



Agenda Item 4: Follow-up to GREPECAS and RASG PA activities

FOLLOW-UP TO RASG PA ACTIVITIES

(Presented by the Secretariat)

SUMMARY		
This working paper presents the activities being carried out by the Regional Aviation Safety Group – Pan America (RASG-PA).		
References:		
• Reports of the 1 st to the 9 th meeting of the Executive Steering Committee (ESC) of RASG-PA.		
<i>ICAO</i> <i>objective:</i>	<i>strategic</i>	<i>Safety</i>

1. Introduction

1.1 The RASG-PA was established in November 2008 to support the development and operation of a performance-based safety system in the Pan-American Region. The mission of RASG-PA is to enhance civil aviation safety and efficiency in the Pan-American Region through coordination and collaboration amongst all aviation stakeholders, under the leadership of ICAO.

1.2 The RASG-PA vision involves all aviation stakeholders in the reduction of aviation safety risks in ICAO North American, Central American, Caribbean, and South American Regions, through harmonisation and coordination of mitigation efforts aimed at promoting the implementation of RASG-PA safety initiatives, using the ICAO Global Aviation Safety Plan (GASP) as a guide for the development of its work programme with a regional perspective.

1.3 In order to carry out its activities, the RASG-PA has established the following teams:

- Annual Safety Report Team (ASRT)
- Aviation Safety Training Team (ASTT)
- Information Analysis Team (IAT)
- Regional Aviation Safety Team — Pan America (RAST-PA)

1.4 RASG-PA activities are geared to the identification of risks, and the main risk areas in the Pan-American Region are Runway Excursions (RE), Controlled Flight into Terrain (CFIT), Loss of Control in Flight (LOC-I), and Mid-Air Collision (MAC).

2. Analysis

2.1 This year, one meeting of the Executive Steering Committee (ESC), several meetings of the RASG-PA working groups, and one seminar on safety have been held.

2.2 One of the main activities of RASG-PA has been the review of the RASG-PA procedural handbook, 4th edition, which went through a *fast-track* approval process, and modified the composition and the procedures for the nomination and designation of RASG-PA representatives by the States, international organisations, and the industry, increasing the number of representatives to 8 from the States and 8 from the industry.

2.3 The composition of the Executive Steering Committee is: Argentina, Brazil, Canada, Chile, Colombia, United States, Guatemala, and Trinidad and Tobago, representing the States, and Airbus, ALTA, ATR, Boeing, CANSO, Embraer, Flight Safety Foundation, and IATA, representing international organisations/industry.

2.4 For the purpose of developing the 7th edition of the Annual Safety Report (ASR), the eighth annual meeting of the RASG-PA Aviation safety report team was held. This team is making use of safety information provided by ICAO, Boeing, IATA, and the Caribbean and South American Monitoring Agency (CARSAMMA). The main objective of the publication of this report is to highlight its utility as safety intelligence tool, focusing on the main safety areas of interest in the Pan-American Region, and on the analysis of specific metrics, and incorporating a combined vision of different stakeholders. The upcoming edition is more oriented to the reader, so that users, especially decision-makers at State level may better understand the basic methodologies, the data analysis tools, and other information required for conducting safety management activities, plans and programmes to ensure risk mitigation in the aviation sector.

2.5 All ASR editions are available at: <http://www.icao.int/RASGPA/Pages/asrt.asp>

2.6 A Seminar on Aviation Safety was held in Fort Lauderdale, United States, addressed to the aeronautical community, in which current aviation safety topics were presented, such as the safety culture in the industry.

2.7 Under the RASG-PA projects, note was taken of future coordination with the SRVSOP regarding the initiative to expand FDAP implementation to aircraft with a gross weight above 5,700 kg up to 27,000 kg inclusive, using the existing Quick Access Recorder (QAR) for aircraft having a suitable FDR. This initiative of the Flight data analysis programme (FDAP) working group will be submitted to the ICAO Air Navigation Commission.

2.8 Note was also taken of the progress made in the implementation of the ICAO safety information monitoring service (SIMS) in the SAM Region, an on-line safety and information management system developed pursuant to the recommendations of High-level Safety Conference held in 2015, with a view to developing a global information exchange framework and support States in complying with the SARPs of Annex 19 on the establishment of safety data collection and processing systems (SDCPS). Bolivia, Colombia and Peru have started activities to contribute to this platform.

2.9 Another point of interest is the strategic role the RASG-PA would play in the attainment of regional safety goals. In this regard, the ESC meeting agreed that the PA-RAST should review and analyse the information on global and regional safety goals and report any finding or recommendation on the proposed update of regional safety goals and the new global safety goals of the GASP to the RASG-PA ESC/29 meeting.

3. Suggested action

3.1 The Meeting is invited to:

- a) take note of the information presented in this paper;
- b) analyse the results of RASG-PA activities described in section 2 of this working paper; and
- c) discuss any other related matters it may deem appropriate.

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