



WORKING PAPER

FOURTEENTH AIR NAVIGATION CONFERENCE

Montréal, Canada, 26 August to 6 September 2024

Agenda Item 2: Timely and safe use of new technologies
2.3: 2026-2028 Edition of the Global Aviation Safety Plan (GASP)

REGIONAL AND NATIONAL SAFETY RISK MANAGEMENT COLLABORATION

(Presented by Canada and co-sponsored by
North American, Central American and Caribbean (NACC) Contracting States¹
and South American (SAM) Contracting States² Regions)

EXECUTIVE SUMMARY

This paper presents examples of safety initiatives undertaken by the Regional Aviation Safety Group – Pan America (RASG-PA) to foster collaboration approaches and sharing programmes to improve aviation safety in the Pan America Region. These initiatives include production of safety advisories and safety issue alerts, organization of annual safety days focused on targeted safety topics, development of a strategy supporting collaborative safety teams (CSTs), and establishing partnership programmes with industry, all supported by a communication and engagement strategy. This paper aims to share these initiatives to raise awareness and for the consideration of other RASGs and relevant stakeholders in order to support the overall implementation of the Global Aviation Safety Plan (GASP) and applicable regional aviation safety goals.

Action: The Conference is invited to agree to Recommendation 2.3/xx in paragraph 3 related to achieving a continuous reduction of operational safety risks; strengthening collaboration at regional and national levels to address safety issues; and to expanding the use of industry safety assessment and safety data sharing programmes.

1. INTRODUCTION

1.1 The draft 2026-2028 edition of the Global Aviation Safety Plan (GASP) introduces revised global goals and targets aimed at enhancing aviation safety. In particular, Goal 1 focuses on *Achieving a continuous reduction of operational safety risks*; Goal 4 focuses on *Strengthening collaboration at the regional and national levels to address safety issues*; and Goal 6 focuses on *Expanding the use of industry safety assessment and safety data sharing programmes*. This paper identifies initiatives developed in Regional Aviation Safety Group – Pan America (RASG-PA) that have demonstrated safety value and have

¹ Antigua and Barbuda, Bahamas, Barbados, Belize, Costa Rica, Cuba, Dominica, Dominican Republic, El Salvador, Grenada, Guatemala, Haiti, Honduras, Jamaica, Mexico, Nicaragua, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Trinidad and Tobago and United States.

² Argentina, Bolivia (Plurinational State of), Brazil, Chile Colombia, Ecuador, Guyana, Panama, Paraguay, Peru, Suriname, Uruguay and Venezuela (Bolivarian Republic of).

the potential to be adopted in other ICAO regions across the globe to support achievement of GASP Goals 1, 4 and 6.

2. DISCUSSION

2.1 The overarching objectives of RASG-PA are: 1) to develop an integrated, data-driven strategy and implement a work programme that supports a regional performance framework for the management of safety risk, to reduce the commercial aviation fatality risk in the Pan American Region and promote States and industry safety initiatives; and 2) to support, monitor and report implementation by States of the GASP considering the regional aviation safety plans (RASPs), and by fostering cooperation between all States and stakeholders.

2.2 ICAO Annex 19 — *Safety Management* and ICAO 2023-2025 edition of the *Global Aviation Safety Plan* (GASP, Doc 10004) intend for aviation stakeholders to work together on safety risk management to enhance awareness, general knowledge of deficiencies, and safety priorities, so that all stakeholders of an aviation system can take effective action to improve aviation safety. These safety collaboration objectives will continue in GASP 2026-2028. RASG-PA recognizes that improving safety is achieved through a combination of regulatory and non-regulatory actions with the active collaboration and commitment of stakeholders throughout the aviation system.

2.3 To achieve these objectives, State and industry members of RASG-PA's Pan America — Regional Aviation Safety Team (PA-RAST) work in collaboration and cooperation to gather and analyse safety data and intelligence, identify safety issues for action in the Pan America Region, and recommend safety objectives and priorities based on their analysis of safety intelligence. Details of the work is available in the Thirteenth Edition of the RASG-PA Annual Safety Report (2023) (<https://www.icao.int/RASGPA/RASGPADocuments/ASR2023-13-SE.pdf>).

2.4 In alignment with the GASP safety priorities, PA-RAST creates project teams to undertake safety analysis on each of the high-risk categories of occurrences (HRCs). Using available data related to the occurrence of these HRCs and their precursors and contributing factors, project teams develop safety advisories for consideration of both State and industry stakeholders in the region to reduce the risk associated to these occurrences. PA-RAST also proactively publishes safety issue alerts for hazards and risks that have been observed which present a potential immediate threat to safety. Collaboration through RASG-PA has been instrumental in the effective dissemination and promotion of safety advisories and safety issue alerts.

2.5 To foster local/ regional cooperation between States and industry stakeholders, PA-RAST has developed a collaborative safety team (CST) strategy and guidance material to support stakeholders in establishing these safety groups for the purpose of working jointly on the improvement of aviation safety. Currently, there are six (6) active collaborative safety teams (CSTs) in the Pan America Region, with other states also committed to forming their own CSTs. As part of the strategy to generate synergy and provide further safety benefits, local/regional CSTs are invited to collaborate and participate as active members in PA-RAST. States adopting data protections per Annex 19, Chapter 5 — Safety Data and Safety Information Collection, Analysis, Protection, Sharing and Exchange are a key enabler to effective CSTs as these protections foster a culture of trust and confidence that safety information can be shared among CST stakeholders for enhancing aviation safety.

2.6 Beginning in 2023, RASG-PA now organizes an annual RASG-PA Safety Day that serves to highlight a particular safety issue for State and industry stakeholders in the region. This targeted approach raises collective awareness and understanding of a given safety issue, supports cooperation and builds momentum in addressing an emerging risk in the region.

2.7 More recently, the RASG-PA Safety Partners Programme was established as a collaborative initiative between the RASG-PA and industry, with the objective of strengthening the PA-RAST aviation risk identification process and the development of effective mitigation measures for the benefit of aviation safety in the region. Safety partners play a crucial role in verifying the effectiveness and relevance of safety guidance and advisories developed at PA-RAST.

2.8 To enhance information dissemination and raise awareness of safety risk priorities, along with recommended actions to mitigate them, RASG-PA communicates this information through various channels, including the ICAO web page and, more recently, an official LinkedIn page.

3. CONCLUSION

3.1 The suite of safety initiatives undertaken by RASG-PA have resulted in positive, productive, meaningful engagement and collaboration in the Pan American Region, in which a variety of stakeholders are taking individual and collective actions for the purpose of strengthening aviation safety. In consideration of the above, and in support of GASP Goal 1, 4 and 6, the Conference is invited to agree to the following recommendations:

Recommendation 2.3/xx

That States:

- a) prioritize adopting data protections per ICAO Annex 19 — *Safety Management* Chapter 5 — Safety Data and Safety Information Collection, Analysis, Protection, Sharing and Exchange;
- b) promote and support the creation of collaboration mechanisms with industry, such as the collaborative safety teams (CST);

that ICAO:

- c) encourage consideration, active collaboration and adoption of best practices across ICAO regions, including the safety collaboration initiatives presented in this paper;
- d) encourage States, industry, and other stakeholders, to actively engage and contribute, collaborate with regional safety groups and to follow the official Regional Aviation Safety Group – Pan America (RASG-PA) LinkedIn Page;
- e) encourage States, industry and other stakeholders to share safety data to enhance aviation safety; and
- f) develop guidance and best practices referencing RASG-PA actions to support achievement of Global Aviation Safety Plan (GASP), Goal 4 “Strengthen collaboration at the regional and national levels to address safety issues” as well as GASP Goals 1 and 6.

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