ICAO

RASG-PA IMPROVEMENTS AND SAFETY ENHANCEMENTS

COORDINATION BETWEEN GREPECAS AND RASG-PA
ICAO NACC Regional Office
P/11 Agenda Item 6.2

Ninth Meeting of the North American, Central American and Caribbean Directors of Civil Aviation (NACC/DCA/9)
Port of Spain, Trinidad and Tobago, 25 to 27 June 2019

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

Mission

- ✈ Improve safety and efficiency in Pan American Region by:
- ✈ reducing fatality risk in commercial aviation
- ✈ ensuring prioritization, coordination and implementation of data-driven safety enhancement initiatives

Vision

- ✈ Involve all the stakeholders in a coordinated effort:
- ✈ remain ahead of any risks to commercial aviation,
- ✈ seek to achieve the highest level of safety in the Pan American Region.
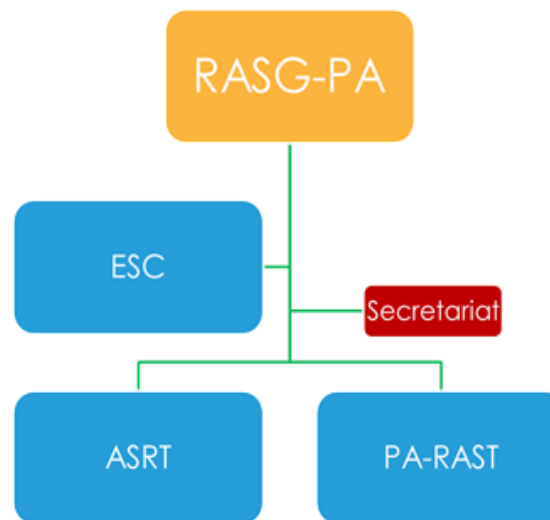
RASG-PA Framework

RASG-PA Structure

ESC REPRESENTATIVES: 8 States and 8 industry members

RASG-PA Safety Enhancement Initiatives on:

Runway Excursion (RE)

Controlled Flight Into Terrain (CFIT)

Loss of Control-Inflight (LOC-I)

Mid-Air Collision (MAC)

RASG-PA Fatality Risk Reduction Goal

Using 2010 as a baseline, the goal 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 Deliverables

Detailed Implementation Plans (DIPs) States

No. DIP/Status	Deliverable	
	Addressed to	Status: Benefits/Impact
LOC-I: 196 Completed	Air carriers	• Available: conduct effective UPRT in realistic scenarios, and using qualified flight simulator training devices-checklists
LOC-I: 197	Air carriers	• Available: emphasize the importance of establishing controlled and stabilized flight as the primary consideration during non-normal situations, prior to troubleshooting or execution of checklists
LOC-I: 198 Completed	Air carriers	• Available: conduct effective, scenario-based go-around training that matches realistic situations • Checklists
LOC-I:199	Air carriers and other training providers as well as regulators	• Available: enhance acceptance, utilization and effectiveness of crew resource management (CRM) principles on the flight deck by revising curriculum content and delivery. These principles should provide clear, unambiguous roles for the pilot flying (PF) and pilot monitoring (PM) in normal and non-normal operations.

C-FIT: Completed	States	• Available only done for LAR: Survey States to know if GPWS is a Regulatory Requirement. • Included in LAR 121 .850, LAR 135.450.
C-FIT: Completed	States	• Produce a Checklist for CAA Inspectors to make sure Airlines comply with CFIT Regulations, training, SOPs and software and database updates • SVRVOP: AIR Inspector Manual Part 4, Volume I , Cap 8 .3.8 (Certification); and Volume II Cap 8 .3.5 (surveillance)
C-FIT: Pending	States	• Vertical Guidance to replace circle to land approaches • SAM IG: responded • NAM/CAR: pending
C-FIT: Pending	States	• Update Airport Obstacle Charts in accordance with WGS-84 • SAM: LAR 154/ 204 • NAM/CAR: pending
C-FIT: Pending	States	• Survey States to know Obstacle and Terrain Implementation Area 1, 3 and 4 Status • NAM/CAR: pending • SAM: pending

RASG-PA IMPROVEMENTS

REGIONAL SAFETY TARGETS

RASG-PA COMMUNICATION PLAN

New website: www.icao.int/RASGPA

PROJECT MANAGEMENT TECHNIQUE IMPLEMENTATION

REGIONAL SAFETY PLAN DEVELOPMENT

RASG-PA IMPROVEMENTS

Evaluation of new risk categories

High Risk Categories (HRC)

- CFIT
- LOC-I
- Runway Safety
- MAC

→ Known risks: Continuous monitoring

Additional Operational Risk Categories (ARC)

- Misconfigurations
- Go Arounds
- Surface misalignments
- UAS/RPAS/Drones
- Unexpected Weather

CANDIDATES

→ Unknown risks: New studies and developments

IMPROVEMENTS TO THE COORDINATION BETWEEN GREPECAS AND RASG-PA

RASG-PA Activity	GREPECAS Activity	Status of implementation
Not-up-to-date Obstacle chart information Type A *	Consulted referred States for status and update	Ongoing- target date July 2019
Hot spot – Unstable approaches in Aruba*	Runway safety team implemented- Runway Safety Team implementation included in SAM/NACC Regional Office status list	Completed
Mid-Air Collision Group (MAC) - coordination	Large Height Deviation (LHD) by GTE- coordination	Ongoing coordination to enhance identification of causes
Risk assessment accomplished	Duplication/error of FPLs *	No Safety concern identified
Air Traffic Controller English Proficiency*	Future activity	To be implemented
Airport runway pavement improvement- enhancement of guidance*	Coordination for Guidance update	Ongoing
Sharing of Safety hot spots information	Provided to SAM IG not to ANI/WG	Ongoing

IMPROVEMENTS TO THE COORDINATION BETWEEN GREPECAS AND RASG-PA
(Proposals)

To develop trials and initial modelling that will support the implementation of the ASBU Modules.

RASG-PA and GREPECAS Chairmen to conduct a briefing after each regional Group Meeting to inform the updates and particularly immediate actions required by the corresponding group.

Commonly develop a Website to facilitate the common coordination activities and work plan that require RASG-PA-GREPECAS coordination.

Suggested Actions to States:

✓ Support RASG-PA improvements

✓ Consider data exchange and sharing for State Safety Management Risk assessment

✓ Take note of new proposed operational risk categories

✓ Provide State interest and requirements for RASG-PA to assist and support safety implementation

THANK YOU