



Agenda Item 1 Follow-up on ICAO Training and Human Resources Activities
1.1 ICAO NACC Regional Office role in the planning and implementation of training programmes in the NAM/CAR Regions

REGIONAL AVIATION SAFETY GROUP – PAN AMERICA (RASG-PA) ACTIVITIES

(Presented by the Secretariat)

SUMMARY	
<p>States have direct responsibility for safety oversight. RASG-PA applies the ICAO Global Aviation Safety Plan (GASP) and Global Aviation Safety Roadmap (GASR) principles to various initiatives and projects to enhance aviation safety and thus reduce the number of fatal accidents in the Pan American Region.</p> <p>The participation of States, International Organizations and industry in RASG-PA activities is key to improving safety in the Pan American Region.</p>	
References:	
<ul style="list-style-type: none">• <i>ICAO Global Aviation Safety Plan (GASP)</i>• <i>ISSG Global Aviation Safety Roadmap (GASR)</i>• <i>Safety Management Manual, Doc 9859</i>• <i>RASG-PA/06 Meeting Report</i>• <i>RASG-PA website http://www.rasg-pa.org/</i>	
Strategic Objectives	<i>This working paper is related to Strategic Objective: A. Safety</i>

1. Introduction

1.1 The Regional Aviation Safety Group – Pan America (RASG-PA) was established in November 2008 to support the establishment and operation of a performance-based safety system in the Pan American Region.

1.2 RASG-PA is based on the ICAO Global Aviation Safety Plan and the Global Aviation Safety Roadmap. It uses the objectives and best practices of these two plans to develop its work programme from a Pan American regional perspective.

2. Description

2.1 The RASG-PA mission is to enhance civil aviation safety and efficiency in the Pan American Region through the coordination and cooperation of all aviation stakeholders under ICAO's leadership.

2.2 The RASG-PA vision is to involve all stakeholders in aviation safety in order to reduce aviation safety risks in the ICAO North American, Central American, Caribbean and South American regions through harmonization and coordination of efforts aimed at mitigating safety risks and promoting implementation of safety initiatives by all stakeholders.

2.3 RASG-PA members include representatives from all NAM/CAR/SAM States/Territories, ICAO, International Organizations and industry, such as: Airports Council International (ACI); Airbus, Latin American and Caribbean Air Transport Association (ALTA); Boeing; Civil Aviation Navigation Services Organization (CANSO); Caribbean Aviation Safety and Security Oversight System (CASSOS); *Corporación Centroamericana de Servicios de Navegación Aérea* (COCESNA); Eastern Caribbean Civil Aviation Authority (ECCAA), Embraer, Flight Safety Foundation (FSF), International Air Transport Association (IATA); International Federation of Airline Pilots Association (IFALPA) and International Federation of Air Traffic Controllers Association (IFATCA) and Latin American Civil Aviation Commission (LACAC).

2.5 In order to conduct its activities, RASG-PA has established the following teams:

- Pan America – Regional Aviation Safety Team (PA-RAST)
- Information Analysis Team (IAT)
- Aviation Safety Training Team (ASTT)
- Annual Safety Report Team (ASRT)

3. Discussion

3.1 The third edition of the RASG-PA Annual Safety Report shows that the top three key 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).

3.2 These three areas of risk are considered among the highest priorities of the RASG-PA work programme through development of safety enhancement initiatives (SEIs) and corresponding detailed implementation plans (DIPs), which are voluntarily led by RASG-PA members. Several of these tasks have been completed successfully, leading to the development and implementation of additional safety enhancement initiatives for which RASG-PA strongly advocates participation of stakeholders.

3.3 It should be noted that even with limited economic and in-kind resources, and limited participation from States' civil aviation authorities in RASG-PA activities and projects, RASG-PA has been able to successfully perform its tasks through great commitment and dedication. Among the main RASG-PA deliverables are the following:

- Four Pan American Aviation Safety Summits
- Three editions of the RASG-PA Annual Safety Report (2010, 2011 and 2012)
- Proposal for amendment to the aeronautical legislation in order to protect safety information sources
- Runway Excursion Risk Reduction (RERR) Toolkit (Version 2)
- Surveys on go-around policies and unstable approach mitigation
- Advanced manoeuvres manual to all operators
- Seven RASG-PA Aviation Safety Workshops/Seminars
- Pilot Monitoring Toolkit
- Guidance for Runway Maintenance according to ICAO Annex 14
- Published aviation safety training material made available on the RASG-PA website www.rasg-pa.org
- Standardized CFIT training across operators in the region
- Issued a RASG-PA Safety Advisory (RSA)

- Implemented Runway Safety Teams (RSTs) at the Mexico City International Airport (MMMX), Mexico; Montego Bay, (MKJS), Jamaica; Quito, (SEQU), Ecuador; Lima (SPIM), Peru, and Costa Rica (MROC).
- First Aeronautical Legislation Seminar

3.4 RASG-PA is also working, in coordination with several entities, on various projects to enhance safety, such as:

- Consistent use of Standard Spanish and English Phraseology in accordance with the ICAO PANS-ATM –*Air Traffic Management* (Doc 4444)
- Central American Accident and Incident Prevention Investigation Commission
- Flight Operations Quality Assurance (FOQA) data sharing
- Bird Strike Reduction Programme

3.5 RASG-PA is fulfilling its objective to enhance safety in the Pan American region by reducing duplication of effort, and reducing human and financial resources expenditure.

3.6 The RASG-PA working group meeting reports, as well as other material and documentation related to detailed activities of the group, including training material and the programme of activities for 2013, can be found on the RASG-PA webpage: www.rasg-pa.org/.

4. **Conclusion**

4.1 The Pan American Region has many challenges to improve safety levels in a meaningful way such as

- some States have low levels of Effective Implementation (EI) of the 8 Critical Elements (CE) according to results of the ICAO Universal Safety Oversight Audit Programme Continuous Monitoring Approach (USOAP/CMA) and ICAO Coordinated Validation Missions (ICVM);
- there are infrastructure deficiencies unresolved for extended periods of time as shown in the GREPECAS Air Navigation Deficiencies Database (GANDD);
- there are human resources and budget problems; and
- there are delays in the implementation of the ICAO State Safety Programme (SSP) and Safety Management Systems (SMS).

4.2 In general, there is insufficient participation from States in RASG-PA activities, considering that the Regional Aviation Safety Groups (RASGs) have the approval of the ICAO Council to address global aviation safety issues from a regional perspective. Hence, its importance as the focal point on safety in the Pan American Region to ensure harmonization and coordination of efforts to reduce aviation safety risks.

4.3 The success and continuity of RASG-PA and consequent enhancement of aviation safety in the region will depend on the commitment, participation and contributions of its members.

5. **Suggested action**

5.1 The Meeting is invited to:

- a) take note of the information provided;
- b) participate and support RASG-PA training projects, activities and initiatives; and
- c) designate the appropriate representative for the RASG-PA/ASTT Team.