



Agenda Item 4: Aviation Safety Matters
4.4 Regional Aviation Safety Group-Pan America

**FRAMEWORK AND ACHIEVEMENTS OF THE REGIONAL AVIATION
SAFETY GROUP – PAN AMERICA**
(Presented by the Secretariat)

SUMMARY	
This working paper provides the background, objectives, structure and activities of the Regional Aviation Safety Group – Pan American (RASG-PA), established as the major forum for bringing together key stakeholders in addressing safety risks in the North American, Central American, Caribbean and South American Regions.	
References:	
<ul style="list-style-type: none">• Resolution A 36-7 of the 36th Session of ICAO Assembly;• Declaration of the Conference of Directors General of Civil Aviation on a Global Safety Strategy (Montreal, 2006;• ICAO Global Aviation Safety Plan (GASP);• Global Aviation Safety Roadmap (GASR);• RASG-PA/01 Meeting Report; and• RASG-PA ESC/02 Meeting Report	
Strategic Objectives	This working paper is related to Strategic Objective A

1. Background

1.1 The Regional Aviation Safety Group – Pan America (RASG-PA) was established in 2008 towards fulfilment of the following:

- International Civil Aviation Organization (ICAO) Strategic Objectives as endorsed by the 36th Session of the ICAO Assembly held in 2007
- ICAO Resolution A36-7 - ICAO Global Planning for Safety and Efficiency

- ICAO Global Aviation Safety Plan (GASP) - Global Safety Initiative (GSI) 5 - *Consistent Coordination of Regional Programmes* dated July 2007
- Global Aviation Safety Roadmap (GASR) - Focus Area 5 - *Consistent Coordination of Regional Programmes* prepared by the Industry Safety Strategy Group (ISSG) in 2006 for ICAO and supported by the DGAC/6 Meeting Recommendation approved by the ICAO Council in 2006

1.2 An ICAO/ISSG Workshop on the GASR was hosted by the Civil Aeronautics Special Administrative Unit (UAEAC) of Colombia in Bogotá from 19 to 23 May 2008. The workshop was attended by more than 120 participants and included representation from the civil aviation authorities of 19 States in the NAM/CAR/SAM Regions, 4 International Organizations (ALTA, COCESNA, IATA and IFALPA), 22 airlines, 4 airport operators, 2 aircraft manufacturers, the ICAO South American (SAM) Regional Office, the ICAO North American, Central American and Caribbean (NACC) Regional Office, and the ICAO Air Navigation Bureau.

1.3 The workshop utilized the GASR methodology to analyse three of the twelve roads, also referred to as global safety initiatives (GSI) or focus areas. As a result of this analysis, recommended actions were developed for GSI 3 – *Effective Errors and Incidents Reporting*; GSI 12 – *Use of Technology to Enhance Safety*; and GSI 5 – *Consistent Coordination of Regional Programmes*.

1.4 The final session of the workshop was conducted in plenary and discussed the recommended actions resulting from the analysis of Focus Area 5 for the creation of the Regional Aviation Safety Group - Pan America (RASG-PA). The RASG-PA draft Terms of Reference (ToRs) were reviewed along with the short and long-term goals, organizational structure and membership. The establishment of the RASG-PA received full support from participants attending the workshop. It was agreed that a planning group would meet in August 2008 at the ICAO NACC Regional Office to follow-up on the workshop recommendations and organize the First Regional Aviation Safety Group – Pan America Meeting, which the Deputy Director of the Costa Rican DGCA offered to host in November 2008.

1.5 Following the GASR Workshop, the first telephone conference of the Provisional Planning Group for the creation of the RASG-PA was conducted by ICAO on 2 July 2008. The conference reviewed the agenda and other matters for the first meeting of the RASG-PA Provisional Planning Group that would take place in Mexico City in August 2008. A follow-up telephone conference was conducted by ICAO on 23 July 2008.

1.6 The RASG-PA Provisional Planning Group, subsequently renamed the RASG-PA Interim Steering Committee (ISC), met at the ICAO NACC Regional Office in Mexico City from 4 to 5 August 2008. The meeting reviewed the RASG-PA ToRs; establishment of the RASG – PA Executive Steering Committee; structure of the RASG-PA, its subgroups, work programme, and schedule of meetings; follow-up on the GASR Workshop Recommended Actions; and preparations for the First Meeting of the RASG-PA, including the draft agenda and expected outcomes. The meeting was attended by participants from Brazil, Chile, Colombia, Costa Rica, United States, ACI/LAC, BOEING, IATA, IFALPA and the ICAO Headquarters, NACC and SAM Regional Offices.

1.7 ICAO presented the following draft projects to the meeting related to GASP GSI/2 - *Consistent Regulatory Oversight*; GSI/3 - *Effective Error and Incident Reporting*; and GSI/12 - *Effective Use of Technology to Enhance Safety* in response to the recommended actions from the GASR Workshop:

- Project 1(Renamed Project GSI/3.A): Effective Flow of Hazard Information;
- Project 2 (Renamed Project GSI/12.B): Elimination of Gaps in Use of Technology to Enhance Safety;
- Project 3(Renamed Project GSI/2.A – GSI/12.C): Pilot Programme for the Development of Operational Oversight Using New Technologies

1.8 A telephone conference of the Interim Steering Committee held on 13 August 2008, discussed the projects further and concluded with the assignment of responsibilities to initiate their implementation. Further telephone conferences of the Interim Steering Committee were held in September and October 2008.

1.9 Following the Interim Steering Committee Meeting, ICAO sent a letter to NAM/CAR/SAM States, Territories and International Organizations requesting validation of the establishment of RASG-PA, its draft Terms of Reference, composition and organizational structure.

1.10 The 15th Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/15) held in Rio de Janeiro, Brazil, from 13 to 17 October 2008, noted that the RASG-PA was created under GSI/5 – *Consistent Coordination of Regional Programmes* to address all safety related issues that are covered by the GASP; GREPECAS endorsed this approach.

1.11 The 3rd Meeting of North American, Central American and Caribbean Directors of Civil Aviation (NACC/DCA/3) held in Punta Cana, Dominican Republic, from 8 to 12 September 2008, noted the importance of the work being conducted by RASG-PA. The Meeting agreed to emphasize the need to nominate high-level safety personnel to serve as representatives to the First Meeting of the RASG-PA (RASG-PA/01) being held in Costa Rica in November 2008.

1.12 A final meeting of the Interim Steering Committee was held on 10 November 2008, in Puntarenas, Costa Rica. The meeting reviewed the RASG-PA/01 Meeting agenda; Report on Status of Projects 1, 2 and 3; Support – Financial/In-kind; and Safety Group Analysis Procedures. The meeting was attended by participants from Brazil, Chile, Colombia, Costa Rica, Jamaica, United States, ACI/LAC, ALTA, BOEING, CASSOS, IFALPA, IFATCA, and the ICAO Headquarters, NACC and SAM Regional Offices.

1.13 The First Regional Aviation Safety Group – Pan America Meeting was held in Puntarenas, Costa Rica, from 11 to 14 November 2008, hosted by the Directorate of Civil Aviation of Costa Rica. The Meeting was attended by 56 delegates from 14 States/Territories of the NAM/CAR/SAM Regions, 8 International Organizations (ACI/LAC, ALTA, CASSOS, COCESNA, EASA, IATA, IFALPA, and IFATCA), 4 airlines, 2 airport operators and 2 aircraft manufacturers.

1.14 On 11 November 2008, RASG-PA held a workshop during the RASG-PA/01 meeting which analysed GSI/7 - *Consistent Use of Safety Management Systems* following the GASP/GASR process. The workshop results revealed a level 1 – “*in development*” maturity for GSI/7. Taking into consideration the level of SMS implementation, the imminent applicability date of the related SARPs, and the importance to assign a high priority to SMS, it was considered necessary to develop projects to implement the recommendations.

1.15 The Meeting first reviewed and approved the RASG-PA ToRs as presented in **Appendix A** to this paper. The Meeting then reviewed and agreed on the RASG-PA organizational structure, which defined the RASG-PA membership, the Executive Steering Committee composition, and the criteria for the election of the Chairperson and four Vice-Chairpersons representing the sub-regions, as presented in **Appendix B** to this paper. The Meeting elected Mr. Oscar Derby (Jamaica) as Chairperson of the RASG-PA, Mr. Carlos Pellegrino (Brazil) as First Vice-Chairperson, Mr. Ricardo Arias Borbón (Costa Rica) as Second Vice-Chairperson, Mr. Lorenzo Sepulveda (Chile) as Third Vice-Chairperson, and Mr. Glenn Michael (United States) as Fourth Vice-Chairperson.

1.16 The meeting agenda included discussion on GSI/7 - *Consistent Use of Safety Management Systems*, including a review of the results from the GSI/7 Workshop and Pilot SMS Implementation Project for Aircraft Maintenance Organizations of the Regional System on Safety Oversight in Latin America; NAM/CAR/SAM safety initiatives and programmes; GASR project status; project funding; and a multi-regional approach towards implementation of the GASP. The priorities were determined and a plan for the implementation of SMS throughout the hemisphere was developed that builds upon the synergies of the States and industry involved to improve the safety and efficiency of international civil aviation. The Conclusions and Decisions resulting from the RASG-PA/01 are presented in **Appendix C** to this paper.

1.17 Since the RASG-PA/01 Meeting, the newly elected ESC has met twice - on 14 November 2008, in Puntarenas, Costa Rica, and 24 – 25 March 2009, in Lima, Peru - and has held multiple telephone conferences in between meetings to follow-up on the RASG-PA/01 conclusions and project activities. The Conclusions and Action Items from the RASG-PA ESC/2 are presented in **Appendix D** to this working paper.

1.18 During the most recent telephone conference held on 26 June 2009, a tentative agenda was agreed upon for the RASG-PA/02 Meeting to be held in Colombia, 2-6 November 2009. SMS and SSP presentations to be delivered at the RASG-PA/02 were identified and deliverables to the RASG-PA members were clarified. The RASG-PA plenary meeting will again include a GASR workshop. However, it was agreed that the workshop would be limited to one day as the participants will already be experienced in the methodology, and the process could begin at step 5 in the 7-step process. Project GSI 3.A “Effective Flow of Hazard Info” scheduled telephone conference of the RASG-PA Executive Steering Committee is scheduled for August 12.

2. Analysis

2.1 The inaugural meeting of the RASG-PA established a new framework and mechanism for regional cooperation and collaboration between government aviation agencies and industry. The initiative, a first in civil aviation, was designed to fill the gap between air navigation and operational safety implementation activities involving States, international organizations, airlines, air navigation services providers, airports, manufacturers and regional aviation safety organizations throughout the Americas. The new safety group serves as a focal point to ensure harmonization and coordination of safety efforts aimed at reducing aviation hazards and risks in NAM/CAR/SAM Regions.

2.2 The Group represents regionalization of international civil aviation safety initiatives for States to pool their aviation expertise resources to achieve real safety improvements in a timely and sustainable manner through international cooperation. The basis for the Group's work is the ICAO GASP and the ISSG GASR, which provide a strategy for all stakeholders to work together to improve civil aviation safety. Government and industry will work together to identify potential safety hazards and to mitigate risks to an acceptable level, thereby achieving significant enhancements in civil aviation safety.

2.3 The RASG-PA planning focuses on eliminating the duplication of efforts and reducing human resource and financial expenditures, which are extremely limited in the CAR/SAM Regions. All participating stakeholders are looking for alternative funding sources from organizations that have a clear stake in reducing aviation safety risks in the area, thereby reducing the need to rely solely on States for funding.

2.4 At the regional level, GREPECAS is the body in charge of developing and promoting the implementation of the Regional Air Navigation Plan in accordance with the GANP. Likewise RASG-PA is the body in charge of developing and promoting the implementation of the GASP and GASR in the region.

2.5 RASG-PA is the first regional body for flight safety to be established and ICAO is now considering the same mechanism for implementation in the other ICAO Regions.

3. Conclusion

3.1 The establishment of RASG-PA for regional cooperation and harmonization for the implementation of safety initiatives and enhancements is fulfilling the objectives of GASP GSI/5 and strategy of GASR Focus Area 5 to ensure consistent coordination of regional aviation safety programmes. The achievements and results of the RASG-PA to date have included workshops on GSI/3, GSI/5, GSI/7 and GSI/12, Projects on GSI/2, GSI/3 and GSI/12, and the commencement of safety information sharing, analysis and consolidation.

3.2 However, the success of the RASG-PA is dependent on the commitment, participation and contributions of its members from States and industry alike, with financial and in-kind support. Results to date have been achieved solely on in-kind support from RASG-PA members as event hosts, provision of experts, input to projects, and sharing of proprietary safety information and tools. In-kind support donors include Colombia, Costa Rica, Jamaica, United States (CAST), ACI/LAC, ALTA, Boeing, COCESNA (ACSA), IATA, IFALPA and Shell Aviation. The in-kind support needs to continue and grow, and funding needs to be secured in order for the RASG-PA to continue meeting its objectives.

4. **Action by the Meeting**

4.1 The Meeting is invited to review the content of this paper and consider adopting the following draft conclusion:

DRAFT CONCLUSION C/CAR/DCA/10/xx REGIONAL AVIATION SAFETY GROUP – PAN AMERICA (RASG-PA)

That C/CAR States and Territories:

- a) support the RASG-PA by assigning appropriate level representatives to attend meetings and participate in projects; provide contributions including experts, training, hosting events, and sharing safety information, experience and tools; and
- b) ensure attendance of high-level safety managers from the CAA, airport operators, ANSPs and airlines at the RASG-PA/02 meeting and workshop to be held in Colombia, 2-6 November 2009.

APPENDIX A

TERMS OF REFERENCE OF THE REGIONAL AVIATION SAFETY GROUP - PAN AMERICA (RASG-PA)

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;

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.

Long-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).

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APPENDIX B

Organizational Structure

RASG-PA Membership

NAM/CAR/SAM States/Territories.

- For the purpose of electing the Chairperson and Vice-Chairpersons, the CAR region will be divided into sub-regions for English speaking States and Spanish speaking States. Therefore, regions/sub-regions for election of the Chairperson and Vice-Chairpersons are the following:
(a) NAM (1); (b) CAR-English speaking States (CAR-E) (1); (c) CAR-Spanish speaking States (CAR-S) (1); (d) SAM (2). In total, there will be five regional/sub-regional representatives including the Chairperson.

Chairperson (NAM/CAR-E/CAR-S/SAM State).

Vice-Chairpersons (4) - After election of the Chairperson, the Vice-Chairpersons will be selected from the four remaining regions/sub-region(s).

ICAO NACC/SAM Regional Directors (1 to serve as Secretary)

ICAO HQ

NAM/CAR/SAM States/Territories

International Organizations

NAM/CAR/SAM Safety Groups

Manufacturers

- ICAO Contracting States from outside the region, other representative organizations, or any entity directly involved in aviation safety may be invited by the RASG-PA to join the group as a full member or observer as decided by RASG-PA.

Executive Steering Committee

A Steering Committee composed of representatives from States, International Organizations and industry will be established to guide the work of the RASG-PA and ensure that safety initiatives are discharged in a timely and efficient manner. To that end, the Steering Committee will:

- a) propose the RASG-PA work programme;
- b) coordinate the activities of the RASG-PA and all GASP/GASR safety related initiatives and adjust strategy as necessary;
- c) act as an advisory body to the RASG-PA membership;
- d) provide regular safety environment assessments to the RASG-PA; and
- e) undertake any action required to ensure that the RASG-PA achieves its objective to reduce aviation risks in the NACC and SAM Regions.

RASG-PA Executive Steering Committee Membership

RASG-PA Chairperson
RASG-PA Vice-Chairpersons (4)
ICAO NACC/SAM Regional Directors
ICAO HQ Representative
ISSG Representative
ACI Representative
IATA/ALTA Representative(s)
IFALPA Representative
IFATCA Representative

APPENDIX C

RASG-PA/01 MEETING CONCLUSIONS/DECISIONS

CONCLUSION RASG-PA/01/1 RECOMMENDATIONS OF THE RASG-PA/01 CONCERNING (GSI/7) - THE CONSISTENT IMPLEMENTATION OF SAFETY MANAGEMENT SYSTEMS

That:

- a) the RASG-PA/01 forward the recommendations at the **Appendix** to this part of the Report concerning the implementation of Safety Management Systems (SMS) for consideration and prioritization by the RASG-PA Executive Steering Committee; and
- b) the RASG-PA Executive Steering Committee afford the recommendations a high priority, bearing in mind the low level of SMS implementation maturity in the regions, the impending applicability date of the SMS SARPs, and importance of SMS.

DECISION RASG-PA/01/2 SUPPORT TO THE PILOT SMS IMPLEMENTATION PROJECT IN THE AMOs OF THE SRVSOP

That, taking into consideration the best practices of the Global Aviation Safety Roadmap, RASG-PA supports the pilot SMS implementation project for Aircraft Maintenance Organizations of the Regional Safety Oversight System.

CONCLUSION RASG-PA/01/3 FUNDING OPTIONS FOR RASG-PA PROJECTS

That the RASG-PA Executive Steering Committee pursue alternative options for financial/other support for RASG-PA projects, including but not limited to the ISSG and other industry partners, IFFAS, aviation insurance providers, GEASSA/Transport Canada, the U.S. Trade Development Association, and other institutions and organizations having a vested interest in aviation safety; results to be reported at the next RASG-PA Meeting in 2009.

**CONCLUSION RASG-PA/01/4 REGIONAL APPROACH TOWARDS THE
IMPLEMENTATION OF THE GLOBAL AVIATION
SAFETY PLAN**

That:

- a) the Executive Steering Committee adopt the performance framework forms (PFF) at the **Appendix** to this part of the Report and establish overarching timeframes for completion of the short, medium and long-term objectives of GASP/GASR, in consultation with all members of the RASG-PA; and
- b) the RASG-PA use the performance framework forms as a management tool for use by States, sub-regional organizations and the region to track the progress of implementation of the GASP/GASR.

**CONCLUSION RASG-PA/01/5 ALTA INITIATIVE FOR INCREASING OPERATIONAL
SAFETY**

That, in order to avoid duplicity of efforts, the RASG-PA Executive Steering Committee analyze the scope and objectives of the safety enhancement initiatives (SEI) of ALTA with IATA safety initiatives and make appropriate recommendations.

APPENDIX D**CONCLUSIONS AND ACTION ITEMS OF THE RASG-PA ESC/2 MEETING****Conclusion RASG-PA ESC/2/1 Working Paper on Multi-National Recognition of AMOs**

A working paper should be developed and presented at RASG-PA/02 that supports multi-national recognition of certification and surveillance of AMOs throughout the Pan-American Regions.

Conclusion RASG-PA ESC/2/2 Ramp Inspection Results Data Sharing

That States in the Pan-American Regions should be encouraged to share data concerning ramp inspections through the web-based system known as IDISR developed by the Latin American RSOO (SRVSOP) as a means of identifying hazards and trends using the standard format as provided in ICAO Doc 8335.

Action Item RASG-PA ESC/2/3 Multi-National Recognition of AMOs and Ramp Inspection Data Sharing

- a) ICAO Lima Office/FS Officer to prepare working papers in coordination with ICAO Headquarters that address the above conclusions; and
- b) working papers to be coordinated with members of the ESC.

Conclusion RASG-PA ESC/2/4 Use of Performance Framework Forms (PFFs)

That:

- a) the forms be revised in accordance with the form presented during the teleconference of 12 February 2009, attached as **Appendix A** to this part of the report;
- b) the forms be used to establish time-frames and align Safety Enhancement Initiatives (SEIs) in relation to the objectives of Global Safety Initiatives (GSIs) that the RASG-PA has already progressed through the establishment of projects;
- c) the forms also be used as a high-level summary of the progress made with existing projects; and
- d) contemporary project management software that is sufficiently robust should be used as the means to manage individual projects.

Action Item RASG-PA ESC/2/5 Use of Performance Framework Form (PFFs)

PFFs will be updated to include time-frames for the completion of the objectives of the GSIs already progressed by RASG-PA through a drafting group consisting of:

Oscar Quesada, ICAO SAM Office
 Gerardo Hueto, ISSG/Boeing
 Mauricio Morán, IATA
 Carlos Eduardo Magalhaes da Silveira Pellegrino, Brazil
 Mitch Fox, ICAO HQ

Conclusion RASG-PA ESC/2/6 Targeted Training Programmes

That available training programmes be assessed, selected and used by RASG-PA members to address identified safety risks and then aligned with the corresponding GSIs of the Global Aviation Safety Plan (GASP).

Action Item RASG-PA ESC/2/7 Follow-up on Targeted Training Programmes

U.S./CAST and COCESNA/ACSA representatives agreed to assess, align and follow-up on relevant outside training including available Flight Safety Foundation training.

Conclusion RASG-PA ESC/2/8 FOQA Data Sharing

That:

- a) COCESNA/ACSA consult with other States whose air operators share FOQA data; and
- b) the successful outcome of this project is intrinsically linked with the legal aspects and outcomes of Project 1 – Protection of Safety Information.

Action Item RASG-PA ESC/2/9 ATOS Information to COCESNA/ACSA

The U.S./CAST member will forward applicable ATOS information to COCESNA/ACSA with special emphasis on de-identification of data.

Conclusion RASG-PA ESC/2/10 Working Paper on Safety Information

That:

- a) the working paper should continue as a “living document” to assist RASG-PA in the development of future work programmes and to prioritize RASG-PA efforts based upon data-driven identified risks. Moreover, this document will form the basis for a future RASG-PA annual safety report;
- b) in the future, the data gathered and analyzed should create a more proactive and predictive approach towards risk analysis;
- c) the Regions should increase the rate of reporting accidents and serious incidents through the use of ECCAIRS; and
- d) RASG-PA members will use the CAST/ICAO Taxonomy.

Action Item RASG-PA ESC/2/11 ALTA Safety Meeting Results

The ALTA member will provide the results of the ALTA Safety Meeting to the RASG-PA Secretary for distribution to the ESC.

Conclusion RASG-PA ESC/2/12 Determination of Top 3 Data-Driven Risk Areas

The top three data-driven risk areas based on the data presented by ICAO, IATA, BOEING and CAST were:

1. Runway Excursions
2. CFIT (controlled flight into terrain)
3. LOC-I (loss of control in flight)

Conclusion RASG-PA ESC/2/13 Revision of Project on GSI/12 and Numbering System for RASG-PA Projects

That:

- a) Project 2 be redefined with focus on the identification of trends and hazards; FS Officer/ICAO Lima will be the focal point for this effort;
- b) future projects under GSI/12 be focussed on mitigating identified risks;
- c) short, medium and long-term mitigating measures be identified through this process; and
- d) the numbering system for projects be revised to a more user friendly system that pairs each project with its associated GSI with the project phases identified by letters. Consequently, Project 1 will be referred to as Project GSI/3A, Project 2 will be referred to as Project GSI/12B, and Project 3 will be referred to as Project GSI/2A – GSI/12C.

Action Item RASG-PA ESC/2/14 Targeted Training, Working Groups, and Working Paper on Accident and Incident Trends

Available training, seminars, courses, etc. will be aligned against identified risks in accordance with the GSIs through an ESC working group. The working group will be led by Mr. Glenn Michael, U.S./CAST; ICAO will provide support through Mr. Mitch Fox.

The working paper presented to the ESC on accident and incident trends within the Pan-American Regions will be further developed by Gerardo Hueto, ISSG/Boeing, supported by Mitch Fox, ICAO Headquarters, and Glenn Michael, U.S./CAST, as focal points with support from other ESC members as required. The resulting paper will become the basis for a future RASG-PA annual safety report. Moreover, the paper will identify short, medium and long-term goals and safety enhancement initiatives that will be aligned with GSIs.

Conclusion RASG-PA ESC/2/15 Plan for SMS Training Capabilities

That:

- a) a plan should be developed to establish self-sustaining SMS training capabilities within the Regions using the ICAO developed course materials; and
- b) Civil Aviation Authorities should avail themselves of the ICAO SSP courses as a means to develop a harmonized implementation approach.

Action Item RASG-PA ESC/2/16 Presentations on SMS and SSP at RASG-PA/02

Presentations for the RASG-PA/02 meeting will be organized to update the members on the status of implementation of SMS/SSP. The presentations will comprise the following:

- a) Presentation on the part of an air operator with extensive experience in SMS – American Airlines, to be organized by Boeing;
- b) Presentation by an experienced regulator overseeing air operator SMSs – Transport Canada, initial contact will be made by ICAO Headquarters;
- c) Status of RSOOs in implementing the Costa Rica GASR Workshop recommendations within the Pan-American area;
- d) Update by ICAO on the implementation of SSPs, including any lessons learned; and
- e) Air operators SMS implementation status, to be given by ALTA

Conclusion RASG-PA ESC/2/17 CAST Safety Enhancements

CAST Safety Enhancements should be identified in support of each prioritized data-driven risk area.

Action Item RASG-PA ESC/2/18 Analysis of CAST Safety Enhancements (SEs)

Mr. Glenn Michael will review the list of CAST SEs against the safety trend analysis to be conducted in preparation for RASG-PA/02 and recommend where the CAST SEs may be useful in mitigating identified risks. This will be included in the working paper that presents the accident/incident data and the analysis of that data being led by Mr. Gerardo Hueto, ISSG/Boeing.

Action Item RASG-PA ESC/2/19 Standard Article on RASG-PA

ICAO will develop a “standard” article describing the RASG-PA and its activities for members to use in publications and for presentations/press conferences.

Action Item RASG-PA ESC/2/20 Draft Agenda for RASG-PA/02

A draft agenda will be prepared by the Secretariat by mid-May and forwarded for review by all ESC members. The review of the agenda by members of the ESC should be completed by the end of May so that the preliminary agenda can be circulated to all RASG-PA members on a timely basis.