ICAO SAFETY

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

ICAO Second High-level Safety Conference 2015

Montreal, Canada, 2-5 February 2015

Oscar Derby and Gerardo Hueto

RASG-PA Co-Chairperson States/Territories

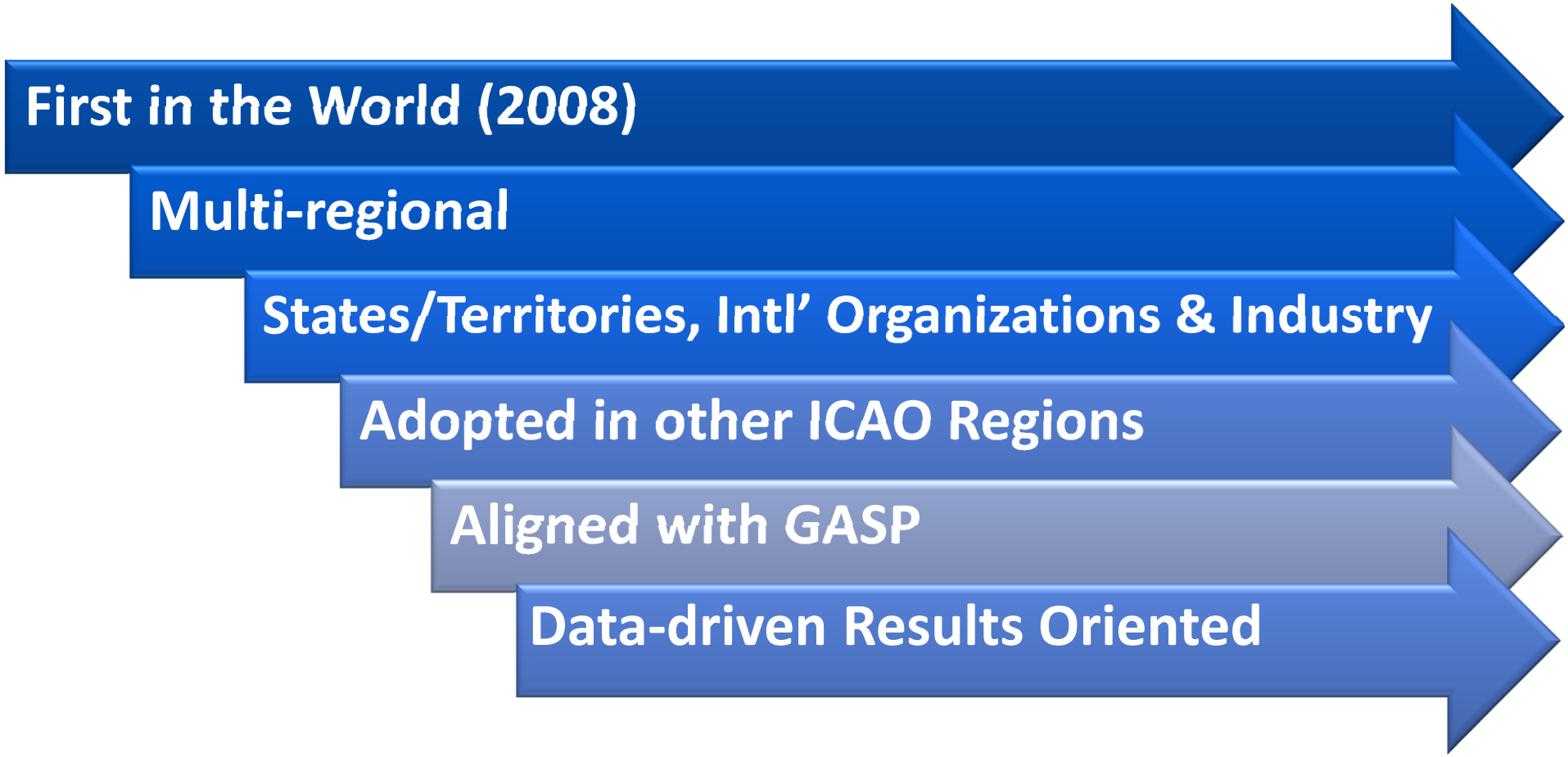
RASG-PA Mission

Improve safety and efficiency in the Pan American Region

RASG-PA Vision

Involve all the stakeholders in a coordinated effort

RASG-PA Introduction



RASG-PA Membership

34 NAM/CAR/SAM States, 19 Territories and…

ACI AIRPORTS COUNCIL INTERNATIONAL

AIRBUS

ALTA

BOEING

AIR SAFETY SUPPORT INTERNATIONAL

canso

CASSOS Caribbean Aviation Safety and Security Oversight System

CLAC

COCESNA

EMBRAER

Eastern Caribbean Civil Aviation Authority

FLIGHT SAFETY FOUNDATION

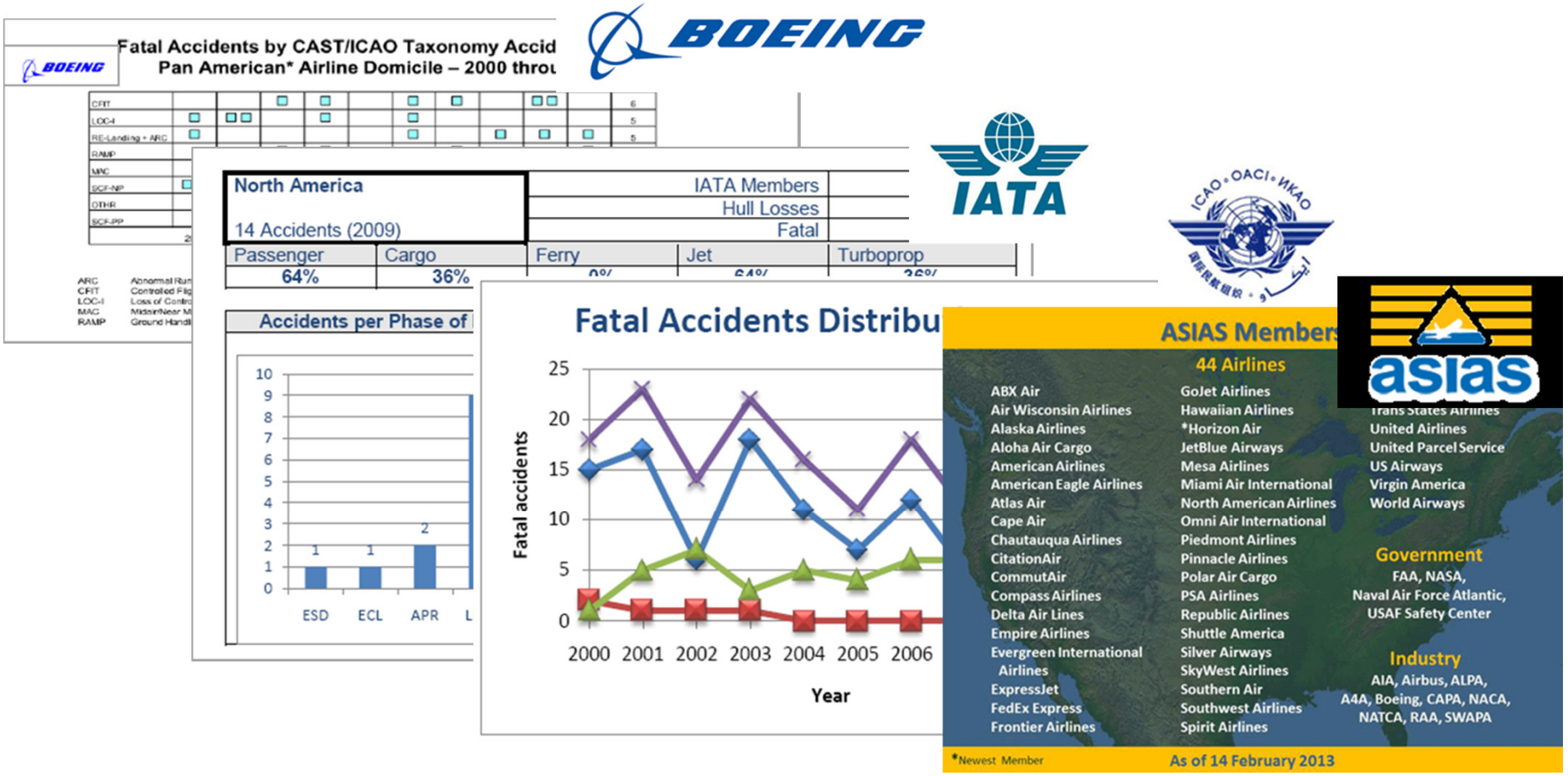
IATA

ICAO • OACI • ИКАО

IFATCA

IFALPA The Global Voice of Pilots

RASG-PA uses safety data/information from different sources



In July 2014…

RASG-PA signed a MoU with IATA to access safety information from IATA's Flight Data eXchange (FDX)

RASG-PA uses different types of safety data/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

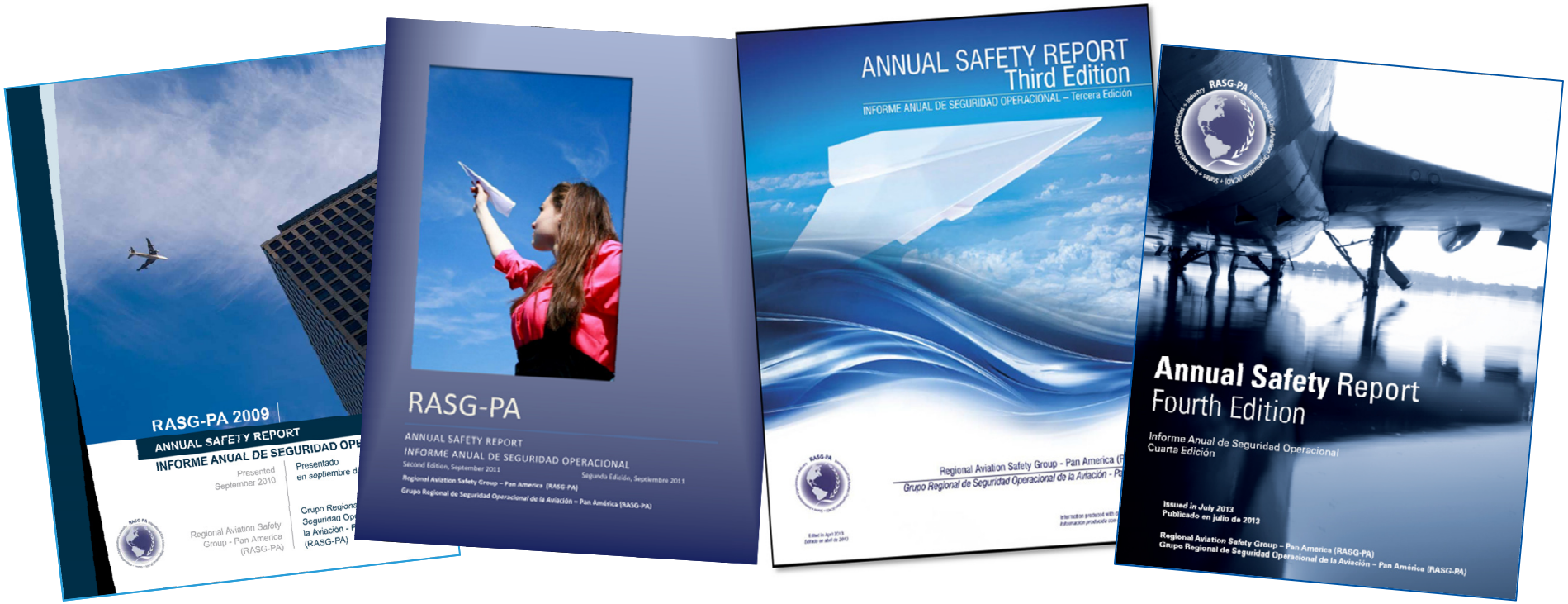
RASG-PA Process

RASG-PA develops SEIs to tackle the main risk areas

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

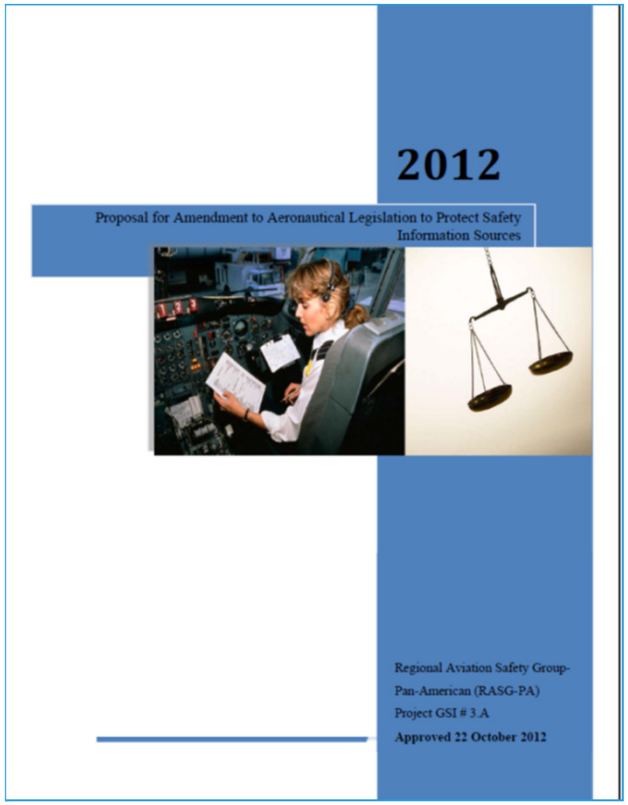
Every SEI has an associated Detailed Implementation Plan (DIP) and Outputs

RASG-PA publishes Annual Safety Reports



Measuring results

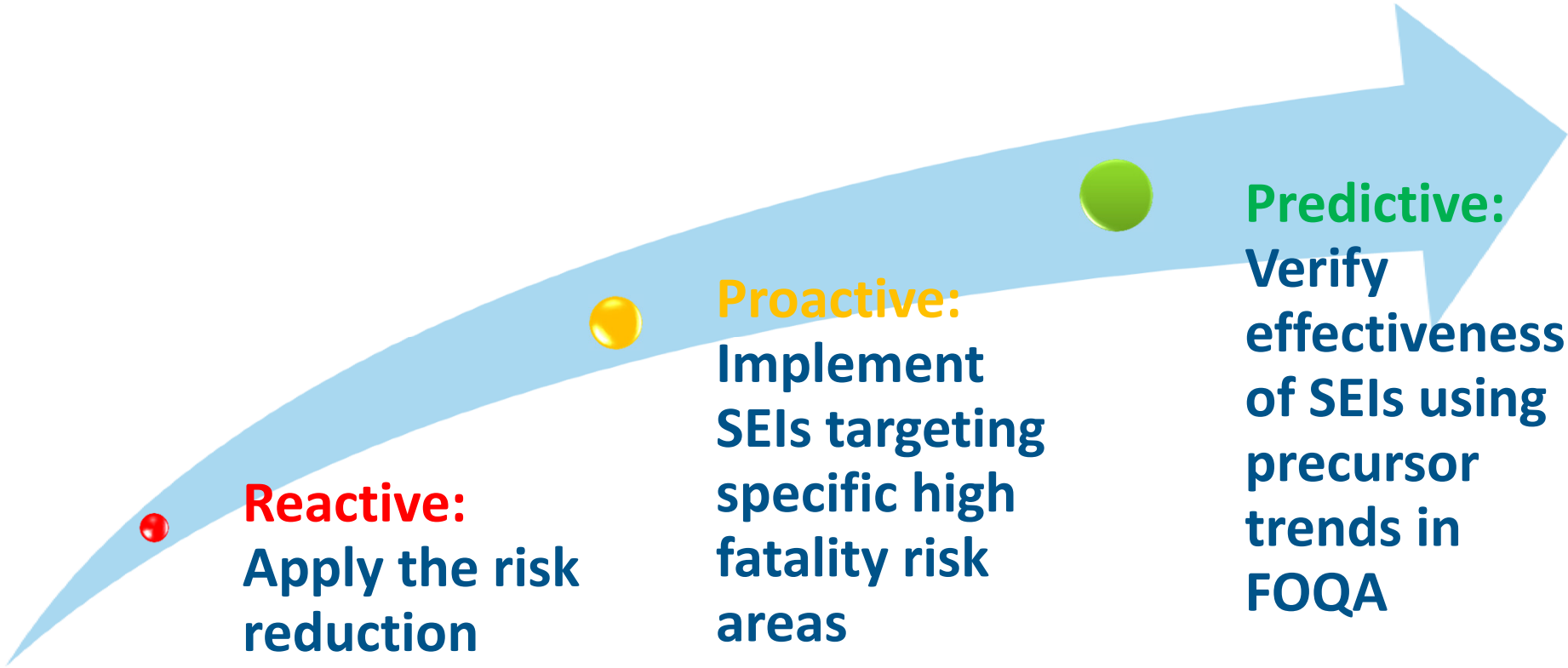
RASG-PA created the Proposal for Amendment to Aeronautical Legislation to Protect Safety Information Sources



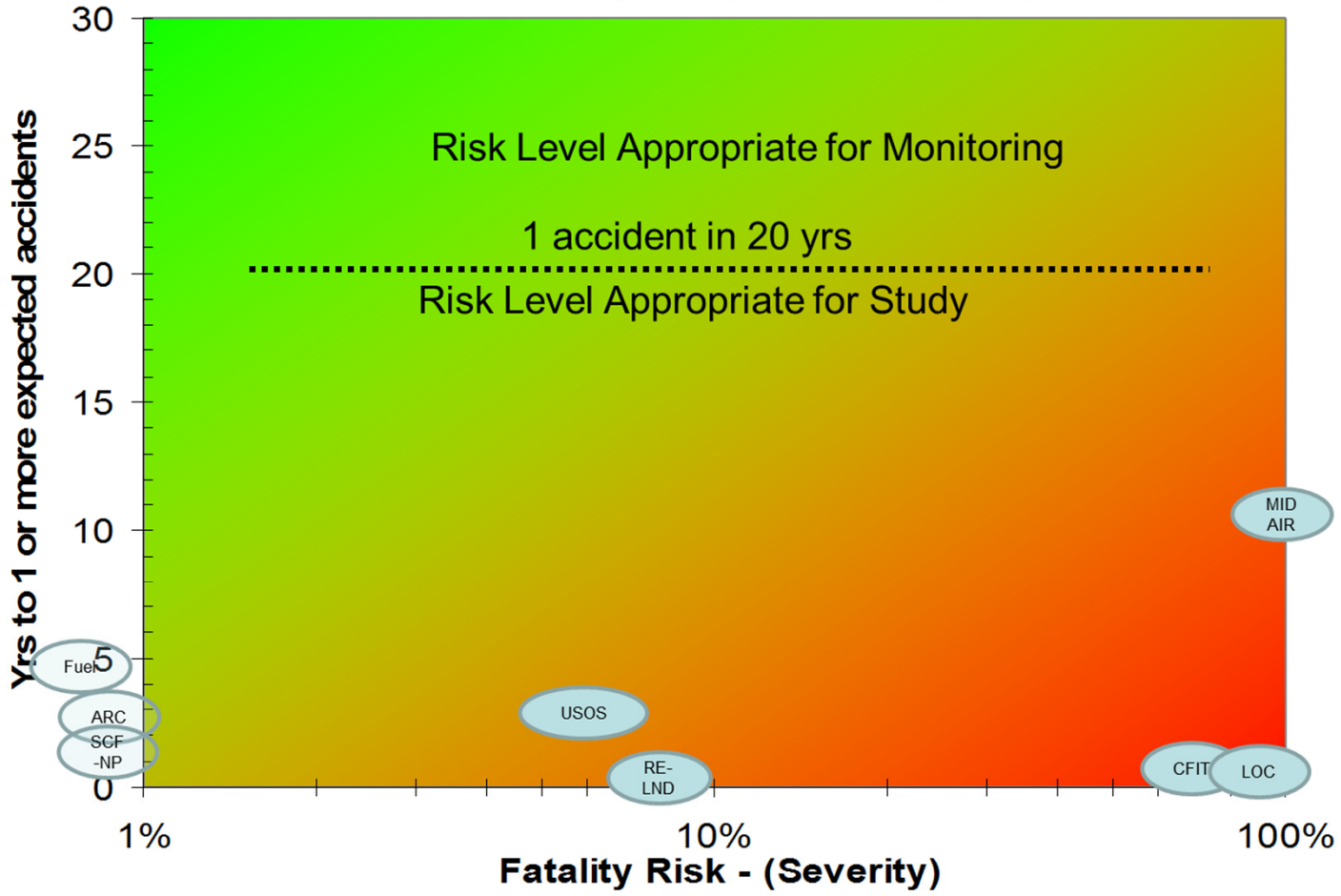
RASG-PA Risk Reduction Goal

"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"

RASG-PA Risk Management Strategy



10 yr. Average of Severity and Occurrence Rate of
2002-2011 Latin America & Caribbean Accidents
by CICTT Category
(Hull Loss and /or Fatal Accidents with operations equivalent to Part 121 Operations)



Methodology used to calculate the impact of a safety enhancing intervention

$$\text{Accident/Risk Reduction} = f(\text{Effectiveness that an intervention has for reducing the accident rate if incorporated}, \text{Portion of Fleet with intervention implemented})$$

- **RASG-PA Safety Enhancements Initiatives (SEIs)**
  - RE/04, RE/08, RE/09, RE/11; CFIT/02, CFIT/04; LOC-I/06, LOC-I/07, LOC-I/09
- **Accident set used for evaluation**
- **2000-2010 hull loss and fatal accidents**
  - Operators with operations similar to Part 121

RASG-PA Risk Analysis

RASG-PA Goal: 50% fatality risk reduction for the period 2010 – 2020

Fatality risk: full loss passenger load equivalent per million departures

Baseline: 5 year average fatality risk in 2010 = 0.6

2020 Goal = 0.3

Calculated reduction due to SEIs implemented in the period 2009-2013 = 24%

Calculated Risk through 2013 = 0.4

One RASG-PA data sharing project is PASO*

Air transport service providers share FOQA data with Costa Rica DGAC, Airbus, ALTA, COCESNA/ACSA to reduce unstabilized approaches in MROC airport

***Programa de Acción de la Seguridad Operacional**

RASG-PA is promoting safety data/information sharing initiatives in the CAR and SAM Regions

info@rasg-pa.org

www.rasg-pa.org

Thank you!