



**Agenda Item 4: Aviation Safety Matters**

**4.4 Regional Aviation Safety Group-Pan America**

**FRAMEWORK AND ACHIEVEMENTS OF THE REGIONAL AVIATION  
SAFETY GROUP – PAN AMERICA (RASG-PA)**

(Presented by the Secretariat)

| SUMMARY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                        |
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| This working paper provides the background, objectives, structure and activities of the Regional Aviation Safety Group – Pan America (RASG-PA), established as the main forum for bringing together key stakeholders in addressing flight safety risks in the North American, Central American, Caribbean and South American Regions.                                                                                                                                                                                                     |                                                        |
| <b>References:</b> <ul style="list-style-type: none"><li>• Resolution A 36-7 of the 36<sup>th</sup> Session of ICAO Assembly;</li><li>• Declaration of the Conference of Directors General of Civil Aviation on a Global Safety Strategy (Montreal, 2006);</li><li>• ICAO Global Aviation Safety Plan (GASP);</li><li>• Global Aviation Safety Roadmap (GASR);</li><li>• RASG-PA/01 Meeting Report;</li><li>• RASG-PA ESC/02 Meeting Report;</li><li>• RASG-PA/02 Meeting Report; and</li><li>• E/CAR/DCA/22 – IP/02 Appendix C</li></ul> |                                                        |
| <b>Strategic Objectives</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | This working paper is related to Strategic Objective A |

**1. Background**

1.1 The Regional Aviation Safety Group – Pan America (RASG-PA) was established in 2008 towards fulfilment of the following:

- International Civil Aviation Organization (ICAO) Strategic Objectives as endorsed by the 36<sup>th</sup> Session of the ICAO Assembly held in 2007.
- ICAO Resolution A36-7 - ICAO Global Planning for Safety and Efficiency.
- ICAO Global Aviation Safety Plan (GASP) - Global Safety Initiative (GSI) 5 - Consistent Coordination of Regional Programmes dated July 2007.

- Global Aviation Safety Roadmap (GASR) - Focus Area 5 - *Consistent Coordination of Regional Programmes* prepared by the Industry Safety Strategy Group (ISSG) in 2006 for ICAO and supported by the DGAC/6 Meeting Recommendation approved by the ICAO Council in 2006.

1.2 An ICAO/ISSG Workshop on the GASR was hosted by the Civil Aeronautics Special Administrative Unit (UAEAC) of Colombia in Bogotá from 19 to 23 May 2008. The workshop was attended by more than 120 participants and included representation from the civil aviation authorities of 19 States in the NAM/CAR/SAM Regions, 4 International Organizations (ALTA, COCESNA, IATA and IFALPA), 22 airlines, 4 airport operators, 2 aircraft manufacturers, the ICAO South American (SAM) Regional Office, the ICAO North American, Central American and Caribbean (NACC) Regional Office, and the ICAO Air Navigation Bureau.

1.3 The workshop utilized the GASR methodology to analyse three of the twelve roads, also referred to as global safety initiatives (GSI) or focus areas. As a result of this analysis, recommended actions were developed for GSI 3 – *Effective Errors and Incidents Reporting*; GSI 12 – *Use of Technology to Enhance Safety*; and GSI 5 – *Consistent Coordination of Regional Programmes*.

1.4 The final session of the workshop was conducted in plenary and discussed the recommended actions resulting from the analysis of Focus Area 5 for the creation of the Regional Aviation Safety Group - Pan America (RASG-PA). The RASG-PA draft Terms of Reference (ToRs) were reviewed along with the short and long-term goals, organizational structure and membership. The establishment of the RASG-PA received full support from participants attending the workshop.

1.5 The RASG-PA Provisional Planning Group, subsequently renamed the RASG-PA Interim Steering Committee (ISC), met at the ICAO NACC Regional Office in Mexico City from 4 to 5 August 2008. The meeting reviewed the RASG-PA ToRs; establishment of the RASG – PA Executive Steering Committee; structure of the RASG-PA, its subgroups, work programme, and schedule of meetings; follow-up on the GASR Workshop Recommended Actions; and preparations for the First Meeting of the RASG-PA. The meeting was attended by participants from Brazil, Chile, Colombia, Costa Rica, United States, ACI/LAC, BOEING, IATA, IFALPA and the ICAO Headquarters, NACC and SAM Regional Offices.

1.6 ICAO presented the following draft projects to the meeting related to GASP GSI/2 - *Consistent Regulatory Oversight*; GSI/3 - *Effective Error and Incident Reporting*; and GSI/12 - *Effective Use of Technology to Enhance Safety* in response to the recommended actions from the GASR Workshop:

- Project GSI/3.A: Effective Flow of Hazard Information;
- Project GSI/12.B: Elimination of Gaps in Use of Technology to Enhance Safety; and
- Project GSI/2.A – GSI/12.C: Pilot Programme for the Development of Operational Oversight Using New Technologies

1.7 Following the Interim Steering Committee Meeting, ICAO sent a letter to NAM/CAR/SAM States, Territories and International Organizations requesting validation of the establishment of RASG-PA, its draft Terms of Reference, composition and organizational structure.

1.8 The 15<sup>th</sup> Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/15) held in Rio de Janeiro, Brazil, from 13 to 17 October 2008, noted that the RASG-PA was created under GSI/5 – *Consistent Coordination of Regional Programmes* to address all safety related issues that are covered by the GASP; GREPECAS endorsed this approach.

1.9 The 3<sup>rd</sup> Meeting of North American, Central American and Caribbean Directors of Civil Aviation (NACC/DCA/3) held in Punta Cana, Dominican Republic, from 8 to 12 September 2008, noted the importance of the work being conducted by RASG-PA. The Meeting agreed to emphasize the need to nominate high-level safety personnel to serve as representatives to the First Meeting of the RASG-PA (RASG-PA/01) being held in Costa Rica in November 2008.

1.10 A final meeting of the Interim Steering Committee was held on 10 November 2008, in Puntarenas, Costa Rica. The meeting reviewed the RASG-PA/01 Meeting agenda; Report on Status of Projects 1, 2 and 3; Support – Financial/In-kind; and Safety Group Analysis Procedures. The meeting was attended by participants from Brazil, Chile, Colombia, Costa Rica, Jamaica, United States, ACI/LAC, ALTA, BOEING, CASSOS, IFALPA, IFATCA, and the ICAO Headquarters, NACC and SAM Regional Offices.

1.11 The First Regional Aviation Safety Group – Pan America Meeting was held in Puntarenas, Costa Rica, from 11 to 14 November 2008, hosted by the Directorate of Civil Aviation of Costa Rica. The Meeting was attended by 56 delegates from 14 States/Territories of the NAM/CAR/SAM Regions, 8 International Organizations (ACI/LAC, ALTA, CASSOS, COCESNA, EASA, IATA, IFALPA, and IFATCA), 4 airlines, 2 airport operators and 2 aircraft manufacturers.

1.12 On 11 November 2008, RASG-PA held a workshop during the RASG-PA/01 meeting which analysed GSI/7 - *Consistent Use of Safety Management Systems* following the GASP/GASR process. The workshop results revealed a level 1 – “*in development*” maturity for GSI/7. Taking into consideration the level of SMS implementation, the imminent applicability date of the related SARPs and the importance to assign a high priority to SMS, it was considered necessary to develop projects to implement the recommendations.

1.13 The Meeting first reviewed and approved the RASG-PA ToRs as presented in **Appendix A** to this working paper. The Meeting then reviewed and agreed on the RASG-PA organizational structure, which defined the RASG-PA membership, the Executive Steering Committee composition, and the criteria for the election of the Chairperson and four Vice-Chairpersons representing the sub-regions, as presented in **Appendix B** to this working paper. The Meeting elected Mr. Oscar Derby (Jamaica) as Chairperson of the RASG-PA, Mr. Carlos Pellegrino (Brazil) as First Vice-Chairperson, Mr. Ricardo Arias Borbón (Costa Rica) as Second Vice-Chairperson, Mr. Lorenzo Sepulveda (Chile) as Third Vice-Chairperson, and Mr. Glenn Michael (United States) as Fourth Vice-Chairperson.

1.14 The meeting agenda included discussion on GSI/7 - *Consistent Use of Safety Management Systems*, including a review of the results from the GSI/7 Workshop and Pilot SMS Implementation Project for Aircraft Maintenance Organizations of the Regional System on Safety Oversight in Latin America; NAM/CAR/SAM safety initiatives and programmes; GASR project status; project funding; and a multi-regional approach towards implementation of the GASP. The priorities were determined and a plan for the implementation of SMS throughout the hemisphere was developed that builds upon the synergies of the States and industry involved to improve the safety and efficiency of international civil aviation.

1.15 Since the RASG-PA/01 Meeting, the elected ESC has met three times - November 2008, in Puntarenas, Costa Rica; March 2009, in Lima, Peru; and in Bogota, Colombia, before the RASG-PA/02 Meeting on November, 2009. In addition, the ESC has held multiple telephone conferences in between meetings to follow-up on the RASG-PA/01 and ESC conclusions and project activities. During the recently convened RASG-PA ESC/03 Meeting in Bogota, the ESC agreed to schedule a monthly teleconference on the second Wednesday of each month at 9 am Mexico City time, to follow-up on project implementation and RASG-PA activities.

1.16 The Second Annual Meeting of RASG-PA (RASG-PA/02) was held from 3 to 6 November 2009 in Bogota, Colombia and was hosted by the Civil Aviation Authority UAEAC of Colombia. The meeting was attended by 72 delegates from 16 States/Territories of the NAM/CAR/SAM Regions, 7 International Organizations, 5 airlines, 1 airport and 2 manufacturers. The Meeting first reviewed and updated the Conclusions and Decisions from RASG-PA/01. The meeting agenda included working papers and discussion on the following items: SMS and SSP implementation status, Identification of Data-Driven Risk Areas, Aligning Safety Enhancement Initiatives to Accident and Incident Trends, Multi-National Recognition of AMO's, Ramp Inspection Data Sharing and Flight Operations Quality Assurance (FOQA). The Meeting also agreed on the development of an Annual Safety Report to be presented at RASG-PA meetings which would include forensic, proactive and predictive information to address the data-driven risk areas.

1.17 Highlights of the Meeting included the report on RASG-PA Project GSI/3.A "Effective Flow of Hazard Information", and the workshop which was conducted using the GASR process to develop and prioritize recommended safety risk mitigation of the top three 3 identified data-driven risk areas. Attached as Appendix C to information paper IP/03 are the updated Conclusions and Decisions from the RASG-PA/01, including the new Conclusions and Decisions from RASG-PA/02.

## **2. Discussion**

2.1 The inaugural meeting of the RASG-PA established a new framework and mechanism for regional cooperation and collaboration between government aviation agencies and industry. The initiative, a first in civil aviation, was designed to fill the gap between air navigation and operational safety implementation activities involving States, international organizations, airlines, air navigation services providers, airports, manufacturers and regional aviation safety organizations throughout the Americas. The new safety group serves as a focal point to ensure harmonization and coordination of safety efforts aimed at reducing aviation hazards and risks in NAM/CAR/SAM Regions.

2.2 The Group represents regionalization of international civil aviation safety initiatives for States to pool their aviation expertise resources to achieve real safety improvements in a timely and sustainable manner through international cooperation. The basis for the Group's work is the ICAO GASP and the ISSG GASR, which provide a strategy for all stakeholders to work together to improve civil aviation safety. Government and industry will work together to identify potential safety hazards and to mitigate risks to an acceptable level, thereby achieving significant enhancements in civil aviation safety.

2.3 The RASG-PA planning focuses on eliminating the duplication of efforts and reducing human resource and financial expenditures, which are extremely limited in the CAR/SAM Regions. All participating stakeholders are looking for alternative funding sources from organizations that have a clear stake in reducing aviation safety risks in the area, thereby reducing the need to rely solely on States for funding.

2.4 At the regional level, GREPECAS is the body in charge of developing and promoting the implementation of the Regional Air Navigation Plan in accordance with the GANP. Likewise RASG-PA is the body in charge of developing and promoting the implementation of the GASP and GASR in the region.

2.5 RASG-PA is the first regional body for flight safety to be established and ICAO is now considering the same mechanism for implementation in the other ICAO Regions. This proposal will be presented to the ICAO Council during the next 189<sup>th</sup> Session.

### **3. Conclusion**

3.1 The establishment of RASG-PA for regional cooperation and harmonization of safety initiatives and enhancements is fulfilling the objectives of GASP GSI/5 and strategy of GASR Focus Area 5 to ensure consistent coordination of regional aviation safety programmes. The achievements and results of the RASG-PA to date have included workshops on GSI/3, GSI/5, GSI/7 and GSI/12, Projects on GSI/2, GSI/3 and GSI/12, and the commencement of safety information sharing, analysis and consolidation. Additionally, a RASG-PA website has been created as a source for archived information and to provide updated information on RASG-PA activities. The website can be accessed at: <http://www.mexico.icao.int/RASGPA.html>.

3.2 The RASG-PA project GSI/3.A has produced a comprehensive report that introduces a legislative framework for the protection of safety information, including guidance on the protection of privacy, prevention of self-incrimination and proper apportionment of criminal liability. The framework provides the guidance for States to introduce legislative changes to provide a legal umbrella to promote the free flow of safety hazard information which aligns with the initiatives of the GASP and the GASR. The report can be accessed through the RASG-PA website.

3.3 The continued success of the RASG-PA is dependent on the commitment, participation and contributions of its members from States and industry alike, with financial and in-kind support. Results to date have been achieved through financial and in-kind support from RASG-PA members as event hosts, provision of experts, input to projects, and sharing of proprietary safety information and tools, and delivery training. In-kind support donors include Colombia, Costa Rica, Jamaica, United States (CAST), ACI/LAC, ALTA, Boeing, COCESNA (ACSA), IATA, IFALPA and FSF. The in-kind support needs to continue and grow, and funding needs to be secured in order for the RASG-PA to continue meeting its objectives.

### **4. Action by the Meeting**

4.1 The Meeting is invited to review the content of this paper and consider adopting the following draft conclusion:

**DRAFT CONCLUSION 22/X      REGIONAL AVIATION SAFETY GROUP – PAN  
AMERICA (RASG-PA)**

That E/CAR States and Territories:

- a) support RASG-PA by assigning appropriate level representatives to attend meetings and participate in projects;
- b) provide contributions including experts, training, hosting events, and sharing safety information, experience and tools; and
- c) ensure the attendance of high-level safety managers from the CAAs, airport operators, ANSPs, airlines, aircraft manufacturers and maintenance organizations at the RASG-PA/03 Meeting to be held in the Dominican Republic in 2010.

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## **APPENDIX A**

### **TERMS OF REFERENCE OF THE REGIONAL AVIATION SAFETY GROUP - PAN AMERICA (RASG-PA)**

#### **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;

#### **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.

***Long-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).

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## **APPENDIX B**

### ***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 for English speaking States and Spanish speaking States. Therefore, regions/sub-regions for election of the Chairperson and Vice-Chairpersons are the following:  
(a) NAM (1); (b) CAR-English speaking States (CAR-E) (1); (c) CAR-Spanish speaking States (CAR-S) (1); (d) SAM (2). In total, there will be five regional/sub-regional representatives including the Chairperson.

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

Vice-Chairpersons (4) - After election of the Chairperson, the Vice-Chairpersons will be selected from the four remaining regions/sub-region(s).

ICAO NACC/SAM Regional Directors (one to serve as Secretary)

ICAO HQ

International Organizations

NAM/CAR/SAM Safety Groups

Manufacturers

- 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.

#### ***Executive 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 Executive Steering Committee Membership***

RASG-PA Chairperson  
RASG-PA Vice-Chairpersons (4)  
ICAO NACC/SAM Regional Directors  
ICAO HQ Representative  
ISSG Representative  
ACI Representative  
IATA/ALTA Representative(s)  
IFALPA Representative  
IFATCA Representative

**-END-**