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

**INCIDENT PREVENTION THROUGH LESSONS LEARNED FROM PROVIDERS AND
 AERODROME AND AIR TRAFFIC AOC (PILOT)**

(Presented by Colombia)

SUMMARY	
Taking as a tool this paper the Special Administrative Unit of Civil Aeronautics, proposed parameters for the implementation of incident prevention committees at regional level.	
References:	
<ul style="list-style-type: none"> References: CDM Manual, RAC part Eighth, Fourteenth, Twenty-Second, Anexo13, Doc9426, Manual Quality Assurance Guide, Doc9422, Doc9683, Doc.9859, Circular No. 40 SSO 	
Strategic Objective(s)	<i>This working paper is related to Strategic Objective(s)</i> <i>A – Safety</i> <i>B – Security</i> <i>C – Environmental Protection and Sustainable Development of Air Transport.</i>

1. Introduction

1.1 The increase in air operations has exceeded projected in recent years, why was expected that the windows of risk increase, in the airspaces.

1.2. With regard to the environment and the danger that can represent wildlife; belongs to the AERONAUTICA CIVIL DE COLOMBIA, within its jurisdiction, provide protection services and flight support for navigation in the national airspace or in which will be delegated and to provide airport services, fire fighting, airport security, facilitation and others under its jurisdiction.

1.3. For the former, the AEROCIVIL, the entity responsible for all matters of safety, should be considered different mechanisms to mitigate the risks faced by human nature and / or technology involving both air carriers and the different service providers involved in aeronautical activities.

1.4. As proposed prevention committees among ATS providers (ATC) and aircraft operators (pilots) where different tactics to seek and give rise to those already established that engage all stakeholders in the aviation environment to evolve with an open mind and acceptance change behaviors that enable successful release based on experiences gained over the years in the aviation environment.

2. Analysis

2.1. Considering that in the spaces dedicated to the prevention and safety issues are addressed from the standpoint of pre tactical and managerial activities are gaps where there is a direct interaction between operators and service providers, we consider it necessary to implement mechanisms defenses with those directly involved in where allowed to freely express ideas and experiences, and even incidents in which it was involved, where deficiencies are identified on both sides with a commitment to seek defenses, improvement strategies and mechanisms optimization to give us the opportunity to mitigate the likelihood of risk.

2.2. Arguably the major challenge for aviation has been and continues to prevent human error and to control its impact, why not just determine that the systems can bring to their minimization but becoming aware of our actions can contribute to security All users deserve.

2.3. Similarly, it is necessary to standardize the methodology of socialization and exchange of data, so that indifferent to the state and internal regulations; it denotes that the target points in the same direction safety.

3. Considerations

3.1. To carry to completion as proposed to be taken into account internally regulated in each state, to match the same field in incident prevention through what later called as suggested action.

3.2. Also keep in mind the personnel available and their proper execution continuity d these tasks to be permanent type.

3.3. Standardization in the CAR/SAM is necessary so that there is support for use in developing this type of work.

4. Suggested Action

4.1. Establish a direct link between the different states, seeking to create mechanisms for communication on a regular basis via video conference, posing actions taken by different stakeholders to undesired events in such a way that will serve as the backbone to make appropriate recommendations to this type of all relevant events.

4.2. Establishment of a committee for prevention of incidents for each CAR/SAM, revealing the needs of each state in terms of safety.

4.3. Making digital international journals which allow the participation of all states outlining the most important cases being considered.