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North American, Central American and Caribbean Office

WORKING PAPER

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Fifth North American, Central American and Caribbean Working Group Meeting (NACC/WG/5)
Port of Spain, Trinidad and Tobago, 22-26 May 2017

Agenda Item 3: Implementation on Air Navigation Matters
3.2 Safety initiatives to be supported by ANS implementation

REGIONAL AVIATION SAFETY GROUP — PAN AMERICA (RASG-PA) UPDATE

(Presented by the Secretariat)

EXECUTIVE SUMMARY

This working paper presents an update about the Pan American Regional Safety Status.

RASG-PA develops Safety Enhancement Initiatives (SEIs) and projects aligned with the *ICAO Global Aviation Safety Plan (GASP)* and Annex 19 - *Safety Management*, to reduce the fatality risk in the Pan American Region.

RASG-PA produces safety intelligence to be used by all the stakeholders for developing mitigation strategies as applicable according to their scope of activities.

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| Action: | The suggested action is presented in Section 4. |
| <i>Strategic Objective:</i> | <ul style="list-style-type: none">• Safety |
| <i>References:</i> | <ul style="list-style-type: none">• Ninth Regional Aviation Safety Group — Pan America Plenary Meeting (RASG-PA/9)RASG-PA/09 Meeting Report, Panama City, Panama, 23 June 2016• RASG-PA Annual Safety Reports• <i>ICAO Global Aviation Safety Plan (GASP)</i>• IATA Safety Report 2016• Annex 19 — <i>Safety Management</i>• RASG-PA website: www.icao.int/rasgpa |

1. Introduction

1.1 The RASG-PA vision is to remain ahead of any risks to commercial aviation, seeking to achieve the highest level of safety in the Pan American Region.

1.2 The RASG-PA mission 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.

2. Pan American Regional Safety Status

2.1 The RASG-PA safety goal is “using as reference the year 2010, reduce the operations fatality risk Part 121 or equivalent to 50% for 2020 in Latin America and the Caribbean”, considering the following:

- a) the fatality risk is the full loss passenger load equivalents per million departures;
- b) the baseline (five years moving average) in 2010 was 0.6 in Latin America and the Caribbean;
- c) the RASG-PA goal is to reach a fatality risk of 0.3 in 2020 in Latin America and the Caribbean;
- d) it is calculated that the RASG-PA SEIs implemented in the period 2010 – 2015 allowed to reduce the fatality risk in Latin America and the Caribbean; and
- e) the fatality risk of commercial jet air travel for Latin America and the Caribbean (10-year rolling average 2006 – 2015, Western-built jet transports >60,000-pounds by airline domicile) is 0.27

2.2 The Seventh Edition (draft) of the RASG-PA Annual Safety Report (ASR) reveals that the top three risk areas in the Pan American Region continue to be Runway Excursion (RE), Controlled Flight Into Terrain (CFIT), and Loss of Control In-Flight (LOC-I). Mid-Air Collision (MAC) is a risk area of interest that was added to the list for further investigation.

2.3 These risk areas are considered the priorities of the RASG-PA work programme. Therefore, they are the focus of its work through the development of Safety Enhancement Initiatives (SEIs) and corresponding Detailed Implementation Plans (DIPs) for the States and industry as applicable.

3. Discussion

3.1 Pan American Region faces many challenges to improve safety levels. Therefore, a close coordination of activities with the CAR/SAM Regional Planning and Implementation Group (GREPECAS) and its working groups, ICAO Headquarters, and respective Regional Safety Oversight Organizations (RSOOs) is fundamental to avoid redundancy and to optimize the use of resources.

3.2 The sharing of safety intelligence makes possible to identify, focus on, and prioritize areas of interest to expedite the development and implementation of mitigation strategies. The following list provided by IATA (RASG-PA Co-chair, International Organizations and Industry) details the top contributing factors regarding to the Latin America and the Caribbean aircraft accidents that are related to the scope of activity of the NACC/WG:

| Top Contributing Factors Latin America and the Caribbean Aircraft Accidents (Source: IATA Safety Report 2016) | |
|--|--------------------------------|
| Latent Conditions | Percentage Contribution |
| 1. Safety Management | 33% |
| 2. Regulatory Oversight | 29% |
| 3. Management Decisions | 13% |
| 4. Dispatch | 4% |
| Threats | |
| 1. Airport Facilities | 21% |
| 2. Meteorology | 17% |
| 3. Contaminated runway/taxiway - poor braking action | 17% |
| 4. Thunderstorms | 8% |
| 5. Operational Pressure | 8% |
| 6. Nav Aids | 8% |
| 7. Ground-based nav aid malfunction or not available | 8% |
| 8. Optical Illusion / visual mis-perception | 8% |
| 9. Manuals / Charts / Checklists | 4% |
| 10. Ground Events | 4% |
| 11. Fatigue | 4% |
| 12. Wind/Windshear/Gusty wind | 4% |
| 13. Lack of Visual Reference | 4% |
| 14. Air Traffic Services | 4% |
| 15. Poor/faint marking/signs or runway/taxiway closure | 4% |
| 16. Poor visibility / IMC | 4% |
| 17. Traffic | 4% |
| 18. Airport perimeter control/fencing/wildlife control | 4% |
| 19. Wildlife/Birds/Foreign Object | 4% |

3. Conclusions

3.1 RASG-PA is an active contributor for enhancing safety in the Pan America region by working with all the stakeholders to reduce the duplication of efforts in the safety area, as well as maximizing human and financial resource expenditures.

3.2 RASG-PA continues to serve as the focal point for safety in Pan American region, ensuring harmonization and coordination of efforts to collaboratively reduce aviation safety risk by all stakeholders.

3.3 The participation and contributions of all RASG-PA Members is fundamental to ensure that the aviation safety goals are met.

4. Suggested Action

4.1 The Meeting is invited to take action by:

- a) using the safety intelligence contained in this Working Paper and in the published RASG-PA Annual Safety Reports to develop mitigation strategies within the NACC/WG to enhance safety; and
- b) promoting and implementing RASG-PA SEIs and associated Detailed Implementation Plans (DIPs), as applicable and report to RASG-PA Secretariat.