



Agenda Item 3: RASG-PA Working Groups
3.3 Annual Safety Report Team (ASRT)
3.3.1 2010 Annual RASG-PA Safety Report

RASG-PA ANNUAL SAFETY REPORT

(Presented by the Secretariat)

SUMMARY

The RASG-PA 2011 Annual Safety Report assembles safety information collected from ICAO, Boeing and IATA and presents the analysis conducted by the ASRT in regard to aviation accidents in the Pan American Region. .

The data analyzed 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 2001-2010 period.

The analysis of fatal and non-fatal occurrences also determined System-component failure/malfunction (non-powerplant) (SCF-NP) and Unknown (UNK) occurrences as emerging types of accidents/incidents in the Pan American Region.

References:

- RASG-PA/02 Meeting Report
- RASG-PA Annual Safety Report 2011
- ICAO Global Aviation Safety Plan (GASP)
- ISSG Global Aviation Roadmap (GASR)

Strategic Objective	<i>This working paper is related to Strategic Objective(s) A – Safety</i>
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1. Introduction

1.1 The ICAO Global Aviation Safety Plan (GASP) highlights that “*a most effective quantitative risk management programme would be one in which information sharing is the norm.*”

1.2 The RASG-PA/02 Meeting agreed that RASG-PA should take a proactive and/or predictive approach to risk assessment that required an innovative safety-related data collection and analysis approach to formulate safety strategies. However, the absence of safety information specifically focused on the Pan American Region made it difficult for RASG-PA to develop appropriate strategies to tackle the safety issues in the Region considering the enduring constraints with human and financial resources.

1.3 RASG-PA considered that many of the safety problems were regional in nature; therefore, they must be addressed at the regional level.

1.4 RASG-PA set to establish a method that could be used to analyze and categorize safety data and serve as a valuable tool in the decision-making process to develop future work programmes and prioritize efforts based on data-driven identified risks.

1.5 RASG-PA agreed that the data gathered and analyzed would provide a more proactive and predictive approach towards risk analysis. However, in order to get that level, the Region needed to increase the rate of accident and serious incident reporting through the use of ADREP/ECCAIRS, using the CAST/ICAO common taxonomy.

1.6 The RASG-PA/02 Meeting concluded that a RASG-PA Annual Safety Report must be developed for presentation at the regular annual meetings of RASG-PA to support a data-driven approach using reactive, proactive and predictive information for the identification, prioritization and implementation of safety risk mitigation measures within the Region.

1.7 The RASG-PA Annual Safety Report, developed by the RASG-PA Annual Safety Report Team, is the first exclusive safety report for the Pan American Region based on joint data provided by ICAO, Boeing and IATA.

1.8 The analysis of this aviation safety data was completed through in-kind contributions of aviation safety personnel from RASG-PA member States, aviation stakeholders and ICAO.

1.9 This exclusive Pan American report, which has a consolidated vision of aviation safety using sources of information from regional stakeholders, is the first of its kind in the world.

1.10 This report is an annual publication providing updated yearly aviation safety information. This working paper presents the Second Annual Safety Report released by RASG-PA in 2011 with information from 2010. The first report, released in 2010, corresponds to 2009 and is available on the RASG-PA website: www.mexico.icao.int/RASGPA.html

2. Discussion

2.1 The RASG-PA Annual Safety Report presents a safety analysis of the Pan American region for 2010.

2.2 The conclusions of the report for 2010 are the following:

1. Regarding Reactive Safety Information, the data analyzed 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 2001-2010 period.

2. Although there are different points of view for each of the top categories among the stakeholders, this fact relies on the amount of data available and the criteria for analysis used respectively. The users of this report are invited to extract and use the information presented according to their own safety concerns and operational reality.
3. It should be noted that LOC-I and CFIT occurrences appear to have decreasing trends during the time period, which is more clearly noted in the analysis of both fatal and non-fatal occurrences. Monitoring the behavioral trend of these occurrences should continue in order to determine the effect of respective mitigation strategies adopted to reduce incidence.
4. The analysis of fatal and non-fatal occurrences also determined System-component failure/malfunction (non-powerplant) (SCF-NP) and Unknown (UNK) occurrences as emerging types of accidents/incidents in the Pan American Region.
5. Specifically, SCF-NP occurrences show an increasing trend since 2005, usually not leading to fatal accidents. Aircraft malfunction and maintenance events were noted threats identified among the top contributing factors for Pan American 2010 accidents.
6. Alternatively, proactive safety information shows a high level of lack of effective implementation (LEI) for some States in the Region. States have already started to develop enhancements to improve their standards, which should be reflected as lower exposure to risks. The LEI is a measurement of the State's safety oversight capability and is shown for each critical element (CE) in the ICAO integrated Safety Trend Analysis and Reporting System (iSTARS) application.
7. Moreover, LEI regarding technical personnel qualification and training (CE-4) was the most affected CE in the Pan American Region. It is considered worthwhile to conduct further analysis to determine if there is a correlation among the UNK categorized occurrences (showing a significant increasing trend in the last five-year period) and the qualifications and training of accident investigation personnel in order to develop strategies supported by Global Safety Initiative #4 (GSI #4) of the GASP to address effective incident and accident investigation.
8. ICAO, through the Universal Safety Oversight Audit Programme (USOAP), identifies deficiencies and encourages States to develop and implement corrective action plans and to analyze the results for future safety enhancements.
9. The transparent and timely sharing of information is another way of improving safety. RASG-PA encourages all aviation stakeholders to do so using all available tools.

10. The RASG-PA Annual Safety Report is timely, unbiased and a transparent source of safety related information essential for all aviation stakeholders interested in having a tool for sound decision-making on safety related matters.

2.3 The RASG-PA Annual Safety Report 2011 will be available for download at the RASG-PA website: www.mexico.icao.int/RASGPA.html

3. Summary

3.1 The fact that different stakeholders agreed to develop a single report for the Pan American Region ensures the objectivity of the outcome.

3.2 The same collective approach must be followed to tackle the numerous pending safety issues in the Region.

3.3 The RASG-PA Safety Report model should be used by the States to develop their own annual safety report, which would allow them to identify the areas of safety concerns at a State level and take appropriate mitigation measures . This is in line with the implementation activities of the ICAO State Safety Programme (SSP) for States and the Safety Management System (SMS) for t service providers.

4. Suggested Action

4.1 RASG-PA is invited to:

- a) approve the RASG-PA Annual Safety Report (**Appendix** to be presented after review of the the ESC/11 Meeting) ;
- b) note the conclusions presented in the Report; and
- c) encourage its members and aviation stakeholders to take appropriate actions in their areas of responsibilities as presented in this report to enhance aviation safety in the Pan American Region.

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