



**Agenda Item 1: RASG-PA Terms of Reference and Organizational Structure
- Election of Chairperson and Vice-Chairpersons**

**REVIEW OF TERMS OF REFERENCE OF THE REGIONAL AVIATION SAFETY GROUP
PAN-AMERICAN**

(Presented by the Secretariat)

SUMMARY

This working paper presents the Terms of Reference of the Regional Aviation Safety Group Pan-American (RASG-PA) for approval

Strategic Objectives

This working paper relates to Strategic Objectives A and D.

1. Background

1.1 During the Global Aviation Safety Roadmap (GASR) Workshop held in Bogota, Colombia, 19-23 May 2008, and the RASG-PA Interim Steering Committee Meeting carried out in Mexico City, Mexico, 4-5 August 2008, deliberations of notable importance were conducted regarding regional aviation safety.

1.2 Under the framework of Global Safety Initiative/5 (GSI/5), *Consistent Coordination of Regional Programmes*, participant States, ICAO and industry representatives reached consensus to create the RASG-PA, a multi-regional group to serve as focal point to ensure harmonization and coordination of safety efforts aimed at reducing aviation risks in the North American, Central American, Caribbean and South American Regions through implementation of GASR global safety initiatives.

1.3 The RASG-PA will implement the GASR in accordance with existent operational reality and the expectations of States, industry and ICAO in order to improve aviation safety in the Western Hemisphere.

1.4 The RASG-PA can positively affect operational air safety by taking action to implement the GASR through gap analysis results.

1.5 The Terms of Reference were designed to define the common goals for Western Hemisphere aviation safety in conformity with the Global Aviation Safety Plan (GASP), GASR and ICAO Strategic Objectives.

1.6 **Appendix A** to this paper contains the background and Terms of Reference to be reviewed and subsequently approved by the Meeting.

2. **Suggested action**

2.1 The Meeting is invited to take note of the above and approve the RASG-PA Terms of Reference.

APPENDIX A

DRAFT TERMS OF REFERENCE OF THE REGIONAL AVIATION SAFETY GROUP (PAN AMERICAN)

Background

Quote from Assembly Resolution A36-7 - Global Planning for Safety and Efficiency

Resolved that these global plans [*Global Aviation Safety Plan and Global Air Navigation Plan*] shall provide the framework in which regional, sub-regional and national implementation plans will be developed and implemented thus ensuring harmonization and coordination of efforts aimed at improving international civil aviation safety and efficiency;

Recognized the importance of regional and national plans and initiatives based on the global framework for effective implementation;

Recognized that further progress in improving global safety and efficiency of civil aviation is best achieved through a cooperative, collaborative and coordinated approach in partnership with all stakeholders under the leadership of ICAO;

Urged Contracting States and the industry to apply the Global Aviation Safety Plan and Global Aviation Safety Roadmap principles and objectives and to implement its methodologies in partnership with all concerned stakeholders to reduce the number and rate of aircraft accidents;

Draft Terms of Reference

The RASG-PA is established to be the focal point to ensure harmonization and coordination of safety efforts aimed at reducing aviation risks in the North American, Central American, Caribbean (NACC), and South American (SAM) Regions and to promote the implementation of resulting safety initiatives by all stakeholders.

This will be achieved through the involvement of all stakeholders including ICAO, States, International Organizations and the industry.

Short term

Develop and implement a work programme to continue implementation of the Global Aviation Safety Plan (GASP) and Global Aviation Safety Roadmap (GASR) in the region to ensure implementation of resulting action plans.

Longer term

- 1) Using the framework provided by the GASP and GASR, support the establishment and operation of a performance-based safety system for the Pan American region by:
 - a) Ensuring that all safety activities at the regional and sub-regional level are properly coordinated to avoid duplication of efforts;
 - b) Facilitating the sharing of safety information and experiences among all stakeholders from the region;
 - c) In part of the region where such a performance-based safety system does not exist, analyzing the risks to civil aviation at the regional level, develop action plans necessary to mitigate the risks and coordinate and support their implementation; and
 - d) Conducting follow-up activities as required.
- 2) Provide feedback to ICAO and the ISSG to continually improve and ensure an up-to-date global safety framework (GASP and GASR).