



ICAO SAFETY

Agenda Item 2: Regional Aviation Safety Group – Pan America (RASG-PA) Report

Presented by the Secretariat

RASG-PA/9 Plenary Meeting

Panama City, Panama, 23 June 2016

RASG-PA/9 – P/01





Regional Aviation Safety Groups - RASGs

- ✈ Support the implementation of the Global Aviation Safety Plan - GASP and address global aviation safety matters from a regional perspective
- ✈ Serve as the focal point to coordinate all regional efforts and programmes aimed at mitigating safety risks
- ✈ Eliminate duplication of effort through the establishment of cooperative regional safety programmes to reduce both financial and human resource burdens on States while delivering measurable safety improvements



RASG-PA Introduction



- ✈ First in the World (2008)
- ✈ Multi-regional (NAM/CAR and SAM Regions)
- ✈ States/Territories, International Organizations and Industry
- ✈ Aligned with Global Aviation Safety Plan (GASP)
- ✈ Data-driven / Results oriented



RASG-PA Strategic Plan

- ✈ RASG-PA is evolving
- ✈ RASG-PA Strategic Plan Task Force (RSP-TF) composed by Chile, Costa Rica, Curaçao, Honduras, United States, ALTA, Boeing, CANSO, IATA and ICAO is working on two deliverables:
 1. RASG-PA Procedural Handbook
 2. RASG-PA Strategic Plan Document



Vision

It is to remain ahead of any risks to commercial aviation, seeking to achieve the highest level of safety in the Pan American Region





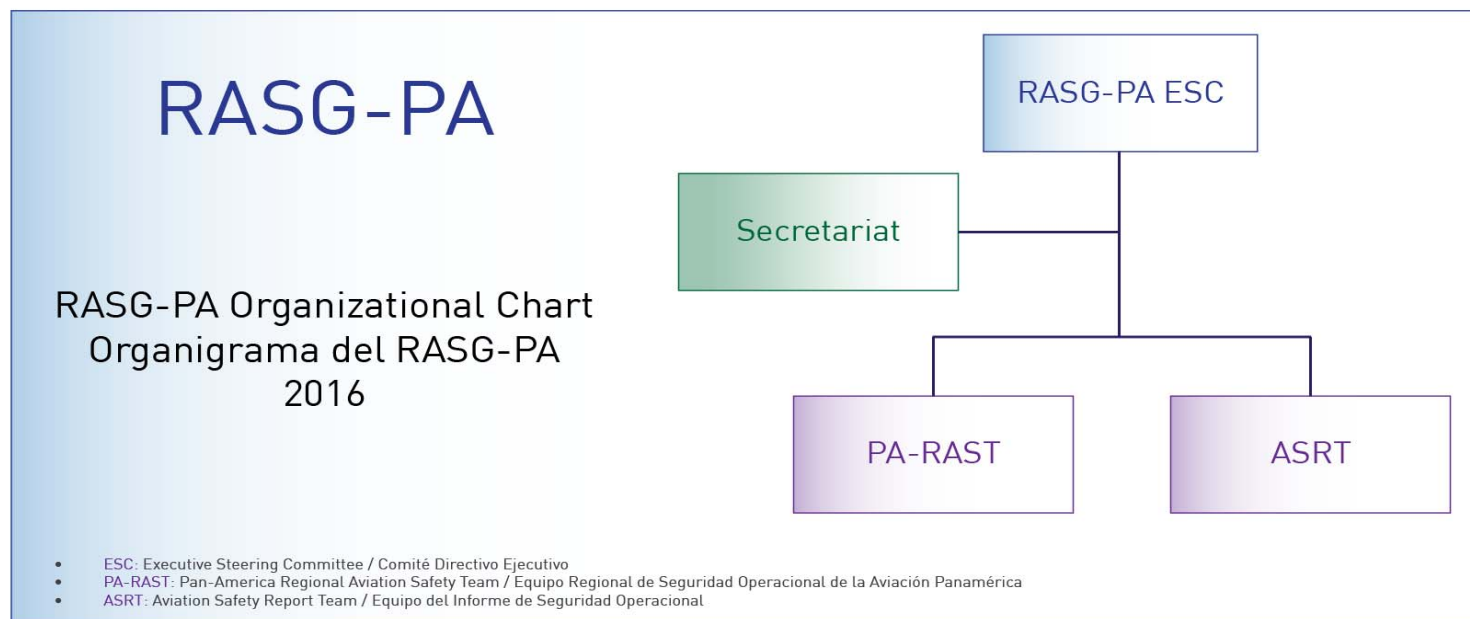
Mission

It is to reduce fatality risk in commercial aviation by ensuring prioritization, coordination and implementation of data - driven safety enhancement initiatives in the Pan American Region through the active involvement of all civil aviation stakeholders





Organizational Chart



RASG-PA Secretariat: ICAO NACC Regional Office



Membership

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





RASG-PA Chairmanship

✈ Composed by two Co-Chairpersons:

- ESC member representing States/Territories
- ESC member representing International Organizations/Industry

✈ ESC members representing States/Territories and International Organizations/Industry shall propose their respective representative as Co-Chairperson for ratification by the RASG-PA membership



ESC

Membership is based on:

- ✈ Geographical balanced representation within and between the NAM/CAR and SAM Regions
- ✈ Balanced representation between States and international organizations/industry
- ✈ Balanced diversity of interests and areas of expertise in civil aviation
- ✈ A manageable number of members to function effectively as an executive body



ESC cont.

Membership is composed by 16 representatives from:

- ✈ Four States from the CAR/NAM Regions
- ✈ Four States from the SAM Region
- ✈ Eight international organizations/industry
- ✈ ICAO NACC and SAM Regional Offices



RASG-PA Fatality Risk Reduction Goal

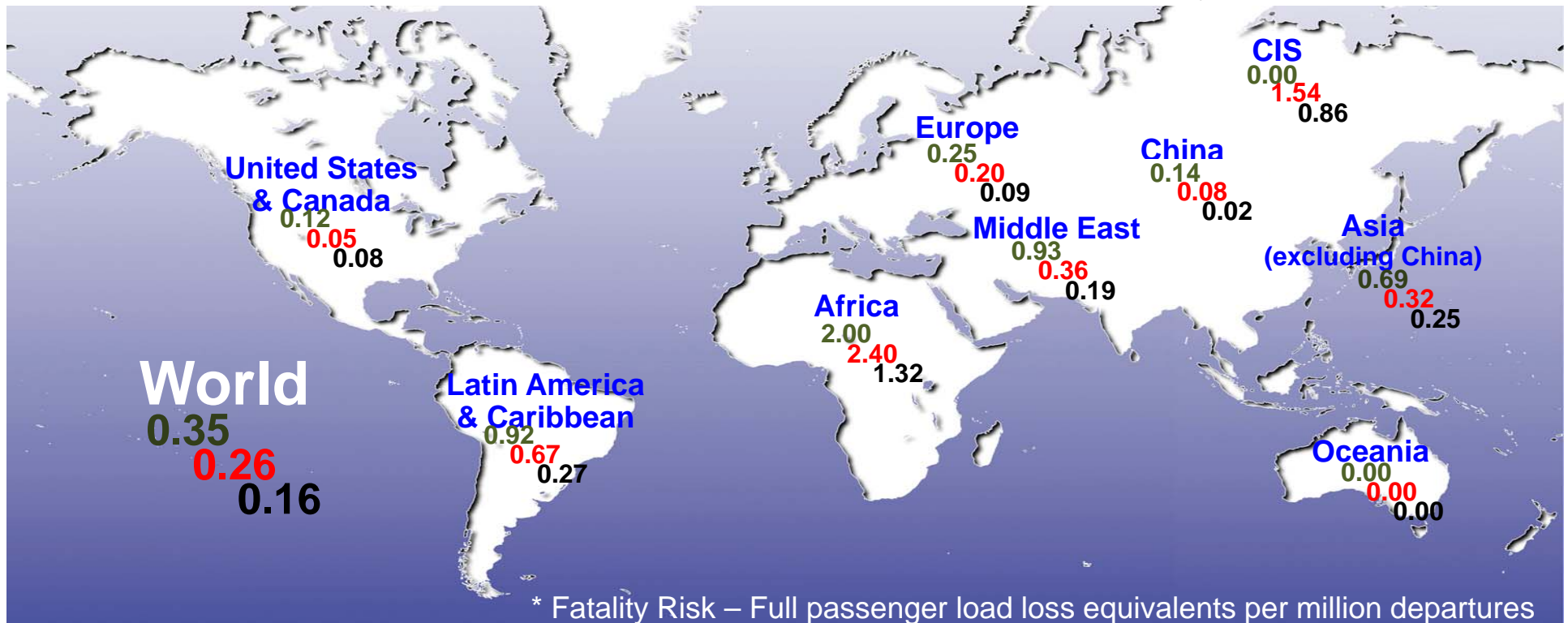
Using 2010 as a baseline, is to reduce fatality risk* for Part 121 or equivalent operations by 50% by the year 2020 in Latin America and the Caribbean

***Fatality risk is the full loss passenger load equivalents per million departures**

Fatality Risk* of Commercial Jet Air Travel by Region of the World (10-year rolling average)

1996-2005
2001-2010
2006-2015

Western-built jet transports >60,000-pounds *onboard fatal* accidents, by *airline domicile*





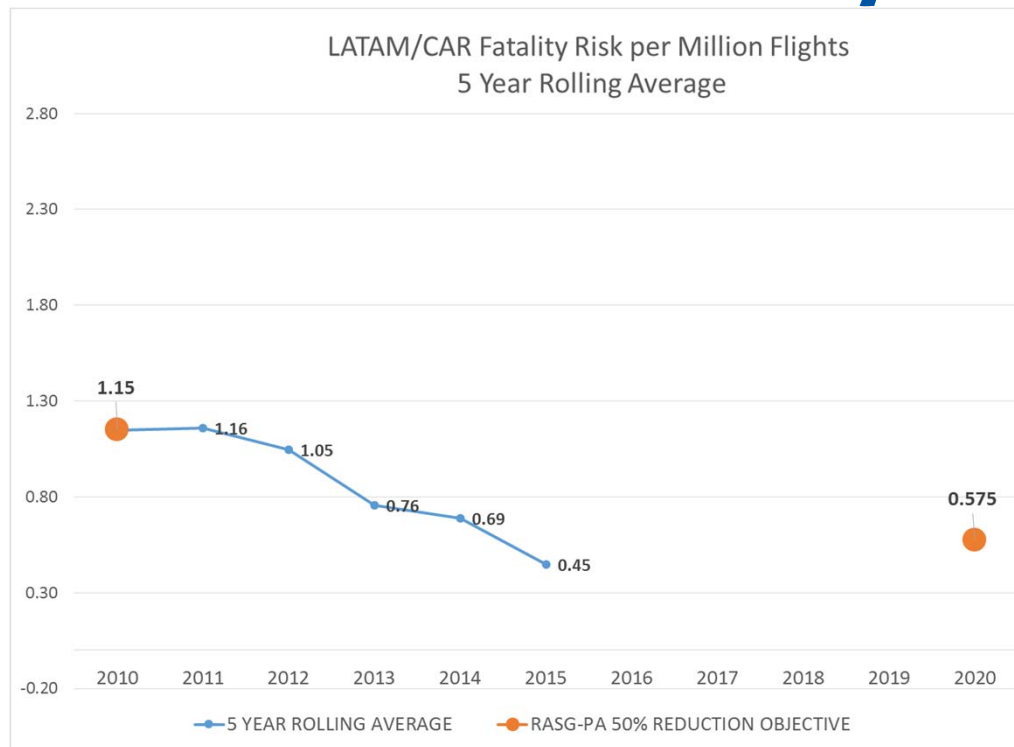
Pan American Scheduled Commercial Air Transport Accidents

Pan American Scheduled Commercial Air Transport Accidents			
Year	Total Accidents	Fatal accidents	Total fatalities
2006-2015 avg.	40.1	3.2	75.5
2014	41	0	0
2015	33	1	2

Aircraft MTOM above 5,700 kilograms
Source: RASG-PA ASR 7th Edition - Draft



CAR and SAM Fatality Risk





RASG-PA uses different types of safety data/information

REACTIVE: safety analysis based upon accidents and incidents

PROACTIVE: 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/CAST/IATA Partnership

- ✈ RASG-PA entered in an agreement to exchange safety information with the U.S. Commercial Aviation Safety Team (CAST) and IATA
- ✈ Recent “data-sharing” home runs have been enabled by the information exchange RASG–PA developed with CAST and IATA
 - By leveraging the information, RASG-PA was able to monitor unstable approaches at select airports within the region and evaluate the effectiveness of deployed mitigations
 - The unstable approach rate at these airports has been reduced by about 50 percent in the last 4 years
 - The data sharing also identified TCAS-RA hot spots that RASG-PA is actively addressing
 - The data has also helped improve airspace design in order to de-conflict airspace around airports



RASG-PA produces safety intelligence from different sources

Fatal Accidents by CAST/ICAO Taxonomy Accident
Pan American* Airline Domicile - 2000 through 2008

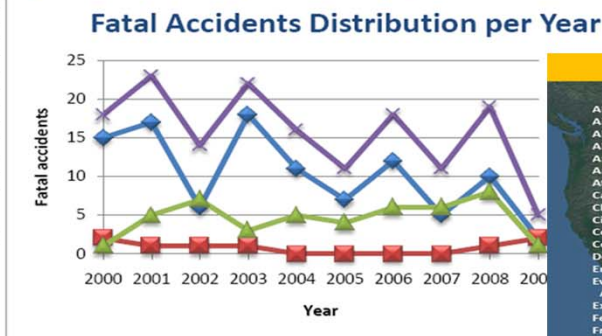
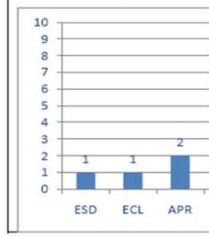
Accident Type	2000	2001	2002	2003	2004	2005	2006	2007	2008
CFIT									6
LOC-I									5
RE-landing - AWC									
LANP									
MC									
ECR-AP									
CFHB									
ECR-PP									



North America		IATA Members			
14 Accidents (2009)		Hull Losses			
		Fatal			
Passenger	64%	Ferry	0%	Jet	64%
Cargo	36%	Turboprop	36%		



Accidents per Phase of Flight* Breakdown per Accident Category



ASIAS Member 44 Airlines

- ABX Air
- Air Wisconsin Airlines
- Alaska Airlines
- Aloha Air Cargo
- American Airlines
- American Eagle Airlines
- Atlas Air
- Cape Air
- Chautauqua Airlines
- CitationAir
- CommutAir
- Compass Airlines
- Delta Air Lines
- Empire Airlines
- Evergreen International Airlines
- ExpressJet
- FedEx Express
- Frontier Airlines
- GoJet Airlines
- Hawaiian Airlines
- *Horizon Air
- JetBlue Airways
- Mesa Airlines
- Miami Air International
- North American Airlines
- Omni Air International
- Piedmont Airlines
- Pinnacle Airlines
- Polar Air Cargo
- PSA Airlines
- Republic Airlines
- Shuttle America
- Silver Airways
- SkyWest Airlines
- Southern Air
- Southwest Airlines
- Spirit Airlines

Government

- FAA, NASA, Naval Air Force Atlantic, USAF Safety Center

Industry

- AIA, Airbus, ALPA, A4A, Boeing, CAPA, NACA, NATCA, RAA, SWAPA

As of 14 February 2013





RASG-PA Risk Management Strategy

Reactive:
Apply the risk reduction formula to accident set to prioritize Safety Enhancement Initiatives (SEIs)

Proactive:
Implement SEIs targeting specific high fatality risk areas

Predictive:
Verify effectiveness of SEIs using precursor trends in FOQA



Some RASG-PA Deliverables





RASG-PA develops Safety Enhancement Initiatives (SEIs) and Detailed Implementation Plans (DIPs) for the top accident categories in Pan America



Runway Excursion (RE)



Controlled Flight Into Terrain (CFIT)



Loss of Control-Inflight (LOC-I)




Mid-Air Collision (MAC)





RASG-PA publishes RASG-PA Safety Advisories - RSA



RASG-PA SAFETY ADVISORY

Regional Aviation Safety Group-Pan America

Subject: Mode Awareness and Energy State Management Aspects of Flight Deck Alerting

Date: 1 September 2012

RSA No: RSA 2011-001-R0

1. Purpose

This RSA is issued to encourage States and Industry to adopt procedures to manage Mode Awareness and Energy State Management risks.

2. Background


A regional study undertaken by RASG-PA has identified risks associated with the safe part of a detailed implementation plan to mitigate these risks. RASG-PA is issuing this RSA and Industry.

This RSA is intended to reduce the risk of loss of control, which has been the predominant type in the Pan American region for the past ten years.


More detailed information can be found in the RASG-PA Annual Safety Report, which can be found at www.rasg-pa.org.

3. Recommended Action

States and air operators are encouraged to review the attached model circular and consider its contents.



Lavinia Mariani
RASG-PA Secretary



RASG-PA SAFETY ADVISORY

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

Closing of Detailed Implementation Plans

1. Introduction

1.1 The mission of the Regional Aviation Safety Group — Pan America (RASG-PA) is to improve civil aviation safety and efficiency in the Pan American Region by applying ICAO Global Aviation Safety Plan (GASP) principles through a collaborative approach in partnership with all stakeholders under the leadership of ICAO.

1.2 RASG-PA has become the focal point to ensure harmonization and coordination of safety efforts aimed at reducing aviation safety risks in the Pan American Region and promote implementation of resulting Safety Enhancement Initiatives (SEIs) by all stakeholder International Organizations and industry.

2. RASG-PA Safety Enhancement Initiative (SEI)

2.1 RASG-PA has performed an analysis of the three American regional data. As a result, various Safety Enhancements reduce the rate of fatal accidents for the three main risk areas: Controlled Flight Into Terrain (CFIT) and Loss of Control In-Flight (LOC-I).


2.2 To implement the SEI, RASG-PA developed Detailed Implementation Plans (DIPs) which are championed by member States/organizations who have volunteered to lead the initiative based on their area of expertise.

2.3 The progress of the associated DIPs is:

- 9 DIPs developed
- 2 in progress
- 7 completed

2.4 The progress of the associated DIP outputs is:

- 27 outputs developed



RASG-PA SAFETY ADVISORY

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

Closing of DIP RE/08 – Guidance for Maintaining Runways in Accordance with ICAO

1. Introduction


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2. RASG-PA Safety Enhancement Initiatives

2.1 RASG-PA has performed an analysis of the main aviation safety risk areas in American regional data. As a result, various SEIs have been developed to reduce the rate of accidents for the four main risk areas: Runway Excursions (REs), Controlled Flight Into Terrain (CFIT), Loss of Control In-Flight (LOC-I) and Mid Air Collision (MAC).

2.2 To implement the SEIs, RASG-PA developed Detailed Implementation Plans (DIPs) which are championed by member States/organizations who have volunteered to lead the initiative based on their area of expertise.



RASG-PA SAFETY ADVISORY - 004

June 2014

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

Standardization of Spanish and English ATC Phraseology in Accordance with the ICAO PANS-ATM (Doc 4444)

1. Introduction

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2. Background

2.1 RASG-PA has performed an analysis of the main aviation safety risk areas based on Pan American regional data. As a result, various projects have been developed to reduce accident/incident rates.

2.2 One of the projects approved at the Fourth Regional Aviation Safety Group — Pan America Meeting (RASG-PA/04) was to implement a strategy for the consistent use of Air Traffic Control (ATC) standard Spanish phraseology in accordance with the ICAO PANS-ATM (Doc 4444).

2.3 The Twelfth RASG-PA Executive Steering Committee Meeting (ESC/12) agreed to coordinate the project with GREPPICAS to ensure no duplications of efforts.



RSA-5

RASG-PA SAFETY ADVISORY-5

June 2015

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

Closing of DIP RE/09 – Specific Training for Pilots and Air Traffic Controllers to Avoid Unstabilized Approaches

1. Introduction

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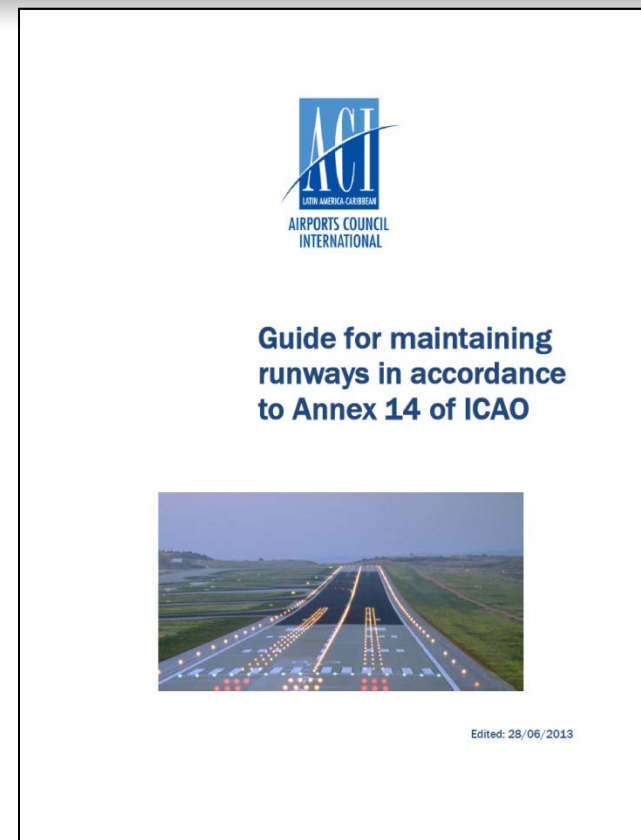


RASG-PA publishes Annual Safety Reports



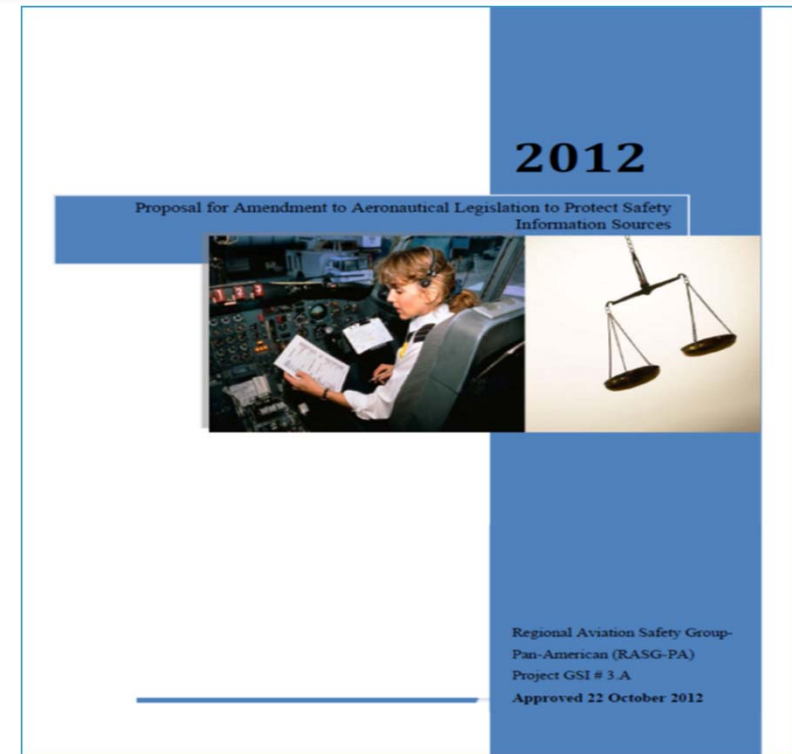


RASG-PA created the Guide for maintaining runways in accordance to Annex 14 (English, Spanish and Portuguese)





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





RASG-PA has a dedicated website: www.icao.int/RASGPA



The screenshot shows the website for the International Civil Aviation Organization (ICAO) Regional Aviation Safety Group - Pan America (RASG-PA). The page includes a navigation menu with links for About ICAO, Strategic Objectives, Aviation Development, Events, Publications, Training, Store, and Careers. The main content area features a sidebar with a list of links such as 'General Information', 'Programme 2016', 'RASG-PA Safety Advisory', 'RASG-PA Plenary Meetings', 'Executive Steering Committee (ESC)', 'Pan America - Regional Aviation Safety Team (PA-RAST)', 'Safety Enhancement Team', 'Information Analysis Team (IAT)', 'Annual Safety Report Team (ASRT)', 'Aviation Safety Training Team (ASTT)', 'Meeting Reports', 'Training Material', 'Pan American Aviation Safety Summit', 'RASG-PA Procedural Hand Book', 'Proposal for Amendment to Aeronautical Legislation to Protect Safety Information Sources', 'Fatality Risk Documents', 'Guide for maintaining runways in accordance to Annex 14 of ICAO', 'News', and 'Links'. The main text area contains an 'Introduction' section explaining the group's purpose and contact information. A search bar and social media icons are located at the top right. The footer includes 'Help', 'Contact Us', and 'Regional Office Websites' sections.



Active RASG-PA Projects

- ✈ **ALTA & IATA:** Use of Std Spanish & English Phraseology in accordance with the ICAO PANS-ATM – Air Traffic Management (Doc 4444)
 - Pilots/ATC Workshops to be delivered
- ✈ **COCESNA/ACSA:** Regional Aviation Accidents Investigation Group (GRIAA) in Central America
 - To be implemented in all Central American States
- ✈ **Costa Rica DGAC:** Flight Information Quality Assurance (FOQA) Programme in Central America (PASO in Costa Rica)
 - To be adopted in other States
- ✈ **FSF:** CAR and SAM Regions Safety Information Project
 - Group activity – on going



Summary

- ✈ ICAO is leading efforts to foster partnerships with States, international organizations, regional safety organizations, financial institutions and industry, in order to increase the capacity to assist States in managing civil aviation
- ✈ States need to put in place robust and sustainable safety oversight systems and to progressively evolve them into more sophisticated means of managing safety
- ✈ RASG-PA should be involved actively in the coordination and, to the extent possible, harmonization of all activities undertaken to address aviation safety issues at a regional level



Action by the Meeting

- ✈ Note the evolution of RASG-PA
- ✈ Support RASG-PA work through an effective participation in its activities
- ✈ Promote and implement RASG-PA Safety Enhancement Initiatives (SEIs) and associated Detailed Implementation Plans (DIPs) as applicable and report to RASG-PA Secretariat



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(ASIA-PACIFIC)

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THANK YOU!