



International Civil Aviation Organization
**Fourteenth Meeting of the CAR/SAM Regional Planning Implementation Group
(GREPECAS/14)**
(San Jose, Costa Rica, 16 to 20 April 2007)

GREPECAS/14- IP/26
9/04/07
English only

**Agenda Item 4: Evaluation of air navigation planning and implementation deficiencies/
problems in the CAR/SAM Regions**

OVERVIEW OF ATS REGIONAL DEFICIENCIES

(Presented by IATA)

SUMMARY

- IATA continues to provide information on ATS incidents reported by the airlines to the ICAO NACC Regional Office. IATA urges the implementation of corrective measures to resolve these incidents and prevent new ones.

References:

- ICAO Annex 15

Introduction

During the past year, the IATA Operational Safety Audit (IOSA) continued its expansion as a global programme, built on ICAO standards and industry best practices. IOSA has now become an internationally recognized and accepted evaluation system implemented consistently throughout the industry. As IATA strives to provide the necessary tools to improve safety worldwide, IOSA, along with Safety Trend Evaluation, Analysis & Data Exchange of normal operations, allow IATA to obtain a comprehensive view of the issues facing the industry and permit it to best respond with proactive solutions.

IATA in a partnership with ICAO continues to provide information on ATS Incidents reported by the airlines, to the ICAO NACC Regional Office, which is responsible to collect this data for the ICAO CAR/SAM Regions.

Discussion

We need a rigorous and formalized approach to identifying hazards, assessing the related risk, and identifying and prioritizing the best way to intervene. Then, we measure the effectiveness of our actions. It is a continuous loop. That is your basic safety management system.

Right now, the commercial fatal accident rate in the region is about 3.4 % for every million takeoffs. The forecasts anticipate that we should expect a 6% increase in traffic in LATAM/CAR over the next several years.

The question is elementary: Is it acceptable to us, or the flying public, if the number of accidents double or triple as well? We know that the passenger numbers continue to climb beyond a billion by 2015.

The key to the future of aviation safety hinges on the sharing of information. And, that information must be shared. We need to remove impediments that would prohibit sharing. ICAO calls it a “just culture,” ICAO reports that “lack of full and open reporting continues to pose a considerable barrier to further safety progress in many areas. A safety culture is a just culture. We need to instill a mindset, a mindset that revolves around a safety culture. Continuous efforts on safety improvements must come from lessons learned. And, that’s the by-product of a conducive reporting environment — a just culture.

With that as context, the information we gather and share will require hard study and analysis. It will require that we take a disciplined, methodical approach, and that we are all united against quick snap judgments and sensationalizing the data. It will require a long, hard continuous look at what’s happening every day, not just in our airline and airport operations, but in the operations as oversight authorities if we want to take safety to the next level.

A total of 85 reports from 14 airlines have been received between January and September of 2006 and incorporated into the IATA ATS incident database. These reports have been submitted to the ATS authorities seeking an investigation and corrective action. Of those, only 19 responses have been received. According to the airline reports, the majority of the ATS incident encounters dealt with Communication Deficiencies, Lack of Coordination with other ACC, and the Application of Separation Procedures.

Appendix A contains a summary of the January – September 2006.

Appendix B shows the accident rates in the region vs. other regions.

Conclusion

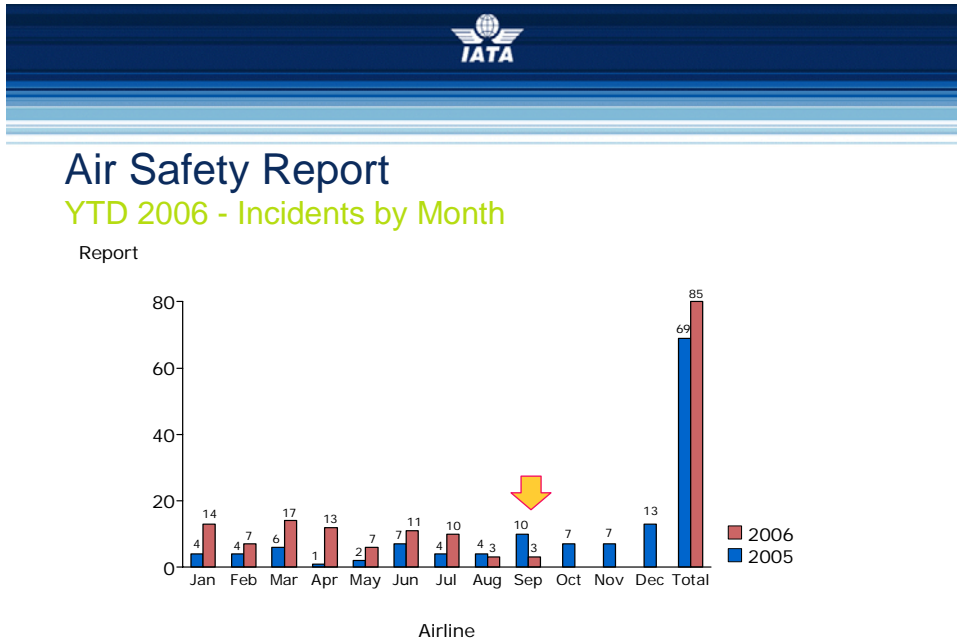
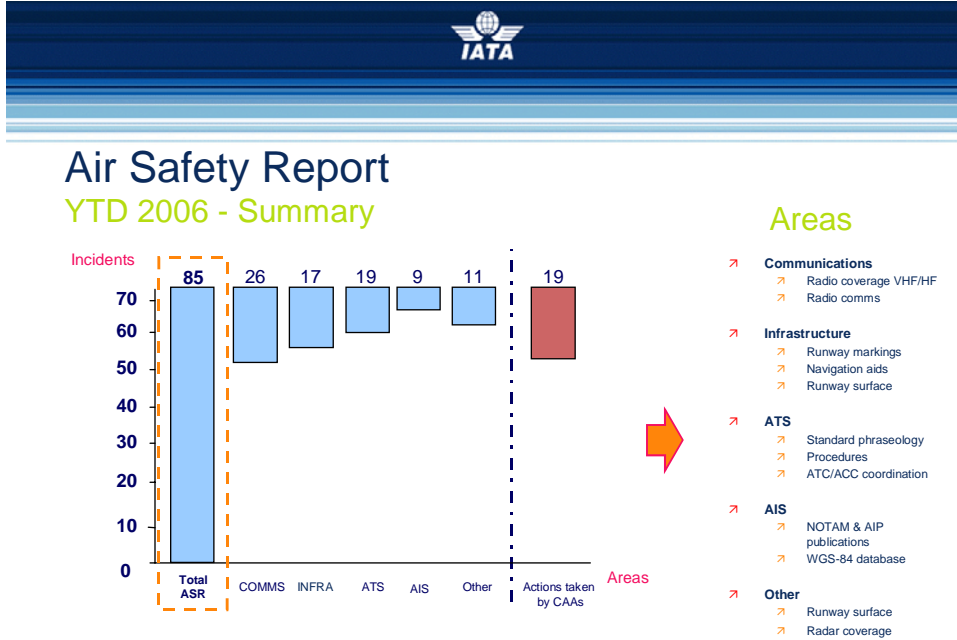
- Civil Aviation Authorities are requested to establish the highest priority for addressing and resolving the problems reported by this mechanism and assist ICAO in coordination and implementation of solutions.
- There has been considerable interest from ICAO and several States to work with IATA in order to eliminate ATC incidents and Airprox throughout the region. It should be noted that over the last year there has been an increased awareness and attention regarding ATC incidents by Member airlines, but the number of ATS incident investigations by the DGACs has maintained within 22%.
- Airlines are concerned about the lack of action by many States to correct many ongoing deficiencies in the Latin America & Caribbean Region.

Action requested

1. Ensure that States use appropriate mechanism to review the Air Safety Report.
2. Ensure that States implement corrective action measures.
3. Ensure that States disseminate appropriate details to ICAO, IATA and the airlines/operators.

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APPENDIX A

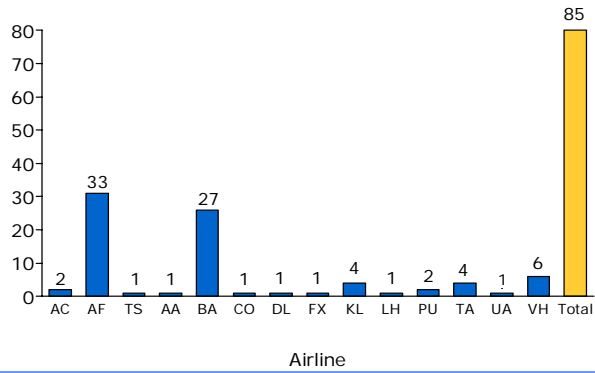




LATAM/CAR

YTD 2006 - Incidents by Airline

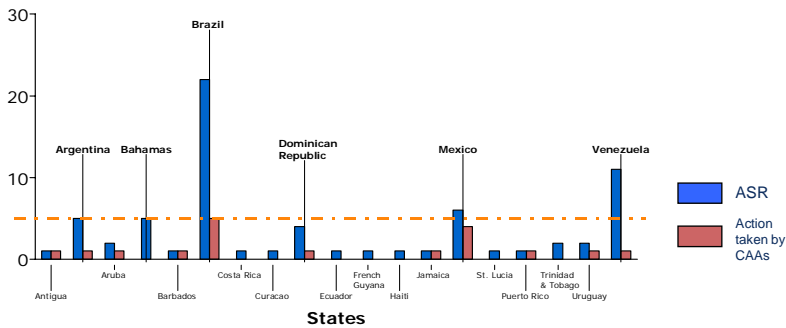
Report



Air Safety Report

YTD 2006 - Incidents by States and action taken by CAAs

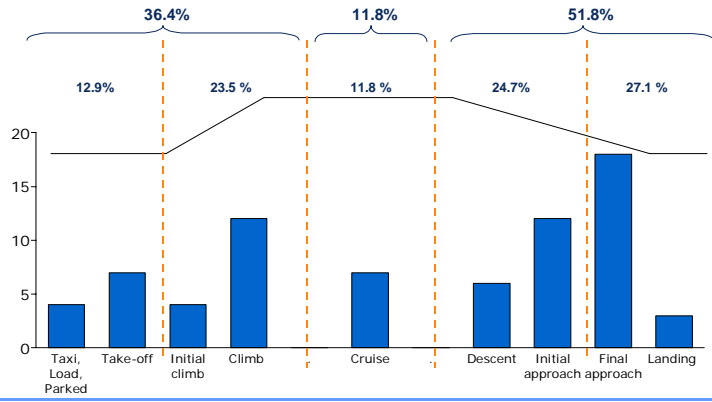
ASR





Air Safety Report

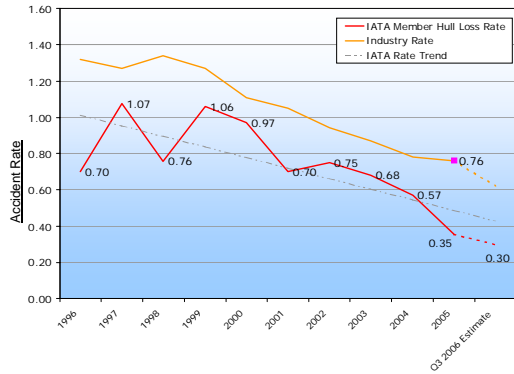
YTD 2006 - Incident percentage by phase



APPENDIX B



Accident Rate Reduction

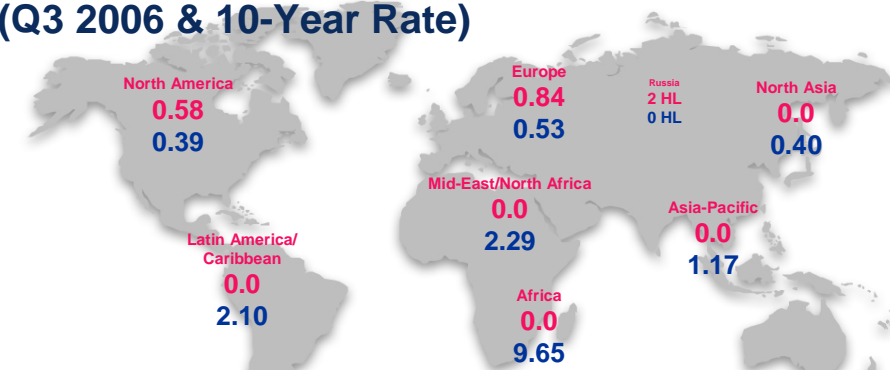


- Industry vs IATA member airline accident rate (in Western-built Jet Hull Losses per Million Sectors)
- Industry rate at 0.76 per million flights in 2005
- IATA member accident rates 53% better than industry average at 0.35 per million flights

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2006 Western-built Jet Hull Loss Rate by Region (Q3 2006 & 10-Year Rate)



Hull losses per million departures for operators based in the IATA region, western-built jets - Projected 2006 Q1-Q3

World Rates 0.62 – 2006 rate (thru Q3)
0.96 – 10 year rate

7

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