



Agenda Item 4: Analysis of the safety oversight level achieved in the SAM Region

c) Analysis of the activities being developed by the Regional Aviation Safety Group – Pan America (RASG-PA).

(Presented by the Secretariat)

SUMMARY	
This working paper presents the activities being developed by the Regional Aviation Safety Group (RASG-PA) to the Twelfth Meeting of the Civil Aviation Authorities of the SAM Region (RAAC/12).	
References: <ul style="list-style-type: none">- Reports of the 1st to 9th RASG-PA Executive Steering Committee meetings.	
ICAO Strategic Objectives:	<i>A - Safety</i>

1. Introduction

1.1 The RASG-PA was established in November 2008, as a focal point to ensure harmonization and coordination of safety efforts aimed at reducing aviation risks for the North American, Central American, Caribbean (NAM/CAR) and South American (SAM) Regions and promote, by all the stakeholders, the implementation of the resulting safety initiatives.

1.2 During the First Regional Aviation Safety Group – Pan America (RASG-PA) Meeting, carried out in Puntarenas, Costa Rica, from 12 to 14 November 2008, the following terms of reference were established for the accomplishment of its activities:

Short term

1.2.1 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

1.2.2 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.

1.2.3 Provide feedback to ICAO and the ISSG to continually improve and ensure an up-to-date global safety framework (Global Aviation Safety Plan and Global Aviation Safety Roadmap).

1.3 RASG-PA could be understood as a safety management process (SMS) at a Pan American level, where safety information is processed (reactive, proactive and predictive) consolidated in the Safety Annual Report, this report establishes in a coordinated manner among the different aviation actors, the main aviation safety risks. Afterwards, a team of experts determines the necessary mitigation actions and follow their implementation. In this context the mitigation barriers could be:

- a) regulations and procedures;
- b) training; and
- c) technology.

1.4 Within the framework of ICAO initiatives for GASP and GASR implementation, both GASP and GASR include very clear guidelines to strengthen and work with Regional Safety Oversight Organizations (RSOs), such as SRVSOP, ACSA and CASSOS.

2. **RASG-PA Activities**

2.1 To support the preparation, implementation and prioritization of safety initiatives, RASG-PA has established working groups. These working groups operate in coordination and under the guidance of the Executive Steering Committee (ESC). The working groups develop their tasks through strategies to mitigate safety problems. These mitigation strategies are focused in the GASP and in the corresponding global safety initiatives. The operational initiatives are based in the compilation and processing of safety data and information.

2.2 Actually, the working groups established by RASG-PA are:

- a) the Regional Aviation Safety Team – Pan America (RAST-PA);
- b) the Aviation Safety Training Team (ASTT); and
- c) the Annual Safety Report Team (ASRT).

2.3 The information processed by RASG-PA has established that the most common accident categories in our region correspond to:

- a) runway excursion (RE);
- b) controlled flight into terrain (CFIT); and

c) loss of control in-flight (LOC-I).

2.4 **Appendix A** to this working paper presents a summary of RASG-PA activities since its creation.

3. **Suggested action**

3.1 The Twelfth Meeting of the Civil Aviation Authorities of the SAM Region (RAAC/12) is invited to take note and comment on the activities being developed by RASG-PA.

APPENDIX A

MAIN RASG-PA ACTIVITIES

GSI 3: Effective errors and incidents reporting:

1.2.1 RASG-PA efforts were oriented to develop a model of aeronautical legislation to protect safety sources on errors and incidents, as an essential element for the effective operation of SMS and SSP Systems. The States should prepare an implementation plan and inform periodically to ICAO on the progress in this matter.

GSI 4: Support to create a team of regional response on accidents/incidents

1.2.2 RASG-PA is supporting an effort of the Central American region for a pilot plan to assess, develop and implement a Central American major Aviation Accident and Incident Investigation Board. The tentative name is Accidents Investigation and Prevention Commission (CIPA). CIPA current activities include the development of regional regulations based in Annex 13 and in SMS. A regional training programme for accidents/incidents investigators is also being developed; development and implementation of databases with regard to accidents and incidents prevention and investigation; and development of manuals, regional procedures and check lists for the response team.

GSI 7: Consistent use of SMS

1.2.3 RASG-PA concurred on the need to prepare aeronautical standards for service providers that agree with the SMS work framework recently approved in Annexes 1, 6, 8, 11 and 14. The SMS pilot implementation plan in SRVSOP OMA's has received great visibility by RASG-PA as part of the regional efforts to achieve a consistent use of SMS.

1.2.4 Also as part of this initiative, the SRVSOP is translating into English the LARs 21, 38 and 43 on airworthiness; 119, 121 and 135 on operations and 61, 63 and 65 on personnel licensing, as a way to support other States in the efforts for the harmonization and incorporation of SMS requirements to achieve its consistent use.

GSI 10: Alignment of industry safety strategies

1.2.5 To coordinate safety strategies, aimed at achieving an alignment and minimizing duplicity, RASG-PA has developed the following meetings:

- a) 10 meetings of the Executive Steering Committee (ESC);
- b) 06 meetings of the Regional Aviation Safety Team – Pan American (RAST-PA); and
- c) 03 annual meetings of the Regional Aviation Safety Group – Pan American (RASG-PA)

1.2.6 The following meetings will be carried out in Miami, United States, from 17 to 21 October 2011: RASG-PA/ESC/11, RAST-PA/7 and RASG-PA/4.

GSI 12: Use of technology to enhance safety

1.2.7 Under this GSI, RASG-PA has developed the first Annual Safety Report, where organizations as ICAO, IATA, Boeing, ALTA and CAST concur on the main strategies of aviation accidents in the region in order to develop mitigation strategies, both in training and in the inclusion of

technology. The main accidents categories observed in the region are: runway excursion (RE), loss of control in-flight (LOC-I) and controlled flight into terrain (CFIT). In this regard, RASG-PA is preparing the detailed implementation plans (DIPs) to mitigate the effects of these accidents categories.

1.2.8 Also, ACSA, Airbus, a Latin American operator and the CAA of Costa Rica are implementing a pilot project for the exchange of data of the FOQA programme between the referred operator and the aeronautical authority.

- END -