



**Twenty - Ninth Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting
(RASG-PA ESC/29)**

ICAO NACC Regional Office, Mexico City, Mexico, 29 - 30 November 2017

Agenda Item 6: RASG-PA Strategic Plan

RASG-PA AND GREPECAS: FEEDBACK FROM MEMBERS AND ALTERNATION OF SECRETARIAT RESPONSIBILITIES

(Presented by Secretariat)

EXECUTIVE SUMMARY	
<p>This paper proposes the gathering of feedback by States/Industry on the RASG-PA and CAR/SAM Planning and Implementation Regional Group (GREPECAS) processes, to identify actionable gaps in the implementation of ICAO Global Plans, following a more client-oriented and performance based approach. This paper also announces the alternation of Secretariat responsibilities for the RASG-PA and the GREPECAS, in accordance with the instructions found in ICAO’s Regional Office Manual (ROM), the RASG-PA Procedural Handbook 4th Edition, and the GREPECAS Procedural Handbook.</p>	
Action:	See Section 3.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> • Safety
<i>References:</i>	<ul style="list-style-type: none"> • ICAO Regional Office Manual (ROM) • RASG-PA Procedural Handbook, 4th Edition • CAR/SAM Planning and Implementation Regional Group (GREPECAS) Procedural Handbook

1.1 During the Twenty - Eighth Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting (RASG-PA ESC/28), the ESC members felt that the RASG-PA needs to consider the processes and procedures based on the triennial plenary meeting basis to ensure its work programme on safety can be efficiently planned, implemented and improved on a periodic basis. This may require modification of the ESC Terms of Reference (ToRs) and RASG-PA Procedural Handbook, which will be reviewed by the Co-Chairs and Secretariat to present proposals to the ESC.

1.2 As agreed by ICAO Council, the objectives for RASGs are as follows:

- a) Development of regional aviation safety implementation plans that are harmonized with adjacent Regions, consistent with ICAO Standards and Recommended Practices (SARPs), and reflecting the Global Aviation Safety Plan (GASP);
- b) facilitation of the implementation actions for improving aviation safety systems and services;
- c) support to States in the resolution of aviation safety deficiencies and mitigation of aviation safety risks; and
- d) coordination of safety matters with Planning and Implementation Regional Groups (PIRGs).

1.3 In order to meet these objectives, the RASGs serve as a regional cooperative forum integrating global, regional, sub-regional, national and industry efforts in continuing to enhance aviation safety worldwide. RASGs develop and implement work programmes that support a regional performance framework for the management of safety on the basis of the GASP.

1.4 Nevertheless, for the success of the implementation measures taken by RASGs to implement the GASP, there is a need to ensure that feedback from States and Industry is received and built into the ongoing implementation work by the RASG. A similar approach should be taken also for the work of GREPECAS related to the implementation of the Global Air Navigation Plan (GANP).

1.5 Since the inception of the RASG-PA in 2008, the duties of the Secretariat have been performed by the North American, Central American and Caribbean (NACC) Regional Office. Likewise, the South American (SAM) Regional Office has been performing Secretariat duties for GREPECAS. This scenario is in compliance with established procedures found in ICAO Regional Offices Manual, the RASG-PA Procedural Handbook, 4th Edition, and the GREPECAS Procedural Handbook.

2. Discussion on Performance Review

2.1 During the 2017 ICAO Council Off-site Strategic Meeting (COSM, September 19-21, 2017), a panel between ICAO Regional Directors, Senior Staff and Council Members discussed about the major challenges for implementation of the Global Safety and Air Navigation Plans. There was also a discussion on how satisfied are States and Industry partners with ICAO's support in their implementation at the Regional level. This discussion drove the need for mechanisms to ensure that feedback is received and built into the ongoing implementation of the plans

2.2 During the RASG-PA/ESC28, the Meeting looked on some ideas for improving the group performance to accomplish the GASP goals and contributing for the Region's Safety enhancement, identifying ideas as:

- Implement Project Management approach to RASG-PA and use budget for studies
- PA-RAST to detail and make visible their outcomes

- Improved RASG-PA/PA-RAST web information/reports and general documentation
- Coordinator needs to ensure that the RASG-PA outcomes (hotspots/DIPs/etc.) are followed-up and related with other RO efforts like in Runway Safety Teams (RST), Large Height Deviation (LHD), Performance-Based Navigation (PBN) implementation, etc.

2.3 Considering the above, the States and Industry Members of the RASG-PA may be consulted on their level of satisfaction with ICAO's support, for ensuring the identification of actionable gaps in the implementation of ICAO Global Plans. It is expected that the feedback received will support on seeking improvements on the performance and results foreseen by each group, following a more client-oriented and performance based approach.

2.4 The feedback could be obtained through a survey to the members of each group and subsequent actions to be conducted agreed by the groups. As such, the Meeting is invited to review the following draft conclusion:

DRAFT CONCLUSION
RASG-PA/ESC/28/xx

FEEDBACK ON THE IMPLEMENTATION OF GASP AND RASG-PA

That, in order to seek feedback from States and Industry to identify actionable gaps in the implementation of ICAO Global Plans, following a more client-oriented and performance based approach by the RASG-PA, the RASG-PA Secretariat (NACC and SAM Regional ICAO Offices):

- Conduct a survey to get feedback on the level of satisfaction with the support provided by ICAO and the performance and results provided by RASG-PA;
- in consultation and agreement with the ESC Members, develop an action Plan based on the survey results; and
- present the survey results and respective action plan to the RASG-PA Members by **30 June 2018** and inform them to ICAO ANC.

3. Alternation of Secretariat responsibilities for RASG-PA and GREPECAS

3.1 According to the ICAO Regional Offices Manual (ROM), the ICAO Regional Directors are the Secretaries of the PIRGs and the RASGs. When a PIRG is supported by more than one Regional Office, the most senior Regional Director is the PIRG Secretary. In addition, wherever two Regional Directors are involved, the Council (C-Dec 190-4) decided that it will be necessary to alternate the Secretariat responsibilities between the two Regional Groups (PIRG and RASG) to balance the Regions.

3.2 With the retirement of the ICAO SAM Regional Director in August 2017, and per the procedures found in the GREPECAS Handbook and on paragraph 5.1. of the RASG-PA Procedural Handbook, 4th Edition (both align with ICAO ROM), the change of Secretariat of the RASG-PA and GREPECAS is mandated due to the most senior-serving Regional Director taking responsibility for the Secretariat of GREPECAS. As such, the responsibility for the RASG-PA Secretariat shall move to the responsibility of the SAM Regional Director, once appointed.

3.3 In order that this change should not affect the on-going programmes in both Groups, the NACC Regional Director and the SAM Regional Director (once appointed) will engage coordination to initiate the alternation of responsibilities.

3.4 As such, the Secretariat informs that a similar notification shall be done in the upcoming GREPECAS/18 Meeting to be held in March 2018. Both, the ICAO NACC and SAM Regional Offices will continue to provide administrative, technical and procedural support to each other in the performance of their Secretariat duties as detailed in the RASG-PA and GREPECAS Procedural Handbooks, to avoid duplication of effort and maintain the highest level of effectiveness.

4. Action by the Meeting

4.1. The Meeting is invited:

- a) to note the change on the Secretariat of the RASG-PA and the similar coordination to be done by the ICAO NACC and SAM Regional Offices with GREPECAS; and
- b) review the opportunity for evaluating and seeking improvements to RASG-PA performance (paragraph 2.4), approving the Draft Conclusion shown in paragraph 2.4.