



International Civil Aviation Organization
Regional Aviation Safety Group - Pan America (RASG-PA)

Regional Aviation Safety Group – Pan America (RASG-PA)

(RASG-PA/11)

Final Report

Online, October 28 and November 4, 2021

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TABLE OF CONTENTS

i	Table of contents	i-1
ii	History of the meeting	ii-1
	Place and duration of the meeting	ii-1
	Opening ceremony and Other matters	ii-1
	Organization, Officers and Secretariat.....	ii-1
	Working Languages.....	ii-1
	Agenda	ii-1
	Attendance	ii-2
	Conclusions and Decisions.....	ii-2
	List of Conclusions	ii-3
	List of Decisions	ii-3
iii	List of Participants	iii-1
iv	List of Documentation.....	iv-1
	Report on Agenda Item 1	1-1
	Report on Agenda Item 2	2-1
	Report on Agenda Item 3	3-1
	Report on Agenda Item 4	4-1
	Report on Agenda Item 5	5-1
	Report on Agenda Item 6	6-1
	Appendix A.....	7-1
	Appendix B.....	8-1

HISTORY OF THE MEETING

ii.1. Place and duration of the Meeting

ii.1.1 The Eleventh Regional Aviation Safety Group - Pan America (RASG-PA 11) was held online on October 28, 2021 and November 4, 2021, from 10:00 a.m. to 12:30 pm. On October 28, 2021, a joint session of the Plenary meetings of the CAR/SAM Regional Planning and Execution Group (GREPECAS) and RASGPA was held, and on November 4, aspects related exclusively to the RASG-PA were addressed.

ii.2 Opening Ceremony and Other Business

ii.2.1 Mr. Melvin Cintron, Regional Director of the ICAO NACC Regional Office, welcomed the participants and referred to the good results of the joint session between RASG-PA and GREPECAS. Likewise, he highlighted the results obtained by both groups in 2021, despite the restrictions imposed by COVID-19, and that it is important to start 2022 with optimism, maintaining the leadership that the working groups have in the region.

ii.2.2 Mr. Fabio Rabbani, Regional Director of the ICAO SAM Regional Office, and Secretary of the RASG-PA, also welcomed the participants of the meeting, highlighting that this was the first time that a plenary meeting of the RASG-PA was held in virtual mode, and highlighted the high participation of the members. He referred to the maturity that regional groups have reached in recent years.

ii.3 Organization, Officers and Secretariat

ii.3.1 The Meeting was chaired by Mr. Wagner de Souza (Brazil), Co-Chair representing the States, and Mr. Javier Vanegas (CANSO), Co-Chair representing Industry and International Organizations. Mr. Rabbani served as Secretary of the Meeting and was assisted by Mr. Javier Puente, Regional Officer for Safety Implementation of the SAM Regional Office.

ii.4 Working languages

ii.4.1 The working languages and documentation of the Meeting were English and Spanish.

ii.5 Agenda

ii.5.1 The following Agenda was adopted:

Session I - October 28, 2021 (RASG-PA / GREPECAS Joint Session)

Agenda Item 1: Coordination Aspects between RASG-PA and GREPECAS

Report on the joint activities developed by RASG-PA and GREPECAS, and on those activities that, without being joint, could have relationship with the work program of the other group.

Session II - November 4, 2021

Agenda Item 2: Situation on the implementation of the GASP in the Pan-American Region

Presentation of the status of the RASG-PA Safety Indicators

Agenda Item 3: Implementation problems and possible solutions

Based on the results of the RASG-PA indicators, the main implementation gaps and their possible solutions will be identified. If the solutions involve the intervention of the ANC or the Council, they will be presented in Agenda Item 4.

Agenda Item 4: Specific measures and improvements that require consideration by the ANC and the Council

Identification of specific elements of regional implementation that could require the intervention of the ANC and / or the ICAO Council to obtain an adequate and timely solution.

Agenda Item 5: Status of RASG-PA Projects and Safety Improvement Initiatives (SEI)

Report on the status of RASG-PA projects and SEIs and their relationship with the priorities described in Item 3.

Agenda Item 6: Other business**ii.6 Attendance**

ii.6.1 The Meeting was attended by 76 participants from 16 States, 5 International Organizations and 4 industry representatives. With the participation of the Secretary, they totaled 87 people. The list of participants is shown on Page iii-1.

ii.7 Conclusions and Decisions

ii.7.1 The RASG-PA records its activities in the form of Conclusions and Decisions as follows:

The **Conclusions** deal with matters that, in accordance with the Group's terms of reference, deserve the direct attention of the States / Territories and / or International Organizations, which require further necessary measures that the Secretary will have to raise in accordance with the established procedures. .

The **Decisions** refer only to matters that deal with the internal organization of the work of the Group and its Auxiliary Bodies.

ii.8 **List of Conclusions**

Number	Title	Page
C1/2021	DASHBOARD ACCESS	2-1, 2-2
C2/2021	TURBULENCE RELATED RISK MITIGATION	3-1
C3/2021	STRENGTHENING OF AIG IMPLEMENTATION	3-2
C4/2021	STRENGTHENING OF REGIONAL SSP IMPLEMENTATION PROGRAMS	3-2
C5/2021	STRENGTHENING OF RTS IMPLEMENTATION	3-2, 3-3
C6/2021	INCOMPATIBILITY BETWEEN SOME GASP TARGETS TIME REFERENCES, AND USOAP AUDIT CYCLE.	4-1

ii.9 **List of Decisions**

Number	Title	Page
D1/2021	APPROVAL OF NEXT TRIENNIUM MEETING DATES FOR RASG-PA AND GREPECAS	1-2
D2/2021	APPROVAL OF THE CONTENTS OF THE RASG-PA DASHBOARD FOR PUBLICATION	2-1

iii. **List of participants**

ARGENTINA

1. Miriam Corradini
2. Florencia Cornelio
3. Nicolás Palou
4. Patricia Castellino
5. Antonella Cavacini
6. Marisa Bertani
7. Mariana Luna
8. Pamela Vergara
9. Graciela Salazar
10. Carla Grispi
11. Mariela Agis
12. Claudio La Virgen
13. Florencia Cerutti
14. Nicolas Stingl
15. Adrián Rodríguez

BRAZIL / BRASIL

16. Wagner Souza Moraes
17. Jorge Avila
18. Camila Bolzan
19. Charlene Aieta
20. Daniel Soares

CANADA / CANADÁ

21. Andrew Larsen
22. Donnie O'Connor
23. Michel Roy
24. Xavier Bourdouleix
25. James Moriarity

COLOMBIA

26. Francisco Ospina
27. Juliana Camargo

COSTA RICA

28. Marco López

CUBA

29. Rigoberto Ochoa Almaguer
30. Orlando Nevot
31. Antonio Lahera

DOMINICAN REPUBLIC / REPÚBLICA DOMINICANA

32. Gender Damian Castro
33. Gabriel Medina Felipe
34. Alicia Ventura
35. Elda Almonte

EL SALVADOR

36. Rubén Luna

GUATEMALA

37. Edy Boanerges
38. Sergio André Oliva
39. Mario Grajeda
40. Mynor Chin

HAITI / HAITÍ

41. Gilles Hudicourt
42. Farano Dasy
43. Philippe Riche

MEXICO / MÉXICO

44. Margarita Rangel
45. José Gil
46. Berenice Pérez

PANAMA / PANAMÁ

47. Agustín Zúñiga
48. Gary Acosta
49. Ivette Prado

PERU / PERÚ

50. Eliseo Salcedo

UNITED STATES / ESTADOS UNIDOS

51. Nicholas Reyes
52. Michelle Westover
53. Kimberly Fowler
54. Gerardo Hueto
55. Trent Bigler
56. David Higginbotham
57. Timothy McCarthy

URUGUAY

58. Julio Danzov
59. Alejandro Trujillo

VENEZUELA

60. Francisco Zamora

ACI-LAC

61. Rafael Echevarne
62. Maria Elena Sandoval

AIRBUS

63. Santiago Saltos

ATR

64. Géraud de Rivals-Mazers
65. Tiziana Masullo

BOEING

66. Kalan Guiley

CANSO

67. Javier Vanegas

COCESNA

68. Pablo Luna
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70. Venancio Ortiz

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71. Fabio Catani

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72. Floyd Abang
73. José Fernando Rojas Ocampo

IFALPA

74. Diana Martinez

FLIGHT SAFETY

75. Mark Millam
76. Henry Gourджи

ICAO / OACI

77. Fabio Rabbani
78. Melvin Cintrón
79. Oscar Quesada
80. Julio Siu
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RASG-PA/11
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iii - 10

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iv **List of documentation**

iv.1 All meeting documentation is available at the following web link:

<https://www.icao.int/RASGPA/Pages/MeetingsDocumentation.aspx?m=2021-RASGPA11>

Number	Agenda Item	Working Paper Title	Date	Presented by
NE/02	1	GREPECAS - RASG-PA Activities, Projects and Coordination Proposals	23-10-2021	Secretariat
NE/03	2	Situation of the RASG-PA Indicators and preparation of the Dashboard	25-10-2021	SMRT
NE/04	3	Identification of the Implementation GASPS and their possible solutions, Presented by Secretariat	25-10-2021	Secretariat
NE/05	4	Incompatibility between some GASP targets with the frequency of the USOAP audit cycle	25-10-2021	Secretariat
NE/06	2	PA-RAST Report	4-11-2021	PA-RAST

Number	Agenda Item	Information Paper Title	Date	Presented by
NI/01	2	Global Safety Assessment Program	23-10-2021	FSF
NI/02	5	Visual to Performance Based Navigation (PNB) & Flight Data Monitoring (FDM) Projects Status	25-10-2021	Secretariat
NI/03	6	RASG-PA Support and Financial Status	25-10-2021	Secretariat
NI/04	4	ARCM 2021-2025 - Project Progress	25-10-2021	ARCM

Agenda Item 1: Aspects of coordination between RASG-PA and GREPECAS

Adoption of the Provisional Agenda and Schedule

1.1 The RASG-PA Co-chair presented the Provisional Agenda and the schedule for consideration, which had no objection to its approval.

1.2 The GREPECAS Secretary welcomed the Co-Chairs and other members of the Regional Aviation Safety Group - Pan America (RASG-PA) to the joint GREPECAS/19 and RASG-PA/11 plenary meetings, addressing them and the President and Vice President of GREPECAS, the Regional Director of the SAM Office and Secretary of RASG-PA, and the participants from both regional groups. He noted that the meeting was being held in compliance with the new generic Terms of Reference for the Regional Planning and Implementation Groups (PIRG) and the Regional Aviation Safety Groups (RASG) to inform the ICAO Council of the joint activities carried out and those other activities that could have some kind of relationship/interaction with the work program of the other regional group, emphasizing that both regional groups should complement each other and be in permanent contact to promote the implementation of the Global Air Navigation Plan (GANP) and the Global Operational Safety Plan (GASP), in order to seek sustainable growth while contributing to the improvement of safety in the region's air transport system.

1.3 Then, both the GREPECAS and RASG-PA Secretariats, through the Officials of the NACC and SAM Regional Offices, presented in WP/02 the current coordination issues between both regional groups.

1.4 Regarding the coordination meeting between the GREPECAS and RASG-PA technical teams, it was noted that it was held on March 25, 2021, with the aim of carrying out coordinated and participatory work between both regional groups. Representatives of the GREPECAS technical teams attended: ALACPA, CARSAMPAF, GTE and DAWG; and from RASG-PA: the Pan American Regional Aviation Safety Team (PA-RAST) and the Safety Reporting and Monitoring Team (SMRT). The result of this meeting was the achievement of greater cooperation between GREPECAS and RASG-PA by fostering communication and contact between their respective technical teams, opening the possibility of continuing to schedule more meetings of this type if necessary.

1.5 Regarding the cooperation between the GTE and the PA-RAST, a presentation was made on the progress of the joint work, involving an exchange of information and more precise identification of the areas where actions should be implemented to improve safety in CAR /SAM airspace. Consequently, an adequate mechanism is currently being considered for the exchange of data analysis under the responsibility of the GTE on LHD and data provided by PA-RAST on occurrences of resolution warning of Traffic Alert and Collision Prevention Systems (TCAS).

1.6 It was also noted that monthly meetings are being held between the GTE and PA-RAST to maintain this data exchange in search of a correlation between the information from the GTE and that provided by PA-RAST. Likewise, it was pointed out that the only forum in the CAR/SAM Regions where the performance of air navigation services was discussed was the GTE. However, the performance of these services is only measured in airspace where Reduced Vertical Separation Minimum (RVSM) is applied. Therefore, it is necessary to expand the scope of this measurement at all levels. It was concluded that this collaboration with PA-RAST provided the opportunity to encourage the participation of the RASG-PA in the air navigation area, so that at some indicators with a broader scope in air navigation matters can be discussed.

1.7 Regarding the implementation of Performance Based Navigation (PBN) approaches in visual runways, it was noted that although this project started only in RASG-PA, it had been able to extend its benefits based on a close collaboration with GREPECAS. The result of this collaboration had been the development and publication of RNP APCH procedures as well as departure and arrival routes for the Guapi runway (SKGP) in Colombia. This led to the development of a regional guide for the development of this type of flight procedures, and to a series of projects that were being carried out in Brazil, Bolivia and other States of the CAR Region, in addition to those that had already been achieved by some advances in Chile, Panama and Peru.

1.8 In addition to the collaboration between GREPECAS and RASG-PA, it is worth highlighting the collaboration between various actors. This project has been carried out thanks to the participation of Aerocivil de Colombia (UAEAC), Satena, ATR and Thales, which assumed their share of the costs. Likewise, by the time of publication of the cost-benefit study scheduled for the first quarter of 2022, it is expected that significant savings will be demonstrated in its implementation, since it involves low-cost measures to improve capacity and efficiency, security and the airport.

1.9 It was noted that RASG-PA was working on a project to support States in the implementation of Runway Safety Equipment (RSTs). Although RSTs are going to be implemented in the airports, it was expected that RASG-PA would work directly with the States.

1.10 With regard to the implementation of Part I of the Aeronautical Information Services (AIS) Manual to promote compliance with the responsibilities of all parties involved in AIM, it was stated that ICAO recently saw the need to restructure the AIS Manual (Doc 8126), with emphasis on the so-called "Part I - Regulatory Framework for Aeronautical Information Services", since the main objective of this first part of the AIS Manual was to provide guidance for the establishment and management of an effective and sustainable State AIS safety oversight system, it was deemed important to include this subject in the coordination activities between GREPECAS and RASG-PA.

1.11 Finally, regarding the proposed meetings of GREPECAS and RASG-PA for the next triennium, it was stated that the ToRs of the PIRG and RASG (mentioned above) on the frequency of plenary meetings (every year) and their conduction (back-to-back) between both regional groups increased the level of complexity of their execution. Therefore, in order to improve planning and coordination of activities of States, Territories, international organisations, industry and stakeholders of both regional groups, both plenary meetings approved the following tentative schedule of meetings for the next triennium (2022 – 2024):

DECISION RASG-PA11/D1/2021	APPROVAL OF THE PROVISIONAL MEETING SCHEDULE OF GREPECAS AND RASG-PA FOR THE 2022-2024 TRIENNIUM
<p>What:</p> <p>That,</p> <p>a) the GREPECAS Secretariat plan and carry out the GREPECAS Programmes and Projects Review Committee (PPRC) meetings in the following periods:</p> <ul style="list-style-type: none"> • ePPRC/04 – 21 and 22 April 2022 • ePPRC/05 – 11 and 12 April 2023 • ePPRC/06 – 24 and 25 April 2024; 	<p>Expected impact:</p> <p><input type="checkbox"/> Political/Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>

<p>b) the RASG-PA Secretariat plan and carry out the Executive Steering Committee (ESC) meetings in the following periods:</p> <ul style="list-style-type: none"> • ESC/37 – 25 and 26 May 2022 • ESC/38 – 24 and 25 May 2023 • ESC/39 – 29 and 30 May 2024; <p>c) the GREPECAS and RASG-PA Secretariats plan and carry out the following plenary meetings and coordinate that they are held back-to-back in the following periods:</p> <ul style="list-style-type: none"> • GREPECAS/20 and RASG-PA/12 – 14 to 18 November 2022 • GREPECAS/21 and RASG-PA/13 – 13 to 17 November 2023 • GREPECAS/22 and RASG-PA/14 – 10 to 14 November 2024 	
Why:	To comply with the contents of the generic ToRs issued by the ICAO Council for PIRGs and RASGs.
When:	<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> The complete Agendas will have to be available for approval 30 days prior to the PPRC and ESC meetings and 60 days before the plenary meetings. </div> <div style="width: 50%;"> Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed </div> </div>
Who:	<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <input type="checkbox"/> States <input type="checkbox"/> OACI <input checked="" type="checkbox"/> NACC Office (GREPECAS Secretariat) and SAM Office (RASG-PA Secretariat) </div> <div style="width: 50%;"> Responsible: NACC and SAM Regional Offices </div> </div>

Note: This decision is the same as the one made at the GREPECAS / 19 meeting under Decision 19/13.

Agenda Item 2 Situation on the implementation of the GASP in the Pan-American Region

2.1 Presentation of the status of the RASG-PA Safety Indicators

2.1.1 Through **WP/03**, the Safety Monitoring and Report Team (SMRT) presented the status of the RASG-PA safety performance indicators (SPI) and carried out a demonstration of the operation of the Dashboard, where the status of the Safety Performance Indicators (SPI) is updated periodically. The current status of the indicators is presented in Appendix A to this report and the screenshots from the RASG-PA Dashboard.

2.1.2 This dashboard allows the periodic monitoring of the implementation status of the ICAO Global Safety Plan (GASP) in the Pan American Region and supports the strategic decision-making process and the prioritization of RASG activities. PA based on data. The information contained in the Dashboard is provided to the SMRT on a quarterly basis by the NACC and SAM Regional Offices.

2.1.3 The Meeting recognized the work of the SMRT and the great value that the dashboard represents for the future activities of the RASG-PA. The presentation of the dashboard has been considered an important milestone for the group, and it is a practice that could be replicated in the other regions.

2.1.4 The Meeting exchanged criteria on the appropriate way to protect the information contained in the dashboard, and at the same time facilitate access to this information to the members of the RASG-PA. In this regard, the following Decision and Conclusion was adopted:

DECISION RASG-PA11/D2/2021	APPROVAL OF THE CONTENTS OF THE RASG-PA DASHBOARD FOR PUBLICATION	
What: The Plenary Meeting approves the content and publication of the RASG-PA safety Indicator’s dashboard, which presents information provided by the ICAO NACC and SAM Regional Offices, these being official data of the region Pan American.	Expected impact: <input type="checkbox"/> Polític/Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Enviromental <input checked="" type="checkbox"/> Operational/Technical	
Why: To comply with the provisions of the Handbook regarding the creation and monitoring of the RASG-PA dashboard by the SMRT, and to implement a performance-based approach, through indicators, as mandated by the ICAO Council.		
When: Immediate	Status: Valid	
Who: <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> PA-RAST Co-chairs <input checked="" type="checkbox"/> ICAO SAM (Secretaría) <input type="checkbox"/> ICAO NACC		Responsible: Secretariat

CONCLUSION		DASHBOARD ACCESS	
RASG-PA11/C1/2021			
What:	That the dashboard be published in the RASG-PA Group within the ICAO Secure Portal, and the RASG-PA Secretariat send a letter to the members of the group requesting that they indicate the name and email address of the person designated to have access to the dashboard.	Expected impact:	<input type="checkbox"/> Political/Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Enviromental <input checked="" type="checkbox"/> Operational
Why:	To establish a controlled and agile access of the indicators to the States and other members of the RASG-PA		
When:	14 January 2022	Status:	Valid
Who:	<input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> PA-RAST Co-chairs <input checked="" type="checkbox"/> ICAO SAM (Secretariat) <input type="checkbox"/> ICAO NACC	Responsible: Secretariat (Javier Puente)	

2.2 Global Safety Assessment Project (Flight Safety Foundation)

2.1.1 Under IP/01, the Flight Safety Foundation informed the meeting about the launch of the Global Safety Assessment Project, which aims to understand current safety needs, by identifying synergies and gaps in the management of safety risks, as a result of the COVID-19 pandemic.

2.1.2 The information provided in the Information Paper and the presentation was recognized as very useful for the activities of the Regional Offices and for the work of RASG-PA. It was emphasized that all the information that comes from the data collection is welcome.

Agenda Item 3 Implementation problems and possible solutions

3.1 Under **WP/04**, the Secretariat presented an analysis of the main implementation gaps of the GASP in the Pan-American region, based on the information contained in the Dashboard presented by the SMRT through **WP/03**. The result of this analysis is attached as Appendix B to this report.

3.2 As a result of the analysis, it was identified that the possible solutions to the main gaps are related to the following safety aspects:

- a) mitigation of risks associated with turbulence;
- b) strengthening of effective implementation in the Accident Investigation area (AIG);
- c) strengthening of regional programs for the establishment and implementation of the State Safety Program (SSP); and
- d) strengthening the implementation of the Runway Safety Equipment (RST).

3.3 The Meeting commented that the identification of the main implementation gaps helps to prioritize the planning and execution of RASG-PA tasks, and offers valuable guidance for the development of projects and activities aimed at mitigating these gaps.

3.4 Regarding the RSTs, it was highlighted the importance that the identification of those States/aerodromes where projects and activities to support the implementation and maintenance of RST are to be carried out, must be justified based on data, in such a way that those aerodromes where it makes the most sense to have this teams be prioritized. The initiative must be aimed at the implementation of effective RSTs that have the capacity to be sustained over time.

3.5 In order to promote the mitigation of the implementation gaps identified, the Meeting agreed on the following conclusions:

CONCLUSION		TURBULENCE RELATED RISK MITIGATION	
RASG-PA11/C2/2021			
What:	That the RASG-PA Executive Steering Committee (ESC) coordinate with the Secretariat, the NACC and SAM Regional Offices, and the work teams, the development of activities and/or projects to mitigate risks associated with turbulence within the work plan of the RASG-PA.		Expected impact: <input type="checkbox"/> Political/Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational
Why:	To support the maintenance of a decreasing trend in the regional accident rate, by mitigating emerging risks identified through data analysis.		
When:	The projects must be approved by the ESC, at the latest, during the ESC/37 meeting.	Status:	Valid
Who:	<input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> RASG-PA Co-chairs <input checked="" type="checkbox"/> ICAO SAM (Secretariat)		Responsibles: Wagner Souza/Javier Vanegas Javier Puente /Sereya Schotborgh

CONCLUSION		STRENGTHENING OF AIG IMPLEMENTATION	
RASG-PA11/C3/2021			
What:	That the RASG-PA Executive Steering Committee (ESC) coordinate with the Secretariat, the NACC and SAM Regional Offices, and the work teams the development of activities and/or projects to strengthen the competencies of the AIG Authorities/Organizations in the Pan-America region.	Expected impact:	<input type="checkbox"/> Political/Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Enviromental <input checked="" type="checkbox"/> Operational
Why:	To improve the quality of accident and incident investigation activities in the States of the region, in such a way as to allow a better identification of the probable causes and contributing factors, as well as the adequate communication and dissemination of the conclusions and recommendations of the reports.		
When:	The projects must be approved by the ESC, at the latest, during the ESC/37 meeting.	Status:	Valid
Who:	<input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> RASG-PA Co-chairs <input checked="" type="checkbox"/> ICAO SAM (Secretariat)	Responsibles:	Wagner Souza/Javier Vanegas Javier Puente/ Sereya Schotborgh

CONCLUSION		STRENGTHENING OF REGIONAL SSP IMPLEMENTATION PROGRAMS	
RASG-PA11/C4/2021			
What:	That the RASG-PA Executive Steering Committee (ESC) coordinate with the Secretariat, the NACC and SAM Regional Offices, and the work teams, the development of activities and/or projects to strengthen the Regional Programs to support the establishment and SSP implementation.	Expected impact:	<input type="checkbox"/> Political/Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Enviromental <input checked="" type="checkbox"/> Operational
Why:	For timely identification of hazards and adequate risk management at the national and regional levels, and to facilitate the process of collecting and sharing safety data and information.		
When:	The projects must be approved by the ESC, at the latest, during the ESC/37 meeting.	Status:	Valid
Who:	<input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> RASG-PA Co-chairs <input checked="" type="checkbox"/> ICAO SAM (Secretariat)	Responsibles:	Wagner Souza/Javier Vanegas Javier Puente/ Sereya Schotborgh

CONCLUSION		STRENGTHENING OF RTS IMPLEMENTATION	
RASG-PA11/C5/2021			
What:	<p>That the RASG-PA Executive Steering Committee (ESC) coordinate with the Secretariat and the NACC and SAM Regional Offices, and the work teams, the development of activities and/or projects to strengthen the implementation of Runway Safety Teams (SRT);</p> <p>The identification of those States/Aerodromes where projects and activities to support the implementation and maintenance of RST will be carried out must be justified based on data, in such a way that those aerodromes are prioritized where it makes more sense to have these teams.</p>	Expected impact:	<input type="checkbox"/> Political/Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Enviromental <input checked="" type="checkbox"/> Operational

Why:	To strengthen risk mitigation activities associated with the following accident/incident categories: Abnormal runway contact (ARC); Bird impact/ingestion (BIRD); Ground collision (G-COL); Runway excursions (RE); Runway incursions (RI); Loss of control on the ground (LOC-G); Aerodrome deficiencies (ADRM); Ground Handling (RAMP); Wildlife (WILD); Collision with obstacles during takeoffs and landings (CTOL).	
When:	The projects must be approved by the ESC, at the latest, during the ESC/37 Meeting.	Status: Valid
Who:	<input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> RASG-PA Co-chairs <input checked="" type="checkbox"/> ICAO SAM (Secretariat)	Responsibles: Wagner Souza/Javier Vanegas Javier Puente/Sereya Schotborgh

Agenda Item 4 Specific measures and improvements that require consideration by the ANC and the Council

4.1 Incompatibility between some GASP goals and the USOAP audit cycle

4.1 Through WP/05, the Secretariat presented an analysis of the incompatibility between the mandate of the ICAO Council to the RASGs to present annual reports on the progress of the implementation of the GASP at the regional level, and the frequency with which the indicators that are related to Effective Implementation (EI) can be measured.

4.2 The ICAO Universal Safety Oversight Audit Program (USOAP) audit cycles, which today represent the only official EI measurement mechanism, occur on average every 10 years, while RASGs must report the progress of all the indicators on an annual basis. The regional offices have alternative mechanisms to measure the progress of IE based on the progress made in the Corrective Action Plans of the States (CAP). In this sense, only for purposes of reporting the progress of the implementation of the GASP, the Air Navigation Commission (ANC) and the ICAO Council could recognize these alternative mechanisms as valid.

4.3 In this regard, the Meeting agreed on the following Conclusion to be communicated to the ICAO ANC:

CONCLUSION RASG-PA11/C6/2021		INCOMPATIBILITY BETWEEN SOME GASP TARGETS TIME REFERENCES, AND USOAP AUDIT CYCLE.	
What: That the Secretariat communicate to the ICAO Air Navigation Commission (ANC) that there is incompatibility between the time references to achieve the GASP goals that depend on the increase in Effective Implementation (EI), the frequency of the USOAP audit cycle (which is currently the only recognized mechanism for measuring such progress) and the frequency with which RASGs are required to report the level of regional implementation progress and suggest that, for the purposes of GASP implementation progress reporting, RASGs may use, the advancement of the Corrective Action Plans of the States in coordination with the Regional Offices.		Expected impact: <input checked="" type="checkbox"/> Polítical/Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Enviromental <input checked="" type="checkbox"/> Operational/Technical	
Why: To allow the RASGs to measure the progress of the GASP goals at the regional level with the frequency established in the Terms of Reference (TOR) for the RASGs.			
When: 17 December 2021		Status: Valid	
Who: <input type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> PA-RAST Co-chairs <input checked="" type="checkbox"/> ICAO SAM Office (Secretariat) <input type="checkbox"/> ICAO NACC		Responsible: Secretariat (Javier Puente)	

Agenda Item 5 Status of RASG-PA Projects and Safety Improvement Initiatives (SEI)

5.1 PA-RAST Report

5.1.1 Under WP/05, the PA-RAST Co-Chairs presented the report on the activities of the last year. He stressed that despite the difficulties imposed by the COVID-19 pandemic, the team met at least once a month for the last two years through teleconferences.

5.1.2 They also referred to the restrictions on the use of data by virtual means, which makes it impossible to analyze the data in the way the team normally did before the pandemic.

5.1.3 The team presented the following table with the status of its activities:

Project (Work program 2021)	Status / Results
CFIT-01/2021: Collaborate with current CST	Completed. 4 CST are actively working (EEUU, Brasil, ACSA/COCESNA, México).
CFIT-02/2021: Definition of focal points for collaboration	Completed. The team selected the interested parties and the SRVSOP to disseminate the topics
CFIT-03/2021: Recomendación para la actualización de los datos de obstáculos y los reglamentos de aplicación	En curso. The team is working on a RASG-PA (RSA) Safety Advisory for Obstacle Table updates.
LOC-I-01/2021: LOC-I awareness.	En curso. The team is working on a RASG-PA (RSA) Safety Advisory to update LOC-I issues. (RSA-1/2)
LOC-I-02/2021: Definition of focal points for collaboration	Completed. The team selected the interested parties and the SRVSOP to disseminate the topics.
MAC-01/2021: GREPECAS/GTE and PA-RAST Points of interest/Joint work validation	Completed. The team established official cooperation with GTE/GREPECAS
MAC-02/2021: Collaborate with current CST	Completed. Same as CFIT-01/2021.
MAC-03/2021: MAC awareness	En curso. The team is working on a RASG-PA Safety Advisory based on the GTE/PA-RAST Conclusions.
RE-01/2021: Collaborate with current CST	Completed. Same as CFIT-01/2021.
RE-02/2021: Definition of focal points for collaboration	Completed. The team selected the interested parties, the SRVSOP, and ACI-LAC. (reinstated).

5.1.4 The ICAO Regional Directors recognized that this are still challenging times and that we have all been forced to adjust their way of working in some way to the conditions imposed by the pandemic. They also stated that PA-RAST could use alternative data sources such as those generated by Regional Offices and the States themselves to advance its work. They highlighted that the Regional Offices, through the Secretariat, are available to provide the support needed to provide this information.

5.1.5 It was also recalled that the ESC had supported the establishment of Collaborative Safety Teams (CST), provided that their implementation prioritizes those States with greater progress in establishing the State Safety Program (SSP), and that these activities are carried out in a coordinated manner with the ICAO Regional Offices.

5.1.5 The PA-RAST Co-Chairs stated that due to the PA-RAST work methodology and the source of the data it uses, the team necessarily requires face-to-face meetings. Once the situation of the pandemic allows to return to the meetings, the results would come faster. They also expressed that a survey could be conducted with States and international organizations to identify new sources of data for future work.

5.2 Status of PBN and FDAP Projects

5.2.1 On IP/02 of the Secretariat presents the status of progress of the Implementation Projects of Performance-Based Navigation (PBN) and Flight Data Analysis Program (FDAP) procedures, which are both in the final stage of execution. This IP is available on the meeting website.

5.3 Progress of the ARCM AIG Project

5.3.1 On IP/04 the ARCM presents the progress of the activities of phase 1 and 2 of the ARCM-AIG project in SAM. These first advances and results in the activities of the ARCM and accompanied by the SAM Regional Office will be the basis for the different improvement actions that must be addressed to solve the problems that are being addressed in this project. In addition, these improvement actions will benefit the RASG-PA to achieve some of its objectives, which are directly related to Annex 13 "Aviation accident and incident investigation" and Annex 19. The Information Paper is available at the meeting's website.

Agenda Item 6 **Other business**

6.1 Under IP/03, the Secretariat presented the up-to-date financial statements of RASG-PA. The document is available on the meeting website and contains the detailed explanation of the status of the RASG-PA financial accounts managed by ICAO.

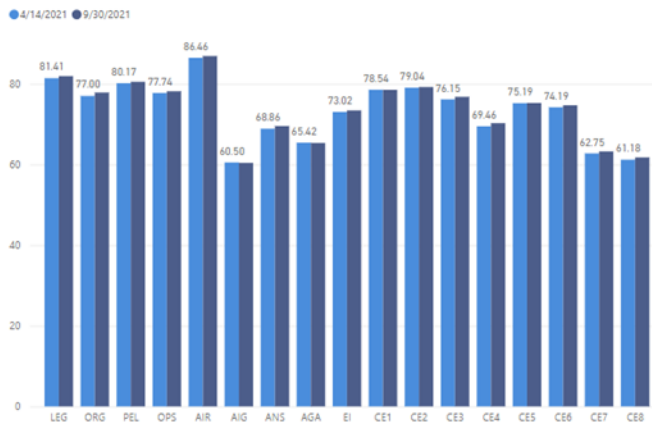
APPENDIX A
Status of the RASG-PA Safety Indicators

Goal	Target	SPIs	PA Value		
Goal 1: Achieve a continuous reduction of operational safety risks	1.1	Maintain a decreasing trend of global accident rate	Total number of occurrences	70	
			Number of accidents	15	
			Number of serious incidents	55	
			Number of fatal accidents	0	
			Number of fatalities	0	
			Accident rate per 1 million departures	2.18	
			5 year average accident rate	3.1	
			% of occurrences related to HRCs	19.9	
Goal 2: Strengthen States' safety oversight capabilities	2.1	All States to improve their score for the effective implementation (EI) of the critical elements (CEs) of the State's safety oversight system (with focus on priority PQs) as follows: by 2022 – 75 per cent by 2026 – 85 per cent by 2030 – 95 per cent	Average EI	73.42	
			Number of States above 75% EI	23	
			Percentage of States above 75% EI	68	
	2.2	By 2022, all States to reach a safety oversight index greater than 1, in all categories	Percentage of States with all SOI categories above 1	81.8	
	Goal 3: Implement effective State safety programmes (SSPs)	3.1	By 2022, all States to implement the foundation of an SSP	SSP foundation implementation regional average	69.8
				Number of States with 100% SSP foundation	0
Number of States with ≥90% SSP foundation				7	
3.2		By 2025, all States to implement an effective SSP, as appropriate to their aviation system complexity	SSP Establishment regional average	20.6	
Goal 4: Increase collaboration at the regional level	4.1	By 2020, States that do not expect to meet GASP Goals 2 and 3, to use a regional safety oversight mechanism, another State or other safety oversight organization's ICAO recognized functions in seeking assistance to strengthen their safety oversight capabilities	TBD	TBD	
	4.2	By 2022, all States to contribute information on safety risks, including SSP safety performance indicators (SPIs), to their respective regional aviation safety group (RASGs)	National Safety Plan Implementation Average	42.3	
	4.3	By 2022, all States with effective safety oversight capabilities and an effective SSP, to actively lead RASGs' safety risk management activities	TBD	TBD	
Goal 5: Expand the use of industry programmes	5.1	By 2020, all service providers to use globally harmonized SPIs as part of their safety management system (SMS)	TBD	TBD	
	5.2	By 2022, increase the number of service providers participating in the corresponding ICAO-recognized industry assessment programmes	Number of IOSA operators		
Goal 6: Ensure the appropriate infrastructure is available to support safe operations	6.1	By 2022, all States to implement the air navigation and airport core infrastructure	AGA Average Regional EI	65.3	
			ANS Average Regional EI	69.51	
			Number of certified aerodromes	55.5	
			Percentage of certified aerodromes	49.5	
			Number of ARDM with RST	53.5	
Percentage of ARDM with RST	47				

RASG-PA Dashboard screenshots



RASG-PA INDICATORS
Regional Aviation Safety Group - Pan America (RASG-PA)



→ Start



RASG-PA INDICATORS
Regional Aviation Safety Group - Pan America (RASG-PA)

Date Actualizado
27/10/2021 11:07:14 a. m.

GASP GOAL 1 – Achieve a continuous reduction of operational safety risks



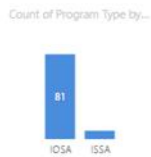
GASP Goal 4 – Increase collaboration at the regional level to enhance safety



GASP Goal 2 – All States to strengthen their safety oversight capabilities



GASP Goal 5 – Expand the use of industry programmes



GASP Goal 3 – Implementation of effective SSPs



GASP Goal 6 – Ensure the appropriate infrastructure is available to support safe operation



The dashboard information is provided to the SMRT by PA-RASG, as well as the ICAO SAM and NACC regional offices.

Safety Monitoring and Reporting Team (SMRT)

Appendix B

Status of implementation of the GASP 2020-2022 goals and targets in the Pan-American Region

Goal	Target	Level of implementation
Goal 1: Achieve a continuous reduction of operational safety risks	1.1 Maintain a decreasing trend of global accident rate.	Ontrack/Achivable The accident rate in Pan-America in 2021 is 2.18 until the 10th of September. The average rate for the last 5 years is 3.1. The trend of the rate of the last 5 years is decreasing. <i>(Table 1 and 2 and Figures 1, 2 and 3)</i>
Goal 2: Strengthen States' safety oversight capabilities	2.1 All States to improve their score for the effective implementation (EI) of the critical elements (CEs) of the State's safety oversight system (with focus on priority PQs) as follows: by 2022 – 75 per cent by 2026 – 85 per cent by 2030 – 95 per cent	Off track/Not achievable The average effective implementation in Pan America as of September 2021 is 73.2 . A total of 23 States have reached the goal, representing 68% of the Region <i>(See Figure 4)</i> Measurement of progress is also subject to audit activities.
	2.2 By 2022, all States to reach a safety oversight index greater than 1, in all categories.	Off track/Not achievable Currently 83% of States in the Region have reached a safety index ≥ 1 in all categories. The current calculation method is highly susceptible to traffic variations, such as those caused by COVID. Measurement of progress is subject to audit activities.
Goal 3: Implement effective State safety programmes (SSPs)	3.1 By 2022, all States to implement the foundation of an SSP.	Off track/Not achievable No State in the Region has reached 100% compliance with the SSP foundation. The regional average of compliance is 69.8%. Only 5 States have achieved compliance greater than 90%, equivalent to 16% of the States in the Region. However, measurement of progress is subject to audit activities.
	3.2 By 2025, all States to implement an effective SSP, as appropriate to their aviation system complexity.	Off track/Reachable The NACC and SAM Regional Offices promote their programs to establish an SSP, as a requirement for effective implementation. The current establishment average is 31.77% .
Goal 4: Increase collaboration at the regional level	4.1 By 2020, States that do not expect to meet GASP Goals 2 and 3, to use a regional safety oversight mechanism, another State or other safety oversight organization's ICAO recognized functions in seeking assistance to strengthen their safety oversight capabilities.	Not started This SPI cannot currently be measured, as there is no normalized metric. It is planned to be included in the 2023-2025 Edition of the GASP.
	4.2 By 2022, all States to contribute information on safety risks, including SSP safety performance indicators (SPIs), to their respective regional aviation safety group (RASGs).	Off track/Not achievable It is subject to the progress of the implementation of the SSPs, and of the States' Safety Plans. It is necessary to establish a regional metric.

	4.3	By 2022, all States with effective safety oversight capabilities and an effective SSP, to actively lead RASGs' safety risk management activities.	Off track/Reachable This SPI is not currently measured. It is subject to the progress of the implementation of the SSPs, and of the States' Operational Safety Plans. It is necessary to establish a regional metric.
Goal 5: Expand the use of industry programmes	5.1	By 2020, all service providers to use globally harmonized SPIs as part of their safety management system (SMS).	Not started SPI is not currently measured. There is no standard metric or sufficient guidance on this.
	5.2	By 2022, increase the number of service providers participating in the corresponding ICAO-recognized industry assessment programmes.	Not started SPI is not currently measured. The Secretariat should coordinate with industry representatives in the RASG-PA to provide information on the status of implementation of this goal.
Goal 6: Ensure the appropriate infrastructure is available to support safe operations	6.1	By 2022, all States to implement the air navigation and airport core infrastructure.	Off track/Not achievable Although there is insufficient guidance on how to measure this goal, the Secretariat has chosen to temporarily use the following indicators: EI AGA – 65.33 EI ANS – 69.53 % ARDM Certificates – 49.33 % ARDM with RST – 47.05 Measurement of progress is also subject to audit activities.

Tables and figures

Year	Accident rate	Number of accident	Fatal accidents	Fatalities
2017	3.5	47	1	1
2018	3.3	45	3	114
2019	4.0	54	1	1
2020	2.49	20	0	0
2021	2.18	15	0	0

Table 1 – Accident rate, number of accidents and number of fatalities

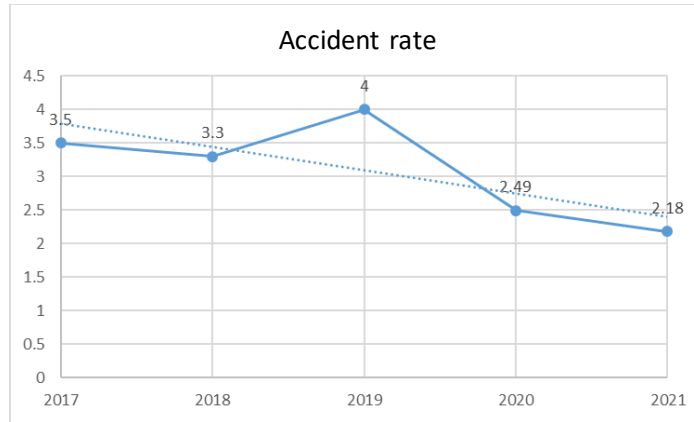
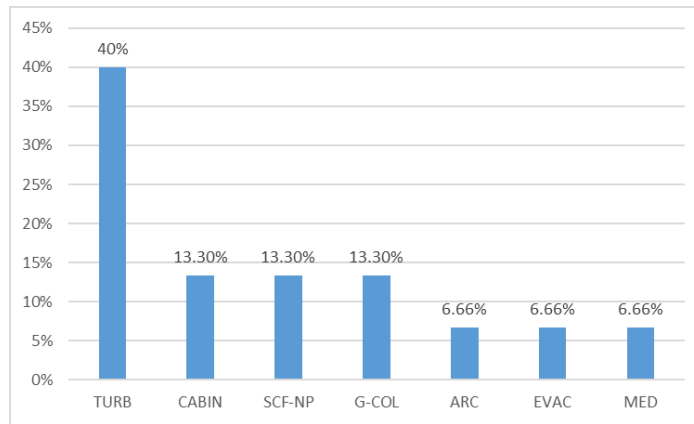
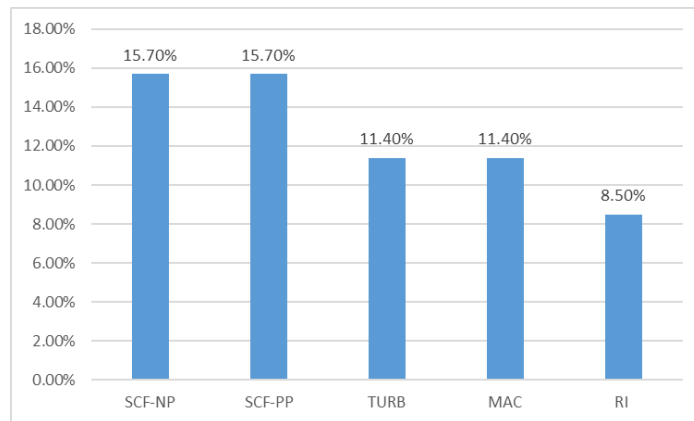


Figure 1 – Accident rate – Pan America



TURB – Turbulence
 SCF-NP – System or component failure (Non-powerplant)
 G-COL – Ground collision
 ARC – Abnormal runway contact
 EVAC – Evacuation
 MED – Medical

Figure 2 – Accident distribution by category



SCF-NP – System or component failure (Non-powerplant)
 SCF-PP – System or component failure (Powerplant)
 TURB – Turbulence
 MAC – Midair collision
 RI – Runway incursion

Figure 3 – Total occurrences distribution by category

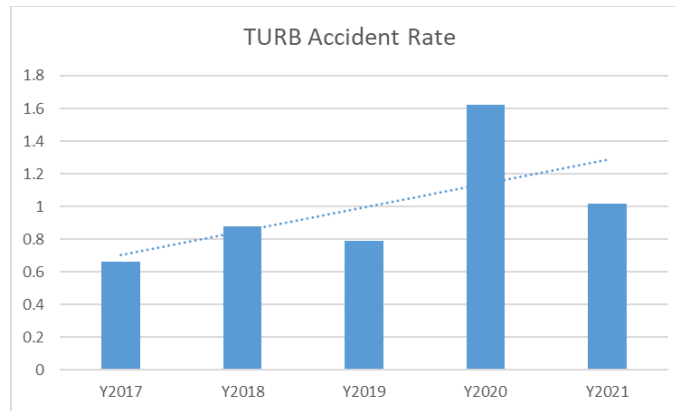
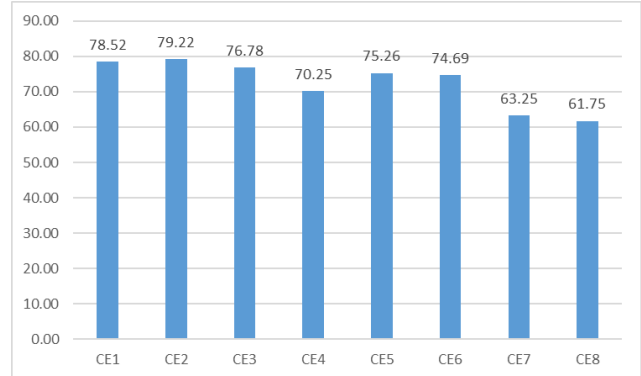
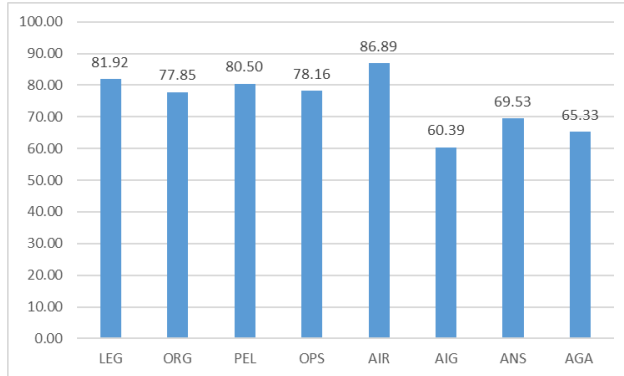


Figure 4 – Turbulence related accident rate evolution

% of occurrences related to HRC	19.9%
% of accidents related to HRC	0%

HRC – High Risk Category (CFIT, RE, RI, MAC, LOC-I)

Table 2 – Percentage of accidents and total occurrences related to High-Risk Categories (HRCs)



Figures 5 and 6 – Pan America effective implementation by area and critical element
