



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

**FOLLOW-UP TO RASG-PA ACTIVITIES**

(Presented by the Secretariat)

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| <b>SUMMARY</b>  |                   |
| <p>This paper presents an overview of the Regional Aviation Safety Group – Pan America (RASG-PA) and a summary of the latest activities and deliverables. Joint participation by States/Territories, international organisations, and industry in RASG-PA activities allows for this Aviation Safety Group to have a positive impact on safety improvement throughout the Pan American region.</p> <p>In 2018, the SAM Office took on the coordination of the RASG-PA Secretariat. Improving participation of SAM States is one of the objectives of the Office in order to improve the results of the initiatives of the Pan American Group.</p> |                   |
| <b>References:</b>  |                   |
| <ul style="list-style-type: none"> <li>• Reports of the RASG-PA/ESC/28 and 29 meetings</li> <li>• RASG-PA website: <a href="http://www.rasg-pa.org">www.rasg-pa.org</a></li> </ul>  |                   |
| <i>ICAO strategic objectives:</i>   | <i>A – Safety</i> |

**1. Introduction**

1.1 The Regional Aviation Safety Group – Pan America (RASG-PA) was the first regional aviation safety group to be established worldwide, in November 2008, with a view to using the framework of the ICAO Global aviation safety plan (GASP) and the Global aviation safety roadmap (GASR) to support the establishment and operation of a performance-based aviation safety system in the Pan American region.

1.2 RASG-PA has been a model for other RASGs due to its unique work methodology and the participation of States and industry.

1.3 eRASG-PA supports the implementation of the ICAO GASP and has the approval of the ICAO Council in terms of regional aviation safety groups (RASGs) to address global safety-related issues from a regional perspective. RASG-PA also supports the NAM/CAR and SAM Regions in the establishment of objectives, priorities, indicators and measurable goals to resolve safety deficiencies in each region, ensuring consistency in actions and coordination of efforts.

## 2. Current RASG-PA structure

2.1 Since 2016, RASG-PA structure has undergone adjustments to optimise resources and ensure timely fulfilment of its mandate without jeopardising basic functions and the role of this regional group. It adopted a new mission and vision, a new structure for the RASG-PA and a new composition for the ESC.

2.2 Based on the analysis of safety data, RASG-PA published its Annual regional safety report, which showed that the safety categories of greater interest in the Region continued to be: loss of control in flight (LOC-I), runway excursions (RE), controlled flight into terrain (CFIT), and mid-air collision (MAC), all of which showed a growing trend during the periods under analysis.

2.3 RASG-PA has continued to work in support of safety issues in the region, whose deliverables for the region are achieved through the execution of Detailed implementation plans (DIPs) and PA-RAST deliverables to ESC. The work carried out by RASG-PA has resulted in the following:

- a) In order to extend the implementation of the Flight data monitoring programme (FDMP)/Flight data analysis programme (FDAP) throughout the NACC and SAM Regions, a cost-benefit analysis (CBA) document was prepared, and an amendment to Annex 6, Part I, Recommendation FDAP 3.3.1 and Standard 3.3.2 of Section 3.3 was proposed to ICAO Headquarters.
- b) In order to identify and address issues related to the collection, analysis, protection and use of safety information, some workshops and virtual seminars (webinars) are being conducted to analyse case studies on these tools.
- c) Annual safety report (ASR), Special edition, prepared in 2017.

2.4 Pursuant to the ICAO Regional Office Manual (ROM), the handover of the RASG-PA Secretariat to the SAM Office took place officially at the GREPECAS/18 meeting held in April 2018, which marked the beginning of the changes intended for RASG-PA during the next five-year period, including:

- a) Alignment of RASGPA activities with SSP implementation
- b) Establishment of a process-based approach to activities
- c) Greater participation of States and industry in data analysis activities
- d) Support to States for the collection and analysis of safety data
- e) Improved communications
- f) Other improvements to obtain better results in group management

2.5 In conclusion, RASG-PA gives direct support to the implementation of the GASP and of the safety strategic objectives, to ensure harmonisation and coordination of efforts with all aviation stakeholders for collective reduction of safety risk. The success and continuity of RASG-PA, as well as future safety improvements in the region, will depend on the commitment, participation and contribution of its members, including States.

## 3. Suggested action

3.1 The Meeting is invited to:

- a) take note of the information provided herein;

- b) participate in, and support, RASG-PA activities; and
- c) review DIP deliverables and RASG-PA results in order to obtain the support and implementation by States and GREPECAS.

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