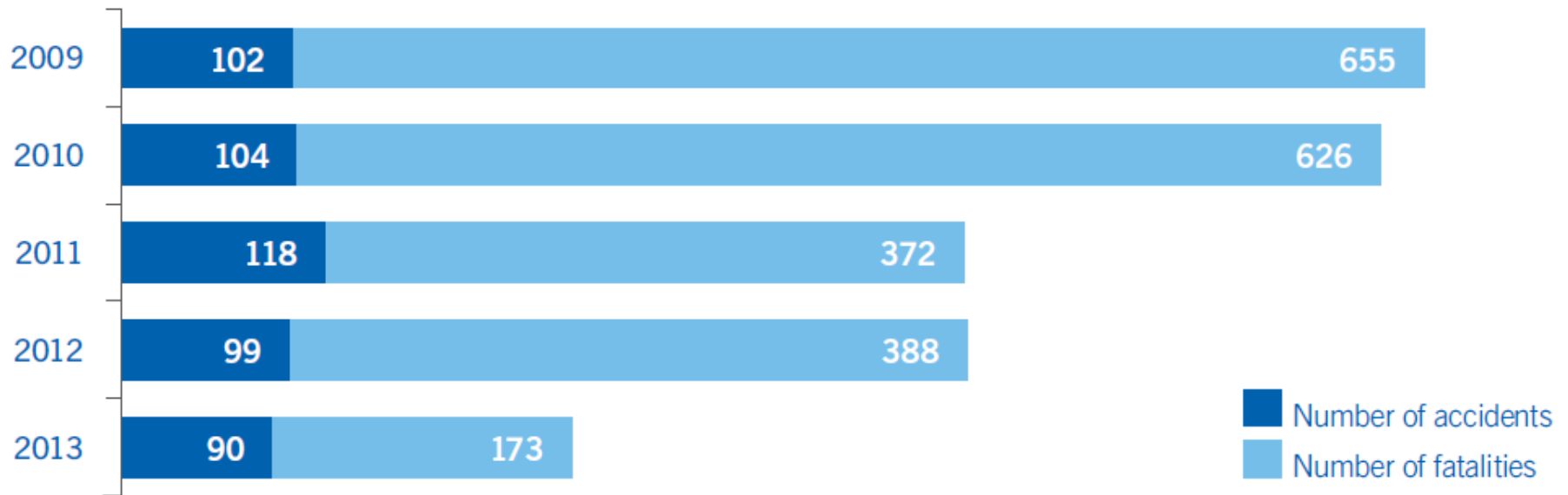


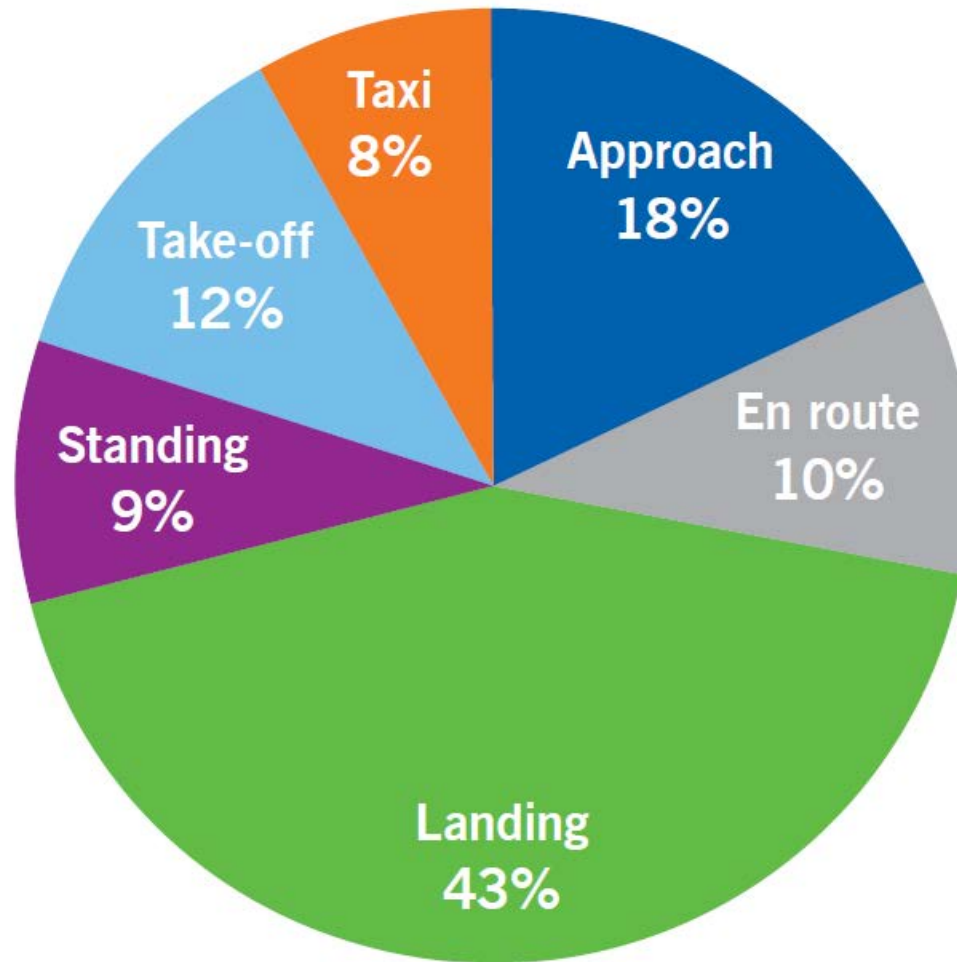
Global Accidents

Accident Records: 2009–2013 Scheduled Commercial Flights



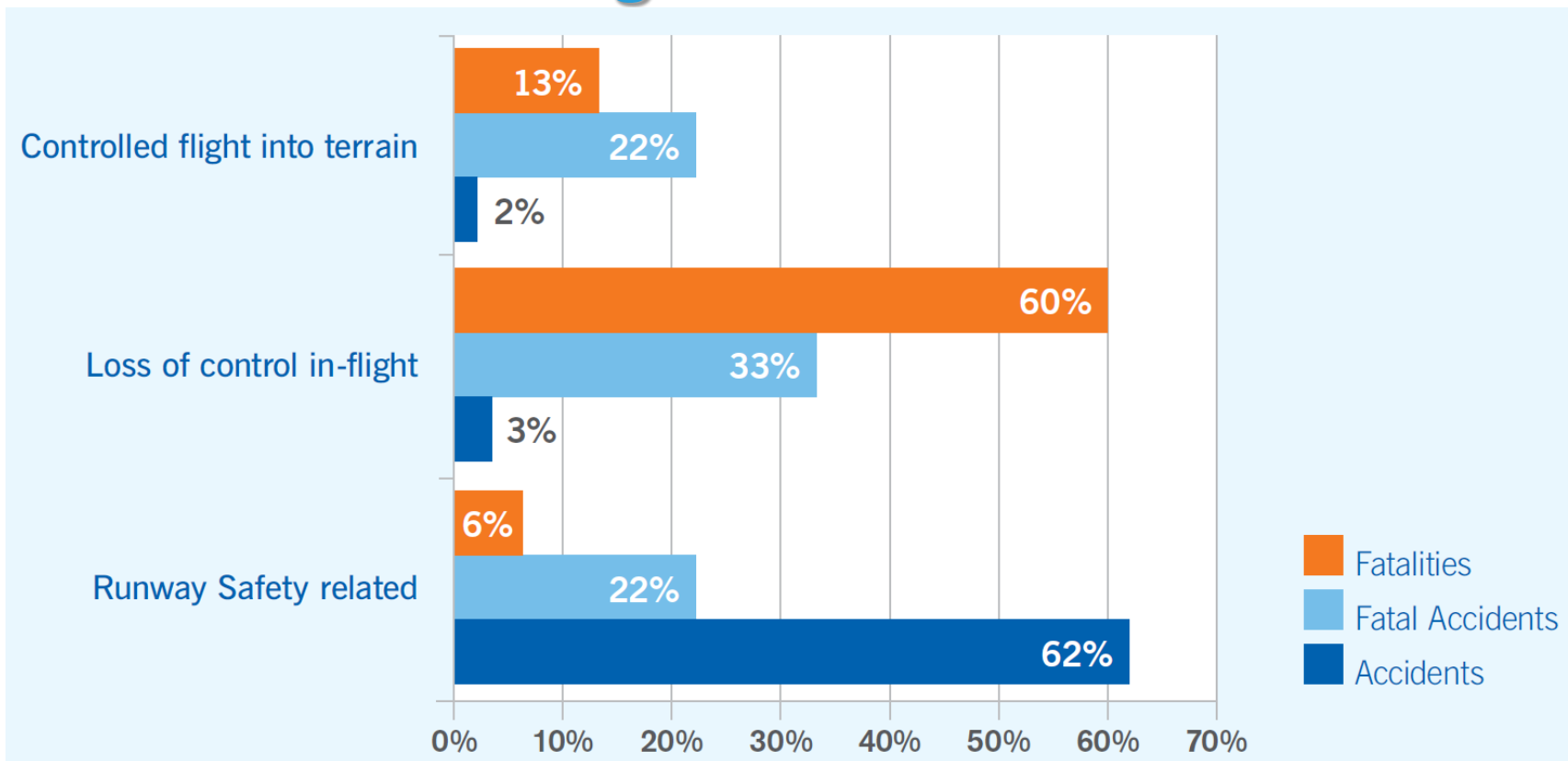
Scheduled commercial operations. Maximum Take-off Weight (MTOW) above 5700 kg
ICAO Safety Report 2014 Edition

Accidents for Phase of Flight - 2013



ICAO Safety Report 2014 Edition

Distribution of accidents, fatal accidents and fatalities related to the 3 high-risk occurrence categories in 2013



ICAO Safety Report 2014 Edition

Global USOAP Status

% Average of Effective Implementation (EI) of Safety Oversight Systems by Area



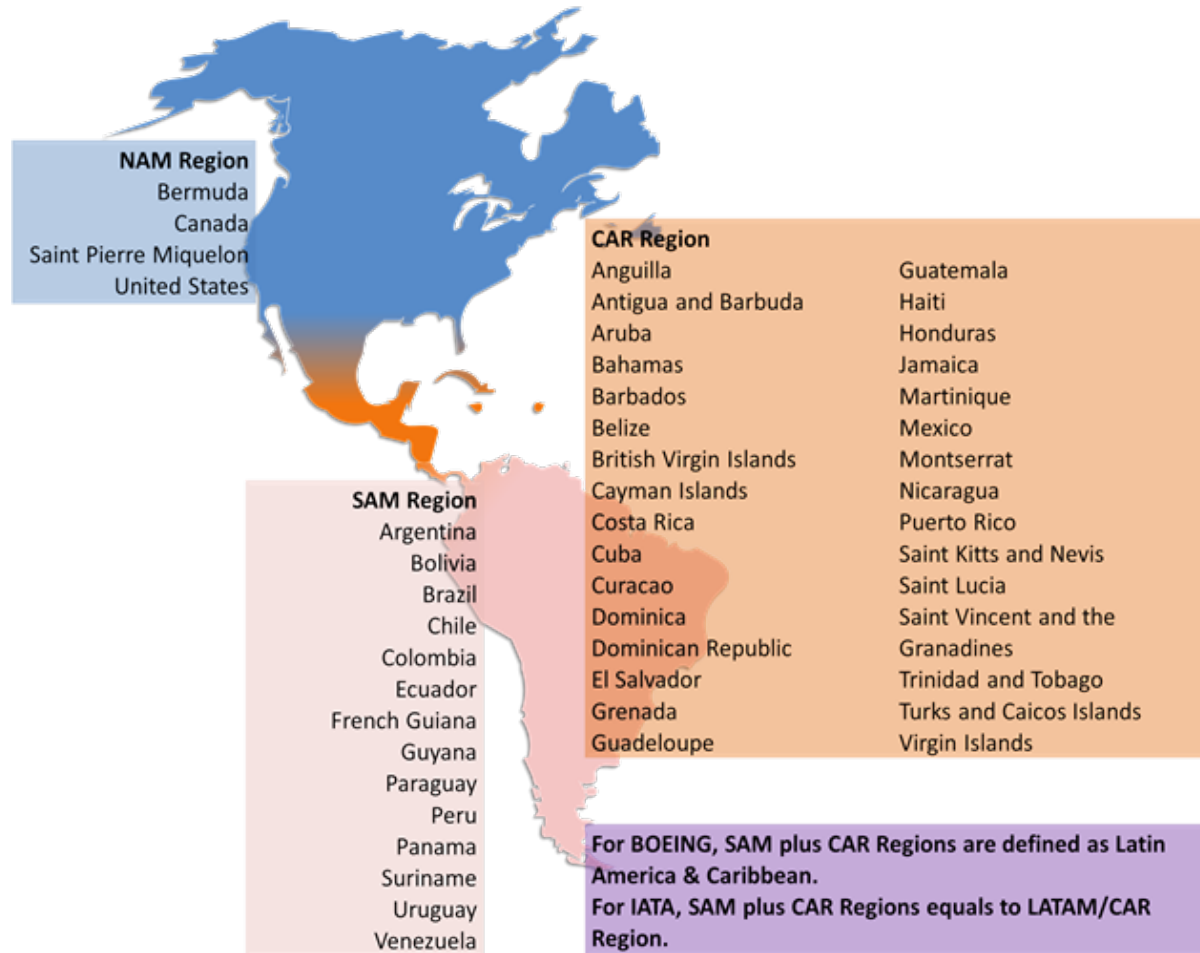
Source: ICAO Safety Report 2014 Edition

Top Contributing Factors for Global Runway Excursion Accidents 2009-2013

Latent conditions	34% Regulatory oversight 26% Safety management 18% Flight operations: Training systems (94% of these cases), SOP & checking (44% of these cases)	
Threats	Environmental	39% Meteorology: Wind/wind shear/gusty wind (59% of these cases), thunderstorms (35% of these cases) 32% Contaminated runway
	Airline	20% Aircraft malfunction: Brakes (24% of these cases), contained engine failure/powerplant malfunction (24% of these cases), Gear/tire (24% of these cases)
Flight Crew Errors	39% Manual handling/flight controls 23% SOP adherence/SOP cross-verification: Intentional non-compliance (70% of these cases), Unintentional non-compliance (25% of these cases) 14% Failure to go around after destabilized approach	
Undesired Aircraft States	45% Long/floated/bounced/firm/off-center/crabbed landing 17% Loss of aircraft control while on the ground 16% Unstable approach 14% Continued landing after unstable approach 13% Vertical/lateral/speed deviation	
Countermeasures	29% Overall crew performance 24% Monitor/cross-check 13% Contingency management 9% Taxiway/runway management 7% Leadership	
Additional Classifications	11% Insufficient data for contributing factors	

RASG-PA Annual Safety Report 5th Edition

Pan American Regional Safety Initiative




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



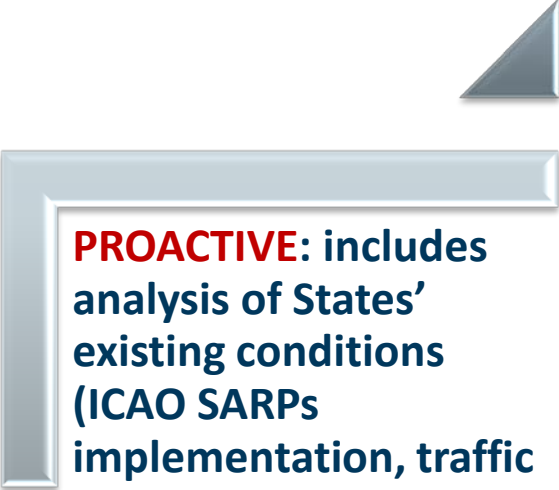
Regional Aviation Safety Group Pan America (RASG-PA)



RASG-PA uses different types of safety information



REACTIVE: safety analysis based upon past occurrences (accidents and incidents) in the Pan American Region



PROACTIVE: includes 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

Main Risk Areas in Pan American Region

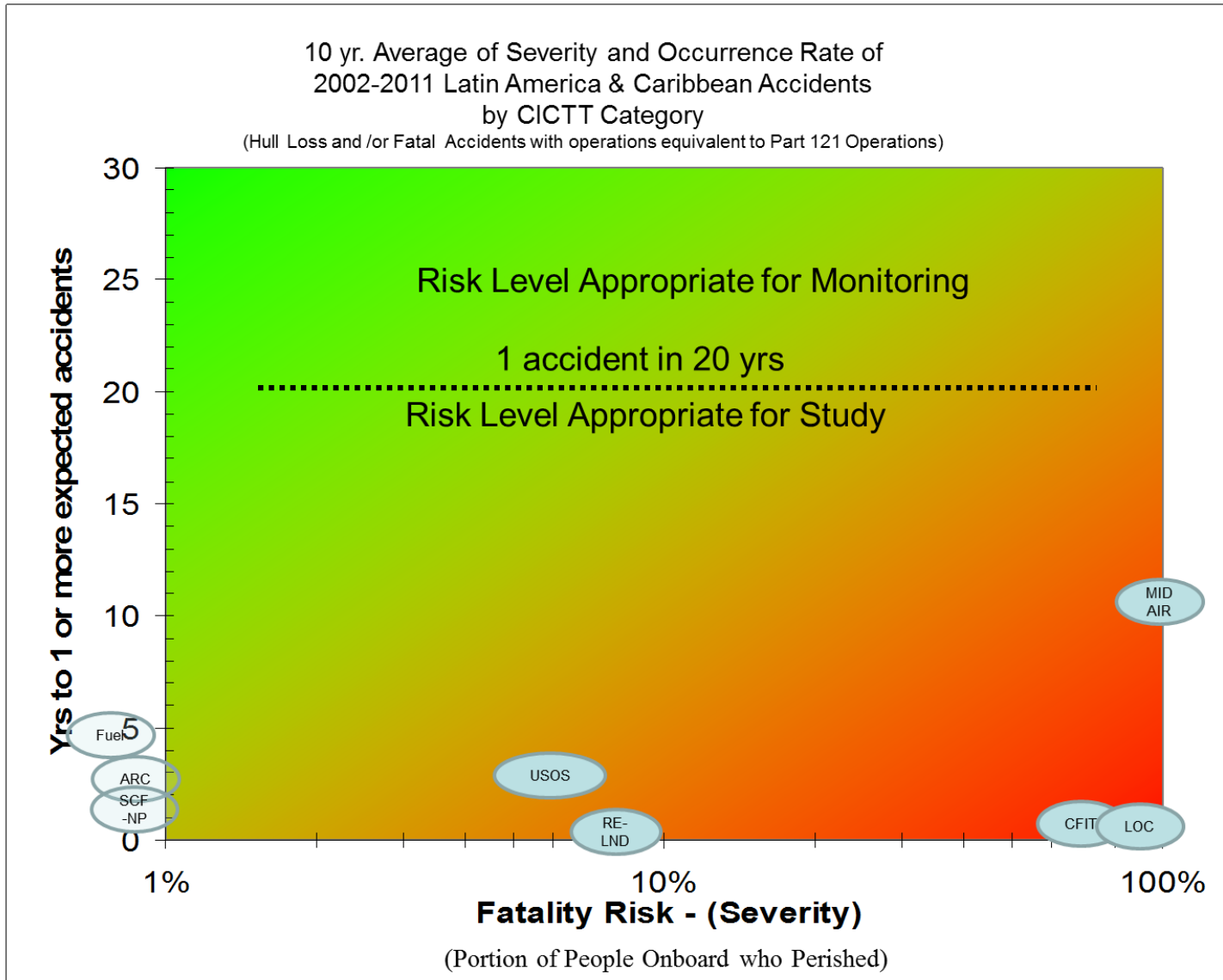
- Runway Excursion (RE)
- Loss of Control In-flight (LOC-I)
- Controlled Flight Into Terrain (CFIT)
- Mid Air Collision (MAC)



RASG-PA 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







ICAO

SAFETY

RASG-PA Annual Safety Report 5th Edition shows



**Runway Excursion
(RE)**



RASG-PA Develops Safety

Enhancement initiatives to Tackle the Main Risk Areas

Runway
Excursion
(RE)

Controlled
Flight Into
Terrain
(CFIT)

Loss of
Control-
Inflight
(LOC-I)

Mid-Air
Collision
(MAC)

new

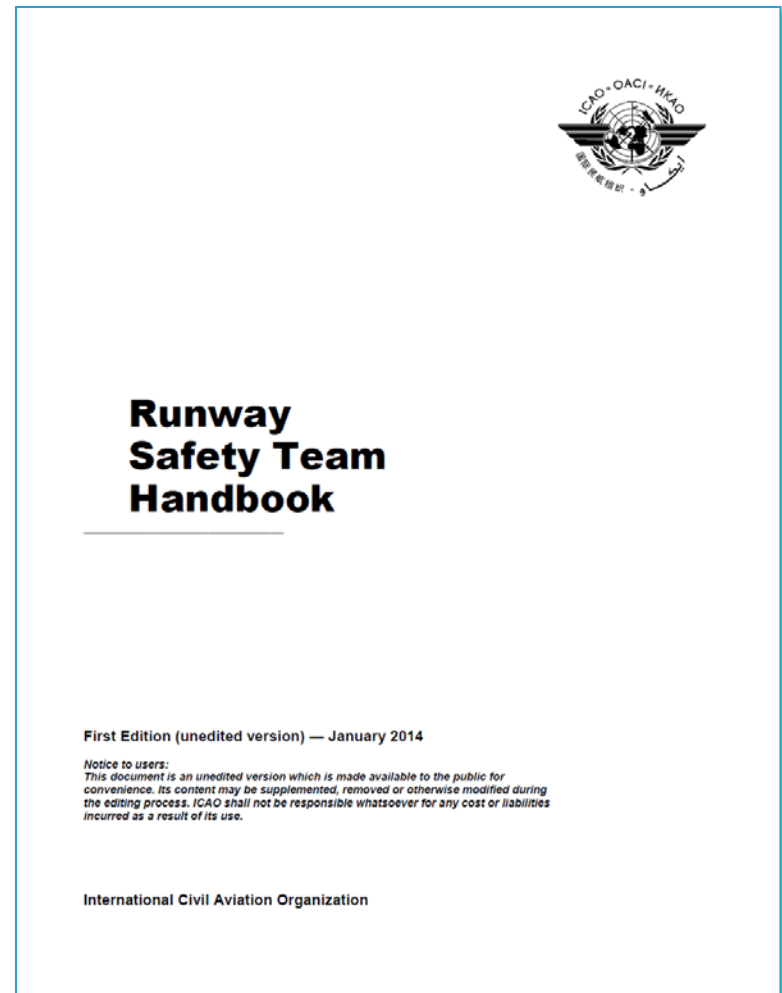
Every SEI has an associated Detailed
Implementation Plan (DIP)

RASG-PA RE Detailed Implementation Plans

DIP	Description	Champion	Status
RE/04	Promote pilot adherence to Standard Operating Procedures (SOPs) for approach procedures including go-around decision making process	ALTA	Completed
			Completed
RE/09	Specific Training for pilots and air traffic controllers to avoid unstabilized approaches	ALTA	Completed
			In process
RE/8	Guidance in maintaining runway in accordance with Annex 14	ACI-LAC	Completed
			Completed
			Completed
RE/11	Develop guidance material and training programs to create action plans for runway safety teams	DGAC Mexico	Completed
			Completed
			Completed

Other Regional Initiatives

- Regional Runway Safety Seminars
- Runway Safety Team Implementation Go-Team
- Runway Safety Teams (RSTs)
- Others



We are very
ambitious
setting our
safety
targets...





...but we are confident that with everybody's commitment and continuous support it will be achieved



We need your commitment!





RASG-PA

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Thank you!