintaining runways in accordance to Annex 14 (English, Spanish and Portuguese)



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



RASG-PA has a dedicated website: www.icao.int/RASGPA



INTERNATIONAL CIVIL AVIATION ORGANIZATION
A United Nations Specialized Agency

ICAO > Regional Aviation Safety Group - Pan America

Regional Aviation Safety Group - Pan America

Regional Aviation Safety Group - Pan America

Introduction

The Regional Aviation Safety Group- Pan America (RASG-PA) was established in November 2008 to be the focal point to ensure harmonization and coordination of safety efforts aimed at reducing aviation risks in the North American, Central American, Caribbean (NAM/CAR), and South American (SAM) Regions, and promote the implementation of resulting safety initiatives by all stakeholders. This will be achieved through the involvement of all stakeholders including ICAO, States/Territories, International Organizations and industry.

For more information please contact: RASG-PA@icao.int

El Grupo Regional de seguridad operacional de la aviación - Panamérica (RASG-PA) fue establecido como el punto focal para asegurar la armonización y coordinación de los esfuerzos de seguridad operacional dirigidos a reducir los riesgos de la aviación en las Regiones de Norteamérica, Centroamérica, el Caribe (NAM/CAR), y Sudamérica (SAM) y promover, por parte de todos los interesados, la implantación de las iniciativas de la seguridad operacional resultantes. Esto se logrará mediante la participación de todos los interesados incluyendo la OACI, los Estados/Territorios, las Organizaciones Internacionales y la industria.

Para mayor información por favor contacte: RASG-PA@icao.int

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|---|--|---|
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Active RASG-PA Projects

- ✈ **ALTA & IATA:** Use of Std Spanish & English Phraseology in accordance with the ICAO PANS-ATM – Air Traffic Management (Doc 4444)
 - Pilots/ATC Workshops to be delivered
- ✈ **COCESNA/ACSA:** Regional Aviation Accidents Investigation Group (GRIAA) in Central America
 - To be implemented in all Central American States
- ✈ **Costa Rica DGAC:** Flight Information Quality Assurance (FOQA) Programme in Central America (PASO in Costa Rica)
 - To be adopted in other States
- ✈ **FSF:** CAR and SAM Regions Safety Information Project
 - Group activity – on going



Summary

- ✈ ICAO is leading efforts to foster partnerships with States, international organizations, regional safety organizations, financial institutions and industry, in order to increase the capacity to assist States in managing civil aviation
- ✈ States need to put in place robust and sustainable safety oversight systems and to progressively evolve them into more sophisticated means of managing safety
- ✈ RASG-PA should be involved actively in the coordination and, to the extent possible, harmonization of all activities undertaken to address aviation safety issues at a regional level



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





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Join the Group!





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and Caribbean
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(SAM) Office
Lima

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Montréal

Western and
Central African
(WACAF) Office
Dakar

European and
North Atlantic
(EUR/NAT) Office
Paris

Middle East
(MID) Office
Cairo

Eastern and
Southern African
(ESAF) Office
Nairobi

Asia and Pacific
(APAC) Sub-office
Beijing

Asia and Pacific
(APAC) Office
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THANK YOU