



*International Civil Aviation Organization*  
**Fifth Meeting of the Regional Aviation Safety Group  
– Pan America (RASG-PA/5)**  
Santiago, Chile, 22 – 24 October 2012



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**Agenda Item 2:           Review of Conclusions and Decisions from the RASG-PA and ESC Meetings**

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

(Presented by the Secretariat)

**SUMMARY**

States have direct responsibility for safety oversight. RASG-PA is working on various Safety Enhancement Initiatives (SEIs) and projects to reduce fatal accidents in the Pan American Region.

State and stakeholders participation in RASG-PA activities is key to safety enhancement throughout the Region.

**References:**

- ICAO Global Aviation Safety Plan (GASP)
- ISSG Global Aviation Safety Roadmap (GASR)
- Safety Management Manual, Doc 9859
- RASG-PA/4 Meeting Report
- RASG-PA website <http://www.rasg-pa.org/>

*Strategic  
Objective*

*This working paper is related to Strategic  
Objective A – Safety.*

**1.                   Introduction**

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

1.2 RASG-PA supports implementation of the ICAO Global Aviation Safety Plan (GASP) and complies with the ICAO Council approval of Regional Aviation Safety Groups (RASGs) with the objective to address global aviation safety matters from a regional perspective.

## 2. Description

2.1 RASG-PA membership includes representatives from all ICAO NAM/CAR and SAM States/Territories, ICAO, International Organizations and industry. Other members include the Civil Air Navigation Services Organization (CANSO), Flight Safety Foundation (FSF), Latin American Civil Aviation Commission (LACAC), and NAM/CAR and SAM regional safety oversight organizations (RSOOs).

2.2 The Executive Steering Committee (ESC) is composed of two Co-Chairpersons who represent States and international organizations and industry. The current Co-Chairpersons are from Jamaica and the Latin American and Caribbean Air Transport Association (ALTA), respectively. RASG-PA has four Vice-Chairpersons representing NAM/CAR and SAM States (Brazil, Chile, Costa Rica, and United States), and ICAO is represented by the ICAO NACC and SAM Regional Directors (NACC Regional Office serves as Secretary); and a representative from ICAO Headquarters.

2.3 Additional RASG-PA ESC members include: Airbus, Airports Council International (ACI), Boeing, Caribbean Aviation Safety and Security Oversight System (CASSOS), Corporación Centroamericana de Servicios de Navegación Aérea (COCESNA), Flight Safety Foundation (FSF), International Air Transport Association (IATA), International Federation of Airline Pilots Associations (IFALPA) and International Federation of Air Traffic Controllers Associations (IFATCA).

## 3. Discussion

3.1 Data-driven safety analyses performed by RASG-PA in the Pan American Region has shown that the three main risk areas are Runway Excursion (RE), Controlled Flight Into Terrain (CFIT) and Loss of Control In-Flight (LOC-I).

3.2 RASG-PA is addressing the three main risk areas by developing Safety Enhancement Initiatives (SEIs) and subsequent Detailed Implementation Plans (DIPs), which are championed voluntarily by ICAO member States and/or organizations. The RASG-PA organizational structure is depicted in the **Appendix** to this working paper.

3.3 RASG-PA uses the “RASG-PA Safety Advisories (RSA)” as the safety means for distributing safety recommendations to States.

3.4 RASG-PA is working actively to mitigate safety risks to achieve significant safety improvements in the Pan American Region. RASG-PA deliverables include:

- Distributed Runway Excursion Risk Reduction (RERR) Toolkit Version 2 to operators and States
- Conducted surveys on go-around policies and unstable approach mitigation

- Provided advanced manoeuvres manual to all operators
- Developed RASG-PA Aviation Safety Workshops (4 delivered, 4 more planned) averaging 100 participants each
- Developed and delivered the Pilot Monitoring Toolkit through RASG-PA Safety Workshops
- Developed a first draft on guidance for Runway Maintenance according to ICAO Annex 14 (under review)
- Compiled and published aviation training material made available on the RASG-PA website <http://www.rasg-pa.org/>
- Conducted standardized CFIT training across operators in the region
- Developed the RASG-PA Safety Advisory (RSA) process
- Developed and submitted a RSA on Mode Awareness and Energy State Management Aspects of Flight Deck Automation
- Implemented Runway Safety Teams (RSTs) at the Mexico City International Airport (MMMX), Mexico; Montego Bay (MKJS), Jamaica; Quito (SEQU), Ecuador and Lima (SPIM), Perú.

3.5 The RASG-PA meeting reports, as well as other important material related to detailed activities of the group can be found at: <http://www.rasg-pa.org/>.

#### **4. Conclusion**

4.1 RASG-PA is fulfilling the objective of enhancing safety in the Pan American Region by reducing duplication of efforts and human and financial resource expenditures.

4.2 The success of RASG-PA is dependent on the commitment, participation and contributions of its members from States, international organizations and industry alike through financial and in-kind support. Results to-date have been achieved only through the support of RASG-PA members.

#### **5. Suggested Action**

5.1. The RASG-PA/5 Meeting is invited to:

- a) note the information provided;
- b) seek participation in RASG-PA Projects and assign representatives to participate in RASG-PA activities;
- c) contribute to RASG-PA as required; and
- d) adopt RASG-PA Safety Advisories (RSA).

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# RASG-PA Organization

