



ICAO

SAFETY

Grupo Regional de Seguridad Operacional de la Aviación - Panamérica (RASG-PA) - Introducción

Junio de 2016





Grupos Regionales de Seguridad Operacional de la Aviación - RASG

- ✈ Apoyar la implementación del Plan Global para la Seguridad Operacional de la Aviación - GASP y abordar cuestiones globales de seguridad operacional de la aviación desde una perspectiva regional
- ✈ Servir como punto focal para coordinar todos los esfuerzos y programas regionales destinados a mitigar los riesgos de seguridad operacional
- ✈ Eliminar la duplicación de esfuerzos mediante el establecimiento de programas regionales de cooperación en seguridad operacional regional de cooperación para reducir tanto las cargas financieras y de recursos humanos en los Estados al tiempo que ofrece mejoras de seguridad operacional medibles



Introducción de RASG-PA



- ✈ Primero en el mundo (2008)
- ✈ Multi-regional (Regiones NAM/CAR y SAM)
- ✈ Estados/Territorios, Organizaciones Internacionales e Industria
- ✈ Alineado con el Plan Global de Seguridad Operacional de la Aviación (GASP)
- ✈ Basado en datos/orientado en resultados



Plan Estratégico de RASG-PA

- ✈ RASG-PA está evolucionando
- ✈ El Grupo de Tarea del Plan Estratégico de RASG-PA (RSP-TF) integrado por Chile, Costa Rica, Curazao, Estados Unidos, Honduras, ALTA, Boeing, CANSO e IATA está trabajando en dos entregables:
 - ✈ Manual de Procedimientos de RASG-PA
 - ✈ Documento del Plan Estratégico de RASG-PA

Visión

Es permanecer atento de cualquier riesgo para la aviación comercial, tratando de lograr el más alto nivel de seguridad operacional en la Región Panamericana



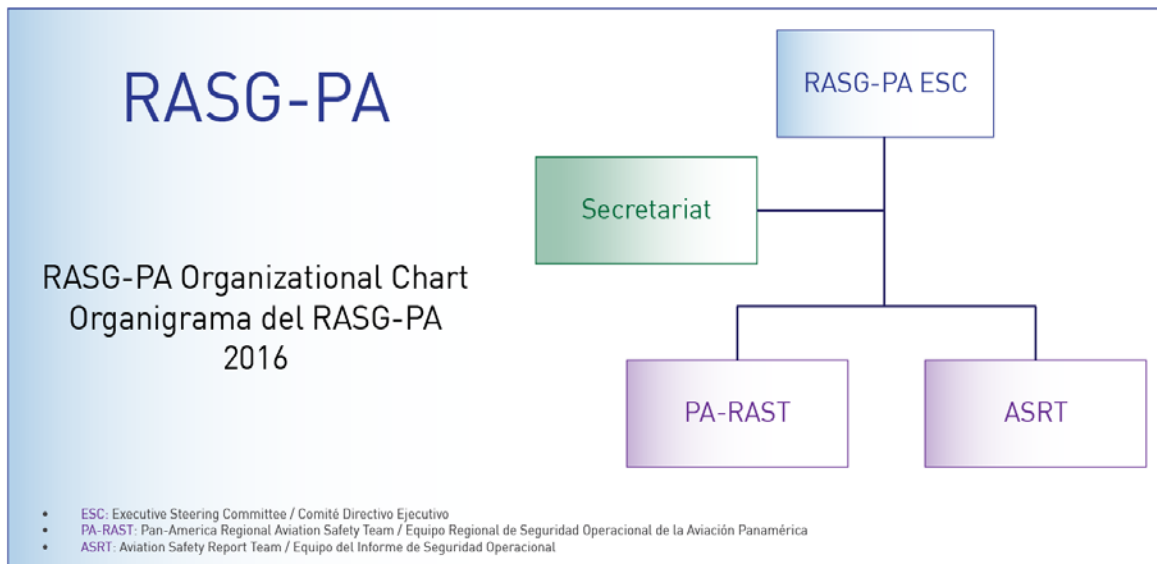
Misión

Es reducir el riesgo de mortalidad en la aviación comercial, garantizando el establecimiento de prioridades, la coordinación y la implementación de iniciativas de mejora de la seguridad operacional basadas en datos en la Región Panamericana, a través de la participación activa de todas las partes interesadas de la aviación civil





Organigrama



Secretaría de RASG-PA: Oficina Regional NACC de la OACI

Membresía RASG-PA

34 Estados NAM/CAR/SAM, 19 Territorios y ...





Directiva de RASG-PA

- ✈ Está compuesta por dos Copresidentes:
 - ✈ Un representante de ESC Estados/Territorios del ESC
 - ✈ Un representante de Organizaciones Internacionales/Industria del ESC
- ✈ Los miembros del ESC que representan a los Estados / Territorios y Organizaciones Internacionales / Industria propondrán sus respectivos representantes como Co-Presidente para su ratificación por la membresía de RASG-PA



ESC

Membresía basada en:

- ✈ Representación balanceada geográficamente dentro y entre las Regiones NAM/CAR y SAM
- ✈ Representación balanceada entre los Estados y las organizaciones internacionales/industria
- ✈ Diversidad balanceada de los intereses y áreas de experticia en la aviación civil
- ✈ Un número razonable de miembros para funcionar efectivamente como un órgano ejecutivo



ESC cont.

La membresía se compone de 16 representantes de:

- ✈ Cuatro Estados de las Regiones NAM/CAR
- ✈ Cuatro Estados de la Región SAM
- ✈ Ocho organizaciones internacionales/industria
- ✈ Oficinas Regionales NACC y SAM de la OACI



Meta de reducción de riesgo de mortalidad de RASG-PA

Usando la línea de base de 2010 reducir el riesgo de mortalidad* para las operaciones Parte 121 o equivalentes en 50% para el año 2020 en Latinoamérica y el Caribe

***Riesgo de mortalidad es el equivalente al fallecimiento de la totalidad de pasajeros por millón de salidas**



Accidentes de transporte aéreo comercial regular en Panamérica

Accidentes de transporte aéreo comercial regular en Panamérica			
Año	Total de Accidentes	Accidentes Mortales	Mortalidad Total
2004-2013 avg.	39.3	3.3	81.8
2013	36	4	18
2014	35	0	0

Aeronave MTOM mayor de 5,700 kilogramos
Fuente: RASG-PA ASR 6^{ta} Edición

RASG-PA utiliza diferentes tipos de datos/información de seguridad operacional

REACTIVA:

análisis de seguridad operacional basado en los accidentes e incidentes

PROACTIVA: análisis de las condiciones existentes en los Estados (Implementación de las SARPS de la OACI, variaciones de tránsito) y proveedores de servicio (Auditorías de Seguridad Operacional de IATA, inspecciones de rampa)

PREDICTIVA: basada en el análisis de datos no identificados de Aseguramiento de la Calidad de las Operaciones de Vuelo (FOQA), orientada a la identificación de peligros potenciales futuros para iniciar las acciones de mitigación correspondientes



Asociación RASG-PA/CAST/IATA

- ✈ RASG-PA entro en un acuerdo para el intercambio de información de seguridad operacional con el Commercial Aviation Safety Team (CAST) de los EE.UU. y la IATA
- ✈ La revisión reciente de datos en RASG-PA ha sido posible por el intercambio de información desarrollado con el CAST y la IATA
 - Aprovechando la información, RASG-PA pudo monitorear las aproximaciones desestabilizadas en aeropuertos selectos en la Región y evaluar la efectividad de las mitigaciones implementadas
 - La tasa de aproximaciones desestabilizadas en dichos aeropuertos ha sido reducida en aproximadamente 50 por ciento en los últimos 4 años
 - El intercambio de datos también identificó “hot spots” de TCAS-RA que RASG-PA esta abordando activamente
 - Los datos también han ayudado a mejorar el diseño del espacio aéreo con el fin de evitar conflictos en el mismo alrededor de los aeropuertos

RASG-PA produce inteligencia sobre seguridad operacional proveniente de diferentes fuentes

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

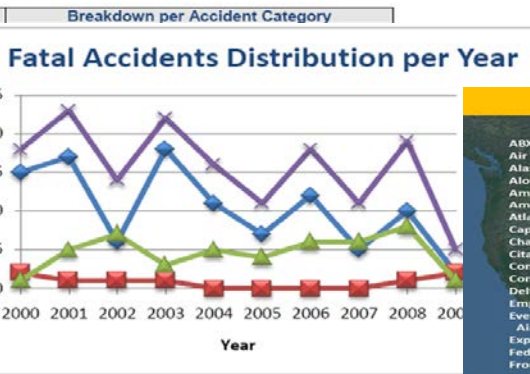
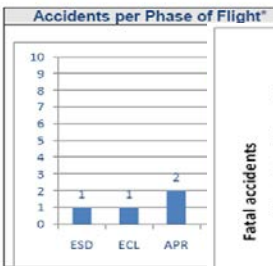
Accident Type	2000	2001	2002
ERR			
LOC			
DESCENDING - ARC			
UNDP			
MFC			
SCF-PP			
UTER			
SCF-PP			

ANIC Anomalous Runway Contact
 CRT Controlled Flight into or Toward Terrain
 LOC Loss of Control - in Flight
 MFC Misfuel/Misc Fuel Collision
 RAMP Ground Handling



North America

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



ASIAS Member
44 Airlines

- ABX Air
- Air Wisconsin Airlines
- Alaska Airlines
- Aloha Air Cargo
- American Airlines
- American Eagle Airlines
- Atlas Air
- Cape Air
- Chautauque 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 Airlines
United Parcel Service
US Airways
Virgin America
World Airways

*Newest Member
As of 14 February 2013

Estrategia de la Gestión de Riesgo de RASG-PA



Reactiva:

Aplicar la fórmula de de reducción de riesgo a los accidentes de manera de priorizar las Iniciativas de Mejora de la Seguridad Operacional (SEIs)

Proactiva:

Implementar SEIs enfocadas a áreas específicas de alto riesgo de mortalidad

Predictiva:

Verificar la efectividad de las SEIs usando las tendencias de los precursores en FOQA

Algunos Entregables de RASG-PA



RASG-PA

RASG-PA desarrolla Iniciativas para Mejorar la Seguridad Operacional (SEI) y Planes de Implementación Detallado (DIP) para las categorías de accidentes de alto riesgo en Panamérica



Salida de pista (RE)



Impacto contra el suelo sin pérdida de control (CFIT)

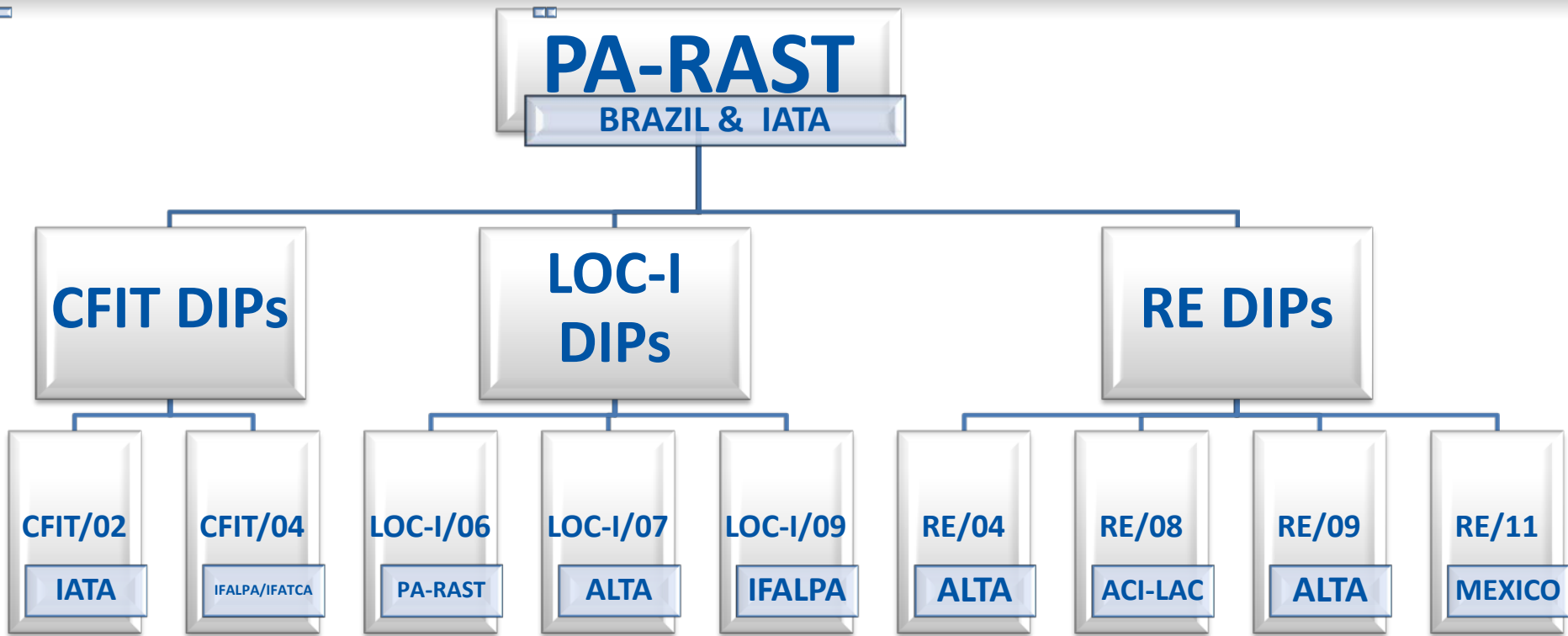


Pérdida de control en vuelo (LOC-I)



Colisión en el aire (MAC)





RE DIP

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 DIP

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 DIP

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 publica los Avisos de Seguridad Operacional - 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 and 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 and 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.rasgpa.org

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 (ASP) principles through a collaborative approach in partnership with all 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, Territorial organizations and industry.

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2. RASG-PA Safety Enhancement Initiative (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 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.

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


1.1 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 (ASP) principles through a collaborative approach in partnership with all stakeholders under the leadership of ICAO.

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, Territorial organizations and industry.

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RASG-PA SAFETY ADVISORY- 004

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

RSA-004

RASG-PA SAFETY ADVISORY- 004

June 2014

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

1. Introduction

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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

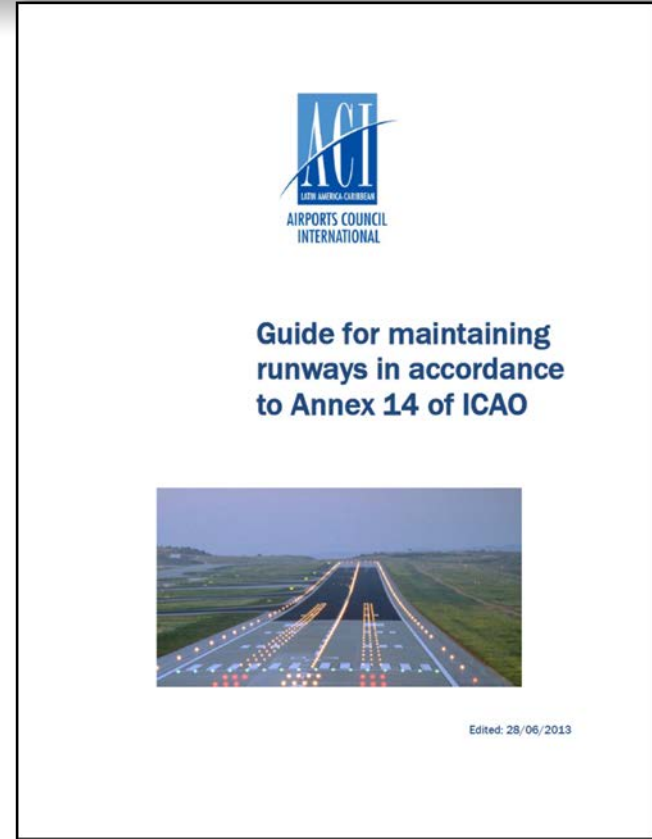
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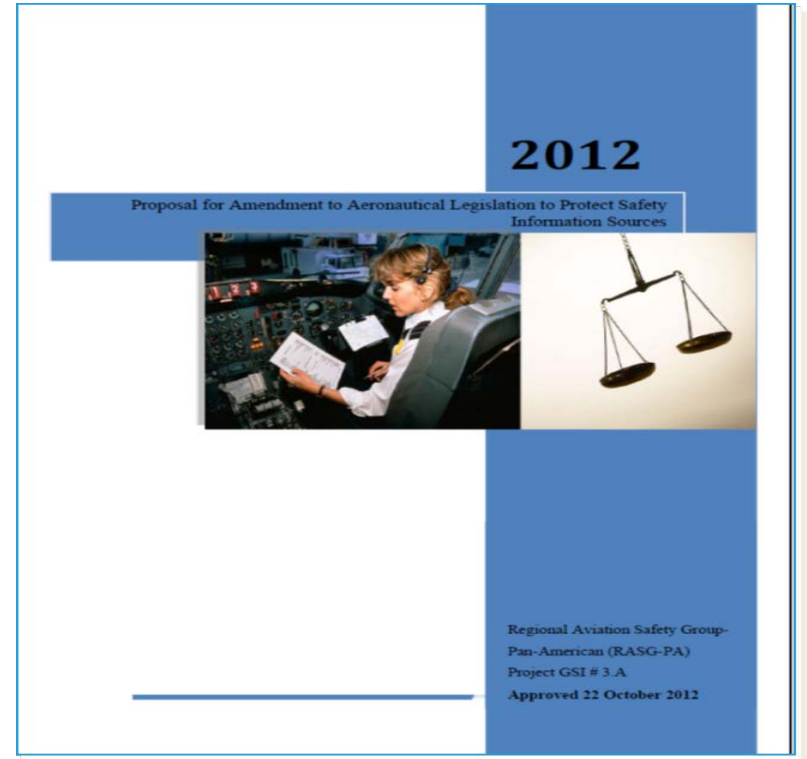
RASG-PA publica Informes Anuales de Seguridad Operacional



RASG-PA creó la Guía para el mantenimiento de las pistas, de acuerdo con el Anexo 14 de OACI (inglés, español y portugués)



RASG-PA creó la Propuesta de Enmienda a la Legislación aeronáutica para proteger las fuentes de información sobre seguridad operacional



RASG-PA tiene un sitio web dedicado: www.icao.int/RASGPA



The screenshot shows the official website for the Regional Aviation Safety Group - Pan America (RASG-PA). At the top, it features the ICAO logo and the text "INTERNATIONAL CIVIL AVIATION ORGANIZATION A United Nations Specialized Agency". There are navigation links for "About ICAO", "Strategic Objectives", "Aviation Development", "Events", "Publications", "Training", "Store", and "Careers". A search bar and a "Sign-up for updates" button are also present.

The main content area is titled "Regional Aviation Safety Group - Pan America" and includes an "Introduction" section. The introduction states: "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."

Below the introduction, there is a list of links for more information, including "RASG-PA Home", "General Information", "Programme 2016", "RASG-PA Safety Advisory", "RASG-PA Plenary Meetings (ESC)", "Executive Steering Committee", "Pan America - Regional Aviation Safety Team (PA RAST)", "Safety Enhancement Team", "Information Analysis Team (IAT)", "Annual Safety Report Team (ASRT)", "Aviation Safety Training Team (ASTT)", "Meeting Reports", "Training Material", "Pan American Aviation Safety Summit", "RASG-PA Procedural Hand Book", "Proposal for Amendment to Aeronautical Legislation to Protect Safety Information Sources", "Fatality Risk Documents", "Guide for maintaining runways in accordance to Annex 14 of ICAO", "News", and "Links".

At the bottom of the page, there is a "Help" section with links for "Terms & Conditions", "Site Index", "Links", "FAQ", and "Web Support". A "Contact Us" section lists "Headquarters" and "Regional Offices". A "Regional Office Websites" section lists various regional offices such as "Asia and Pacific (APAC) Office, Bangkok", "Eastern and Southern African (ESAFA) Office, Nairobi", "European and North Atlantic (EUR/NAT) Office, Paris", "Middle East (ME) Office, Cairo", "North American, Central American and Caribbean (NACC) Office, Mexico City", "South American (SAM) Office, Lima", and "Western and Central African (WACAF) Office, Dakar".



Proyectos de RASG-PA Activos

- ✈ **ALTA y IATA:** Uso uniforme de la fraseología normalizada en español e inglés de acuerdo con los *Procedimientos para los servicios de navegación aérea — Gestión del tránsito aéreo* (PANS-ATM, Doc 4444) de la OACI
 - ✈ Talleres con Pilotos/ATC a realizarse
- ✈ **COCESNA/ACSA:** Grupo Regional de Investigación de Accidentes Aéreos (GRIAA) en Centroamérica
 - ✈ A ser implementado en todos los Estados de Centroamérica
- ✈ **DGAC Costa Rica :** Garantía de la Calidad de las Operaciones de Vuelo (FOQA) Programa en Centroamérica (PASO en Costa Rica)
 - ✈ A ser adoptado en otros Estados
- ✈ **FSF:** Proyecto de Información de Seguridad Operacional en las Regiones CAR y SAM
 - ✈ Actividad de grupos – en proceso



Sumario

- ✈ La OACI está dirigiendo los esfuerzos para promover asociaciones con los Estados, las organizaciones internacionales, las organizaciones de seguridad operacional regionales, las instituciones financieras y la industria, con el fin de aumentar la capacidad de ayudar a los Estados en la gestión de la aviación civil
- ✈ Los Estados deben establecer sistemas sólidos y sostenibles de vigilancia de la seguridad operacional y evolucionar progresivamente hacia medios más sofisticados de gestión de la seguridad operacional
- ✈ RASG-PA debe participar activamente en la coordinación y, en la medida de lo posible, en la armonización de todas las actividades realizadas para atender cuestiones de seguridad operacional de la aviación a nivel regional

RASG-PA es uno de los contribuyentes clave para la mejora de la seguridad operacional en Panamérica



¡Únete al grupo!





ICAO

SAFETY



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and Caribbean
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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

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