



Agenda Item 2: Review of Conclusions and Decisions from RASG-PA/02 Meeting and RASG-PA ESC/04, ESC/05 and ESC/06 Meetings

**REGIONAL AVIATION SAFETY GROUP – PAN AMERICA (RASG-PA)
ACTIVITIES UPDATE**

(Presented by the Secretariat)

SUMMARY	
<p>The Regional Aviation Safety Group – Pan America (RASG-PA) was established as the key forum for bringing together aviation stakeholders to address safety risks in the Pan American Region in accordance with the Global Aviation Safety Plan (GASP) and the Global Aviation Safety Roadmap (GASR).</p> <p>RASG-PA is working on various Safety Enhancement Initiatives (SEIs) to reduce fatal accidents in Pan America.</p>	
References:	
<ul style="list-style-type: none"> • <i>Resolution A 36-7 of the 36th Session of ICAO Assembly;</i> • <i>Declaration of the Conference of Directors General of Civil Aviation on a Global Safety Strategy (Montreal, 2006;</i> • <i>ICAO Global Aviation Safety Plan (GASP);</i> • <i>ISSG Global Aviation Safety Roadmap (GASR);</i> • <i>RASG-PA/01 Meeting Report;</i> • <i>RASG-PA/02 Meeting Report and</i> • <i>ESC04/05/06 Meeting Reports</i> 	
Strategic Objective	<i>This working paper is related to Strategic Objective A.</i>

1. Background

1.1 The Regional Aviation Safety Group – Pan America (RASG-PA) was established in November 2008 as a focal point to ensure harmonization and coordination of efforts aimed at reducing aviation safety risks.

1.2 RASG-PA is aligned with the ICAO Global Aviation Safety Plan (GASP) and the Industry Safety Strategy Group (ISSG) Global Aviation Safety Roadmap (GASR), and it is the first multi-regional body in the world integrated by government aviation agencies and industry established to address flight safety issues.

1.3 RASG-PA complies with the recent ICAO Council approval of Regional Aviation Safety Groups (RASGs) to support achievement of the safety plan's objectives.

1.4 The RASG-PA Executive Steering Committee (ESC) is composed of a Chairperson: Jamaica; 4 Vice-Chairpersons: Brazil, Costa Rica, Chile and the United States; ICAO NACC/SAM Regional Directors (one to serve as Secretary); ICAO HQ; NAM/CAR/SAM States/Territories; International Organizations; NAM/CAR/SAM Safety Groups and manufacturers; the ICAO NACC Office acts as Secretariat. See **Appendix A**.

2. RASG-PA Activities

2.1 RASG-PA is working to mitigate aviation safety risks, to achieve significant improvements in civil aviation safety.

2.2 RASG-PA ESC conducted an analysis of the top data-driven risks areas. As a result, various short-term Safety Enhancement Initiatives (SEIs) were developed that focused on reducing fatal accidents for the top three risk areas identified, including: Runway Excursions (RE), Controlled Flight Into Terrain (CFIT) and Loss of Control In-Flight (LOC-I) events in the Pan American Region.

2.3 Three key working groups have been established (see **Appendix B**):

- 1) Regional Aviation Safety Team-Pan America (RAST-PA)
- 2) Flight Safety Training Team (FSTT)
- 3) RASG-PA Annual Safety Report Team (ASRT)

2.4 Another area of RASG-PA activity is development of a model legislative framework to protect safety information, RASG-PA project GSI/3.A, which was initially presented during RASG-PA/02, November 2009, and then disseminated to all Pan American States by the RASG-PA Secretariat through a State letter. The most current version of the document was presented during the ALTA (Latin America and Caribbean Air Transport Association), Third Latin American Legal Forum in México and is presented in WP/06.

2.5 In regard to safety training and raising awareness of aviation safety, RASG-PA and ALTA conducted the 1st Pan American Aviation Safety Summit, 19-22 April 2010, in Sao Paulo, Brazil. More than 200 attendees participated, including representatives of civil aviation authorities from 10 States, representatives from 50 companies, as well as executives from more than 30 airlines operating in Pan America. A second safety summit is planned for the second quarter of 2011, location to be determined.

2.6 The reports of the RASG-PA/01 and 02 meetings, as well as other relevant material associated with the detailed activities of the RASG-PA, may be found at the following website: www.mexico.icao.int/RASGPA.html

3. Conclusion

3.1 RASG-PA is fulfilling the objective of enhancing safety in the Pan American Region by eliminating the duplication of efforts and reducing human resource and financial expenditures, which are extremely limited in the CAR/SAM Regions.

3.2 The success of 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 mostly through the support of RASG-PA members.

4. Action by the Meeting

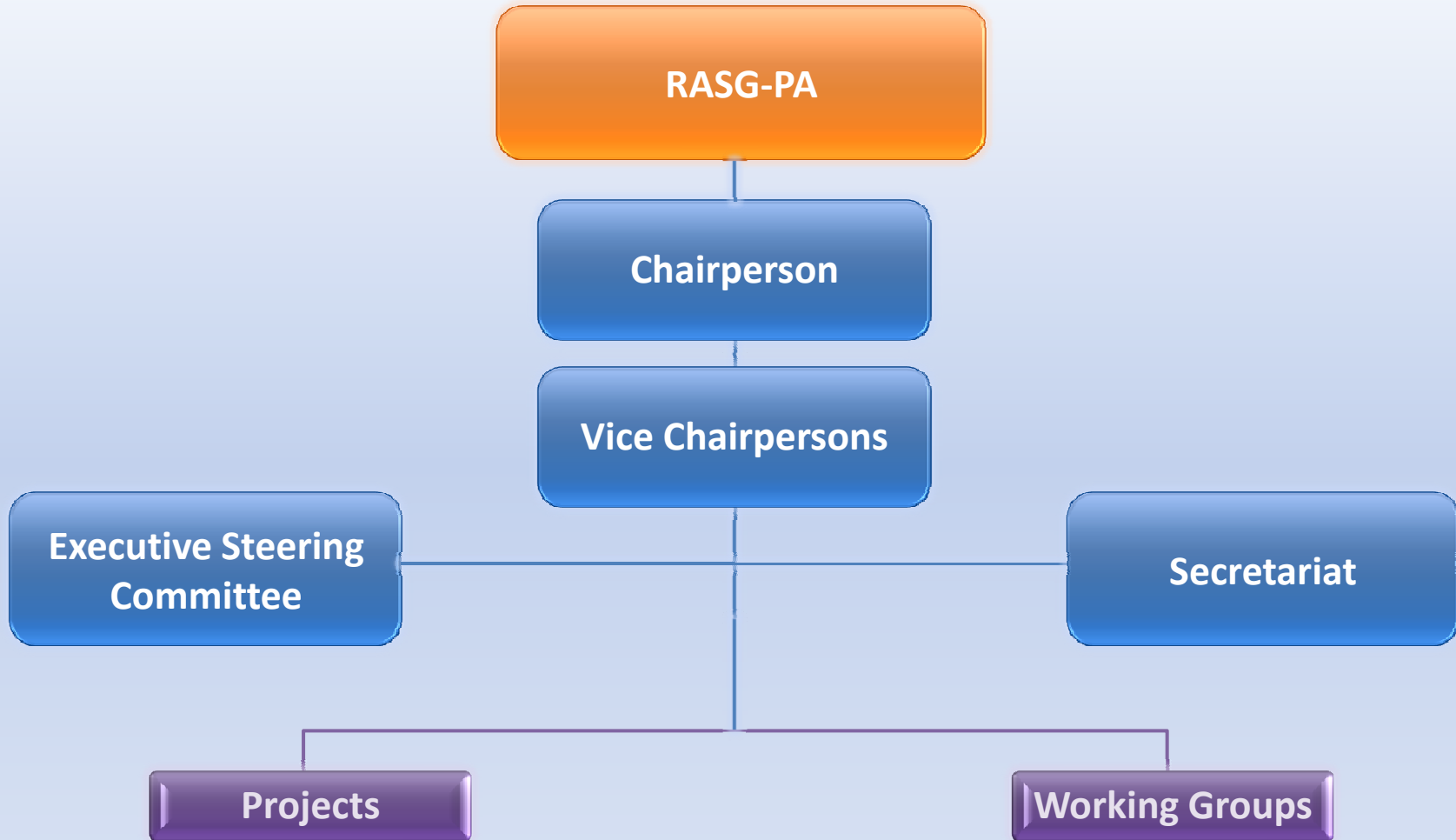
4.1 The Meeting is invited to:

- a) continue supporting RASG-PA by assigning appropriate level representatives to attend meetings and participate in projects; provide contributions including: experts, training, hosting events, and sharing safety information, experience and tools.



APPENDIX A

RASG-PA Structure





RASG-PA Organization

