



**REGIONAL AVIATION SAFETY GROUP**

**PAN AMERICA**

**STRATEGIC PLAN**

**DRAFT**

**2018 - 2020**

**REGIONAL AVIATION SAFETY GROUP - PAN AMERICAN (RASG-PA)**

**STRATEGIC PLAN**

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Reference: ICAO Global Aviation Safety Plan, Doc 10004,  
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## **EXECUTIVE SUMMARY**

Since 2008 the Regional Aviation Safety Group Pan American (RASG-PA) has played a significant role in support of safety in the Region. This work between States and Aviation Industry had been recognized by Flight Safety Foundation (FSF) in 2012 when awarded the FSF - Boeing Lifetime Safety Award.

The need for data-driven actions, projects, training and regulation, are one of the primary efforts of the Group. In this motivation and the support from the Commercial Aviation Safety Team – (CAST) from the United States (US) in providing data on Caribbean/South America (CAR/SAM) airports from the US, airlines created a new level of work and acted as a leverage tool for Regulators and Industry. Starting in 2013, the ALTA IATA Trend Sharing Program (AITSP) also provided the data for the CAR/SAM airports from Latin American and Caribbean carriers.

The Group created three working teams to support the job: Pan American Regional Aviation Safety Team (PA-RAST); Aviation Safety Report Team (ASRT); and Aviation Safety Training Team (ASTT).

Several projects are underway and their outputs delivered to improve aviation safety, in alignment with the Global Aviation Safety Plan (GASP) published by the International Civil Aviation Organization (ICAO) in 2013, and updated by the 2017 -2019 report of 2016.

It is relevant to note the large differences between States in the Pan American region as far as Aviation System organization is concerned. One of the objectives of the group is to reduce the gaps that would make difficult the achievement of ICAO's GASP.

Now it is time to consolidate the RASG-PA Strategic Plan for the future to communicate to stakeholders, including States and civil aviation industry, what are the strategies selected as short-term goals (2018 – 2020).

## **MISSION**

To produce aviation safety intelligence, by identifying hazards, systemic weaknesses, and enhancement opportunities, and by evaluating safety risk areas in the region, in order to guide high level decision makers on how to invest their resources efficiently and effectively, with the purpose to constantly improve aviation safety.

## **VISION**

To remain ahead of any risks to commercial aviation, seeking to achieve the highest level of safety in the Pan American Region

## **VALUES STATEMENT**

The values of RASG-PA are:

- |                        |   |
|------------------------|---|
| <b>Integrity</b>       | - which guides our actions.                                 |
| <b>Respect</b>         | - which makes our working relationships effective.          |
| <b>Collaboration</b>   | - which gets the right people involved at the right time.   |
| <b>Clarity</b>         | - which is what people can expect from us.                  |
| <b>Learning</b>        | - which ensures we take the initiative to improve.          |
| <b>Confidentiality</b> | - which supports exchanging of safety data and information. |
| <b>Drive</b>           | - which delivers tangible outcomes efficiently.             |

# RASG-PA's TEN KEY AVIATION SAFETY POLICY PRINCIPLES

- 1. Commitment to the implementation of ICAO's Strategic Objectives**

RASG-PA civil aviation initiatives will encompass each of ICAO's Strategic Objectives in Pan American region.
- 2. Aviation safety is the highest priority**

In all planning related to ICAO's Strategic Objectives, RASG-PA will give due consideration to the safety priorities set out by ICAO in the GASP.
- 3. Tiered approach to safety planning**

The development of safety activities in the Pan American region will also guide and harmonize the development of inter-regional, individual State, and civil aviation industry safety activities.
- 4. State safety program and safety management systems**

RASG-PA stakeholders will continue to consider Annex 19 on Safety Management and companion documents the basis for global aviation safety.
- 5. Regional aviation safety priorities**

RASG-PA should further harmonize safety requirements and supporting material for its stakeholders, considering their needs but consistent with ICAO.
- 6. Regional and State air navigation priorities**

RASG-PA will coordinate and support Pan American region and its individual States in establishing their own aviation safety priorities to meet their individual needs and circumstance in line with the global safety navigation priorities.
- 7. RASG-PA objectives and its strategic Safety Performance Areas**

The objectives and its strategic safety performance areas form a key enabling component to the RASG-PA, noting that they will continue to evolve as more work is done on refining and updating their content and on subsequent development of related material and actions.
- 8. Use of objectives and GASP's Safety Performance Areas**

Although RASG-PA has a regional perspective, it is intended that the prioritization of initiatives associated with the Safety Performance Areas should be established by each State and its civil aviation industry to effectively address their safety risks.

Safety enhancement initiatives will be adopted considering the region or States individualities and should be followed in alignment with ICAO SARPs, guidance material, and Industry best practices.

**9. Cost benefit and financial issues**

When considering the adoption of Safety Performance Areas, RASG-PA should undertake analysis to ensure that safety benefits are sustainable.

**10. Review and evaluation of aviation safety strategic planning**

RASG-PA will review this document every two years and, if necessary, all relevant aviation safety planning documents through an established and transparent process. The progress and effectiveness of Pan American region against the priorities set out in their respective aviation safety plans will be continuously measured and annually reported, using a harmonized reporting format.

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# GOALS AND STRATEGIES

## Goals

RASG-PA is aligned with the Global Aviation Safety Plan (GASP) and promotes actions towards the goals set forth by the Bahamas Declaration and Strategic Plan for the Sustainability of Air Transport in the South American Region – SAM Plan 2020 – 2035, highlighting:

### **Bahamas Declaration ICAO Regional Office NACC No Country Left Behind (NCLB) Strategy**

- Cooperation in the promotion and development of civil aviation, in support to the ICAO NACC Regional NCLB Strategy in order to assist States increasing their Effective Implementation (EI) of ICAO SARPs.

### **Strategic Plan for the Sustainability of Air Transport in the South American Region – SAM Plan 2020 – 2035**

- Gradually reduce fatal accidents until we become the Region with the highest level of safety in the world.

- Significantly reduce the regional accident rate:
  - In the SAM Region, the observed gap with respect to the global rate should be 50% smaller, by 2016; and
  - In the NACC Region, the fatality risk rate should be 50% smaller by year 2020 when compared to year 2010.
- Reduce runway excursions in 20% by year 2016, with regard to the average rate of the Region as observed for years 2007 through 2012.

Additionally, and consistent with and in harmony with the global efforts of ICAO, the Group will also seek to monitor and identify opportunities to reduce occurrence rates of Control Flight Into Terrain (CFIT), Loss of Control In-Flight (LOC-I) and Mid-Air Collision (MAC) in the region.

RASG-PA is committed to reduce fatality risk<sup>1</sup> in the Latin America and Caribbean region for Part 121 or equivalent operations by 50% by the year 2020, in commercial aviation by ensuring prioritization, coordination and implementation of data-driven safety enhancement initiatives in the Pan American Region through the active involvement of all civil aviation stakeholders.

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<sup>1</sup> Fatality risk is the full loss passenger load equivalents per million departures

## STRATEGIES FOR ENABLERS

RASG-PA works on a progressive approach for safety improvement in all States of our region.

In alignment to the GASP, the RASG-PA strategic plan proposes three main enablers, to be continuously improved:

- Standardization
- Collaboration and
- Safety information exchange.

The enablers of this initial RASG are intended to demonstrate a focus on establishing a sustainable infrastructure to allow long term ability to monitor, analyze and improve safety performance.

These enablers were defined to facilitate the RASG-PA planning process but are not to be treated as stand-alone, but rather, as interrelated and interdependent elements of a safety system.



Figure 1 - RASG-PA Strategic Planning Process

An important base for implementing this strategy is the availability of safety data.

In this sense safety information (reactive and proactive) collected from different aviation stakeholders will produce safety intelligence for improving the decision-making process to properly allocate resources to the most effective mitigation actions.

By using data analysis, the PA-RAST will identify main risk areas and provide advice to RASG-PA ESC on possible mitigation actions for consideration and approval by RASG-PA.

RASG-PA ESC will constantly monitor trends and data to verify effectiveness of agreed mitigation actions and to decide on new measures in case is needed.

This process would avoid duplication of efforts, supports identify and target the highest level of risk to minimize its impact and allow a rational use of financial and human resources.

Also, to minimize doubling of efforts and supporting regional implementations plans, RASG-PA will coordinate closely with ICAO regional groups.

## STANDARDIZATION

An effective and efficient approach to aviation safety requires standardization between all concerned stakeholders. The need for standardization is a fundamental tenet of the Convention on International Civil Aviation (the Chicago Convention) and forms the foundation of a safe and sustainable global aviation system.

Through greater transparency, **increased involvement of stakeholders** and by providing safety intelligence, RASG-PA strives to support and enhance the rulemaking and standardization processes of States and Regional Safety Oversight Organizations with flexibility to fit the needs of different stakeholders.

**What are we already doing and what we can do differently???? Increase regional State membership in RASG-PA, contributing to information and data????? How much involvement of stakeholders (SW)????**

## COLLABORATION

A proactive approach to aviation safety requires the participation and commitment of all concerned stakeholders. Therefore, the RASP-PA plays an important role in supporting a means for collaboration. Based on the need for a coordinated and transparent approach for aviation safety, RASG-PA supports and encourages the collaboration and harmonization among States and aviation partners.

**RASG-PA has established a website that facilitates collaboration by enabling reporting in a de-identified manner so as to facilitate confidence and confidentiality in the systems used by the RASG-PA.**

Integration, involvement and support of all aviation stakeholders – RASG-PA ESC, etc., **include communication with stakeholders such as manufacturers and regulatory agencies.**

## SAFETY INFORMATION EXCHANGE

Exchange reactive, proactive and predictive information among RASG-PA members to produce an Annual RASG-PA Safety Report

Attainment of the RASG-PA objectives will increasingly be facilitated through advances in information exchange programs, enabling the detection of emerging safety issues and facilitating effective and timely action. In the long-term, the implementation of collaborative decision-making processes will be required to support air traffic management systems of the future. The exchange of safety information is a fundamental part of the regional and global plan and is required to achieve its objectives. Information exchange initiatives promote global standardization (with flexibility to fit the needs of different stakeholders) and enhance the monitoring of compliance with national regulations that are based on international requirements as well as industry best practices.

The proposal of an implementation of a risk-based approach relies increasingly on the regular exchange of information generated by ICAO, States, regional safety entities and industry organizations to identify hazards as well as systemic weaknesses having a potential safety impact. Progression to the risk-based and collaborative decision-making approaches will depend upon the ability to increase the frequency and broaden the scope of safety monitoring activities required to maintain desired levels of safety performance in States as well in region as a whole

To encourage and support the exchange of safety information it is imperative that RASG-PA can implement safeguards against the improper use of safety information. To this end, ICAO is cooperating with States and industry to develop provisions to ensure appropriate protection of safety information.

-Write about the ALTA-IATA exchange program, CAST and other programs RASG-PA is using to support information exchange.