



Agenda Item 3: Safety Oversight
3.2 Regional Safety Oversight Developments

**ESTABLISHMENT OF THE REGIONAL AVIATION SAFETY GROUP – PAN AMERICA
(RASG - PA)**

(Presented by the Secretariat)

SUMMARY

The RASG-PA Interim Steering Committee, during its meeting in Mexico City, Mexico, 4 - 5 August 2008, reviewed results of the GASR Workshop held in Bogota, Colombia, 19-23 May 2008, and agreed on future work for successful implementation of the GASR Global Safety Initiatives (GSI) – GSI/2; GSI/3; GSI/5; GSI/12.

Strategic Objective:

This working paper is related to Strategic Objective A

1. Introduction

1.1 The RASG-PA was created under GSI/5 – *Consistent Coordination of Regional Programmes*. The background information and draft terms of reference were provided to the Global Aviation Safety Roadmap (GASR) Workshop participants in Bogotá and later forwarded to all States/Territories/International Organizations for their information.

1.2 The RASG-PA Interim Steering Committee Meeting, with representatives from Colombia, Costa Rica, United States, ACI, IATA, IFALPA, ISSG, ICAO DD/ANB/HQ, ICAO Regional Director SAM and ICAO Regional Director NACC, as Secretary of the RASG-PA, reviewed the RASG-PA terms of reference, membership, structure and work programme and forwarded same to States/Territories for validation of the RASG-PA. (**Appendix A** to this working paper).

1.3 Also reviewed were the results from the GASR Workshop held in Bogota, Colombia. Actions stemmed from analysis of GSI/3 -*Effective Errors and Incident Reporting*, GSI/12 - *Use of Technology to Enhance Safety* and GSI/2 - *Consistent Regulatory Oversight of the Global Aviation Safety Roadmap*.

1.4 The analysis of GSI/3 resulted in the questionnaire that was sent to States/Territories requesting information on the present status of legislation, regulations and safety programmes related to the protection of operational safety risk data, which will be used to identify legislative and regulatory gaps and facilitate the establishment of an open reporting system.

1.5 In order to promote the effective flow of safety risk data under GSI/3, States were requested to nominate aviation legal experts from their States to carry out a study on aviation legislation, regulations and safety programmes using the State responses to the questionnaire identified in para. 1.4 and develop proposals for amendment to modify or implement legislation supporting open reporting.

1.6 Regarding GSI/12, a project was proposed on technological options to enhance operational safety in the areas of aircraft operation, air traffic management and airport operation. The information referring to this GSI is described in Part II of the GASR, Appendixes E, F, and G.

1.7 The RASG-PA Interim Steering Committee reached an agreement to have ACI, IATA and the Secretary of the ATM Committee of the GREPECAS ATM/CNS/SG begin collecting information to determine the implementation level of the different technological options in order to conduct a gap analysis and develop an implementation action plan according to the appendices of GASR Part II.

1.8 GSI/2 will be developed in accordance with the Surveillance Oversight Programme being worked by the Information Strategy Steering Group (ISSG) and air operators.

2 Suggested action

2.1 The Meeting is invited to:

- a) support efforts to coordinate activities of existing GREPECAS working groups and for regional safety oversight groups to join the RASG-PA to enhance operational safety and implementation of the Global Aviation Safety Roadmap;
- b) promptly provide the information requested in paras. 1.4 and 1.5 and send it to the Secretary of the RASG-PA, Mrs. Loretta Martin, ICAORD/NACC; and
- c) attend the RASG-PA Meeting in San Jose, Costa Rica, 10 to 14 November 2008.

APPENDIX

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).

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 as English speaking States and Spanish speaking States. Therefore, regions/sub-regions for election of the Chairperson and Vice-Chairpersons are the following:
 - (a) NAM;
 - (b) CAR-English speaking states (CAR-E);
 - (c) CAR-Spanish speaking states (CAR-S);
 - (d) SAM.In total, there will be four regional/sub-regional representatives including the Chairperson.

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

- After election of the Chairperson, the Vice-chairpersons will be selected from the three remaining unrepresented regions/sub-region(s).

Vice-Chairpersons (3)

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

ICAO HQ

NAM/CAR/SAM States/Territories

International Organizations

NAM/CAR/SAM Safety Groups

Manufacturers

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- 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.

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 Steering Committee Membership

RASG-PA Chairperson
 RASG-PA Vice-Chairpersons (3)
 ICAO NACC/SAM Directors
 ICAO HQ Representative
 ISSG Representative
 ACI Representative
 IATA/ALTA Representative
 IFALPA Representative
 IFATCA Representative

REGIONAL AVIATION SAFETY GROUP - PAN AMERICAN (RASG-PA)

WORK PROGRAMME

STATES:

GSI – 1	Consistent implementation of international standards and industry best practices
GSI – 2	Consistent regulatory oversight
GSI – 3	Effective errors and incident reporting
GSI – 4	Effective incident and accident investigation

REGIONS

GSI – 5	Consistent coordination of regional programmes
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INDUSTRY

GSI – 6	Effective errors and incidents reporting and analysis
GSI – 7	Consistent use of Safety Management Systems (SMS)
GSI – 8	Consistent compliance with regulatory requirements
GSI – 9	Consistent adoption of industry best practices
GSI – 10	Alignment of industry safety strategies
GSI – 11	Sufficient number of qualified personnel
GSI – 12	Use of technology to enhance safety

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Structure of the RASG-PA

