



Agenda Item 2: Review of coordination activities between GREPECAS and the Regional Aviation Safety Group — Pan America (RASG-PA)

2.1 RASG-PA Regional activities since GREPECAS 17 Meeting

RASG-PA ACTIVITIES UPDATES AND DELIVERABLES

(Presented by the Secretariat)

SUMMARY	
<p>This paper presents the latest activities and deliverables achieved by the Regional Aviation Safety Group — Pan America (RASG-PA) since the last GREPECAS/17 Meeting. The Joint participation of States/Territories, international organizations and industry in RASG-PA activities has been fundamental for improving safety in the Pan American Region.</p>	
References:	
<ul style="list-style-type: none">• RASG-PA/ESC/28 and 29 Meeting Reports• RASG-PA website: www.rasg-pa.org	
<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 implemented in the world, established in November 2008 to use the framework provided by the ICAO Global Aviation Safety Plan (GASP) and the Global Aviation Safety Roadmap (GASR) supporting the establishment and operation of a performance-based aviation safety system in the Pan American Region.

1.2 The RASG-PA has been a model to other RASGs due to its unique working methodology and engagement of States and Industry.

1.3 RASG-PA supports implementation of the ICAO GASP and complies with ICAO Council approval of Regional Aviation Safety Groups (RASGs) with the objective to address global aviation safety matters from a regional perspective. Further, the RASG-PA supports NAM/CAR and SAM Regions in establishing objectives, priorities, indicators and the setting of measurable targets to

address safety-related deficiencies in each region while ensuring consistency of action and coordination of efforts.

2. Current Structure of the RASG-PA

2.1 Since 2016, the RASG-PA structure has been adjusted to optimize the resources and to ensure the timely execution of its mandate without jeopardizing the core functions and role of this regional group. A new Mission & Vision, a new RASG-PA structure and a new ESC composition were adopted. **Appendix A** provides an explanation of the RASG-PA structure and membership.

2.2 From the Safety Data Analysis, RASG-PA had published in the Annual Safety Regional Report that the main safety categories of interest in the Region remain: Loss of Control In Flight (LOC-I), Runway Excursions (REs), Controlled Flight Into Terrain (CFIT), and Mid-Air Collision (MAC), all of them showing decreasing trends during the analysis periods.

2.3 The RASG-PA also informed that the levels of Effective Implementation (EI) of the ICAO SARPs below 60% exist for 10 States in the Pan American Region according to the ICAO Universal Safety Oversight Audit Programme – Continuous Monitoring Approach (USOAP CMA).

2.4 The RASG-PA had continued their work in support of the region's safety matters, whose deliverables to the region are given through the execution of the Detailed Implementation Plans (DIPs) and PA-RAST deliverables to the ESC:



2.5 **Appendix B** shows the DIP status and actions agreed.

2.6 Similarly as part of the work conducted by the RASG-PA, the following outcomes had been developed:

- a) For broadening the implementation of Flight Data Monitoring Programme (FDMP)/Flight Data Analysis Program (FDAP) throughout the NACC and SAM Regions that aircraft incorporate FDAP on aeroplanes above 5,700 Mass Take-off Weight (MTOW): a cost-benefit Analysis (CBA) document has been developed and an amendment to Annex 6 Part I, FDAP Recommendation 3.3.1 and Standard 3.3.2 of Section 3.3 has been proposed to ICAO HQ
- b) to identify and address issues surrounding the collection, analysis, protection, and use of safety information, some toolkits are under development accompanied by some workshops and webinars to review the case studies for these tools.

- c) Follow-up to RASG-PA Projects: the GRIAA and PASO projects.
- d) Annual Safety Report (ASR), Special Edition produced in 2017

2.7 As part of the strategies developed it has been included on the RASG-PA website many instructional packages, aimed to address specific areas of training in air traffic controllers, pilots, and other aeronautical personnel. Concerning ATS we can mention:

- a) Radar Teamwork
- b) Air Traffic Managers Best Practices Seminar II
- c) Course 50314 - Quality Assurance Program Administration-Class 05005
- d) Course 50019 - Airspace and Procedures Class 05001
- e) Course 50012 - Airspace and Procedures Class 05005

2.9 In this regard, States are encouraged to get involved in implementation of DIPs. RASG-PA meeting reports, as well as training material and documentation, can be found on the RASG-PA webpage: www.rasg-pa.org/.

2.8 In conclusion, RASG-PA continues serving as the focal point for safety in the Pan American Region to ensure harmonization and coordination of efforts to collaboratively reduce aviation safety risk with all aviation stakeholders. The success and continuity of RASG-PA and subsequent enhancement of aviation safety in the region will depend on the commitment, participation and contributions of its members.

3. Suggested action

3.1 The Meeting is invited to:

- a) take note of the information provided;
- b) participate and support RASG-PA activities; and
- c) review the DIP deliverables and RASG-PA outcomes for State and GREPECAS support and implementation.

APPENDIX A

RASG-PA CURRENT STRUCTURE

The RASG-PA vision is to remain ahead of any risks to commercial aviation, seeking to achieve the highest level of safety in the Pan American Region.

RASG-PA’s mission is to reduce fatality risk 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.

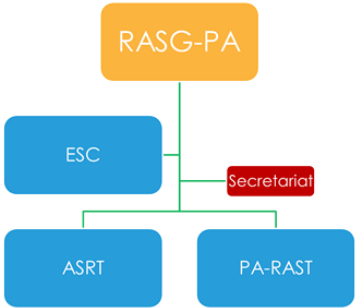
The RASG-PA Membership includes all the States and Territories in the NAM/CAR and SAM Regions, and States. The RASG-PA members and observers serve as partners of RASG-PA, and their joint commitment is fundamental for success in improving aviation safety:



In order to accomplish its mandate, RASG-PA established the following teams:

- Executive Steering Committee (ESC)
- Pan America — Regional Aviation Safety Team (PA-RAST).
- Annual Safety Report Team (ASRT)

RASG-PA Structure



The ESC may establish working groups/committees, as required, to support research, development implementation, and prioritization of RASG-PA activities. The PA-RAST and ASRT Teams report to the ESC and the duration of their activity shall be established by the ESC.

The Secretary is provided by ICAO (NACC or SAM Regional Director). The ICAO Regional Director serving as Secretary of RASG-PA will not concurrently serve as Secretary of the CAR/SAM Regional Planning and Implementation Group (GREPECAS). The RASG-PA Secretariat supports the RASG-PA Co-Chairpersons by

providing administrative, coordination and technical support to the RASG-PA, ASRT, ESC, PA-RAST, and working groups and committees as required.

RASG-PA Chairmanship is composed of two Co-Chairpersons: One from ESC member States/Territories; and one from ESC member International Organizations/Industry. The Co-Chairpersons will serve for a period of three years and may be re-elected, but may not serve for more than two consecutive terms. The membership of the ESC is composed of representatives from four different States from the CAR/NAM Regions; representatives from four different States from the SAM Region; and representatives from eight different international organizations and Industry:



RASG-PA will ordinarily hold meetings with different scope and schedule, as follows:

1. Plenary meetings shall meet once every three years, before the ICAO Assembly; an extraordinary plenary meeting may be held at any time upon the call of the ESC;
2. ESC meetings will be held twice a year;
3. Pan America – Regional Aviation Safety Team (PA-RAST) meetings will be held quarterly; and
4. Aviation Safety Report Team (ASRT) meeting will be held once a year.

APPENDIX B
Detailed Implementation Plans (DIPs) States

No. DIP/Status	Deliverable	
	Addressed to	Status: Benefits/Impact
LOC-I: 196 Completed	Air carriers	<ul style="list-style-type: none"> Available: conduct effective UPRT in realistic scenarios, and using qualified flight simulator training devices-checklists
LOC-I: 197	Air carriers	<ul style="list-style-type: none"> Available: emphasize the importance of establishing controlled and stabilized flight as the primary consideration during non-normal situations, prior to troubleshooting or execution of checklists
LOC-I: 198 Completed	Air carriers	<ul style="list-style-type: none"> Available: conduct effective, scenario-based go-around training that matches realistic situations Checklists
LOC-I:199	Air carriers and other training providers as well as regulators	<ul style="list-style-type: none"> Available: enhance acceptance, utilization and effectiveness of crew resource management (CRM) principles on the flight deck by revising curriculum content and delivery. These principles should provide clear, unambiguous roles for the pilot flying (PF) and pilot monitoring (PM) in normal and non-normal operations. Checklist
C-FIT: Completed	States	<ul style="list-style-type: none"> Available only done for LAR: Survey States to know if GPWS is a Regulatory Requirement. Included in LAR 121 .850, LAR 135.450.
C-FIT: Completed	States	<ul style="list-style-type: none"> Produce a Checklist for CAA Inspectors to make sure Airlines comply with CFIT Regulations, training, SOPs and software and database updates SVRVOP: AIR Inspector Manual Part 4, Volume I , Cap 8 .3.8 (Certification); and Volume II Cap 8 .3.5 (surveillance)
C-FIT: Pending	States	<ul style="list-style-type: none"> Vertical Guidance to replace circle to land approaches SAM IG: responded NAM/CAR: pending
C-FIT: Pending	States	<ul style="list-style-type: none"> Update Airport Obstacle Charts in accordance with WGS-84 SAM: LAR 154/ 204 NAM/CAR: pending
C-FIT: Pending	States	<ul style="list-style-type: none"> Survey States to know Obstacle and Terrain Implementation Area 1, 3 and 4 Status NAM/CAR: pending SAM: pending
RE:	States	<ul style="list-style-type: none"> RE Programme Session/

No. DIP/Status	Deliverable	
Pending for 2018		<ul style="list-style-type: none"> • A facilitated training session between Pilots and Controllers, simulated flight execution
MAC: Pending translation to Spanish - Publish to RASG-PA Web site and work on marketing strategy	States	<ul style="list-style-type: none"> • Incorporate Eurocontrol’s Level Bust Toolkit • • ACTION ESC/29 agreed: ICAO Secretary will coordinate translation
MAC: Pending	States	<ul style="list-style-type: none"> • Update designation rules according to regional best practices to prevent communication flaws • • ACTION ESC/29 agreed: ICAO NACC/SAM ATM to coordinate with MAC DIP for this update
MAC: Pending	Airlines-operators	<ul style="list-style-type: none"> • FAA AC 980-48D: Deliverable: Incorporate into the flight crew training programs • • Status: Review of survey to assess regional situation. Work with IATA to “spread the word”. Initiate studies of mitigation strategies and analyze data.