



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

FOLLOW-UP TO RASG-PA ACTIVITIES

(Presented by the Secretariat)

SUMMARY	
<p>This paper presents an overview of the Regional Aviation Safety Group – Pan America (RASG-PA) and a summary of the latest activities. Joint participation by States/Territories, international organisations, and industry in RASG-PA activities allows for this Aviation Safety Group to have a positive impact in safety improvement throughout the Pan American Region.</p> <p>In 2018, the SAM Office took on the coordination of the RASG-PA Secretariat. Increasing 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>	
References:	
<ul style="list-style-type: none"> • Reports of the RASG-PA/ESC/31 and 32 • 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 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 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 RAGSs due to its unique work methodology and the participation of States and industry.

1.3 The RASG-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 RAGS-PA structure

2.1 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.

2.2 During ESC/31 and ESC/32 meetings, the Executive Committee held in Buenos Aires, Argentina, on November 8th and 9th, 2018, and at Mexico City, on March 19th and 20th, 2019, respectively, the Executive Committee approved important improvements to the RASG-PA work process:

- a) Adoption of a work methodology based on projects;
- b) The RASG-PA Secretariat assumes the role of Project Management Office (PMO); and
- c) Application of a new Communications Plan.

2.3 These measures will make it possible to boost the group's activities, allow a better follow-up of its activities and ensure greater visibility and dissemination of its deliverables.

2.4 Currently, RASG-PA is working on the following Projects:

- a) Indicative guide of documentation and regulations, for the Maintenance of Airport Pavements, in accordance with Annex 14 of ICAO.
- b) Development of PBN procedures for visual clues,
- c) Analysis of data of adverse meteorological events;
- d) Main regional risks (CFIT, LOC-I, RE, MAC)
- e) Incorrect configuration of the aircraft;
- f) Integration of drones into the airspace; and
- g) Results after a missed approach

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 RASGPA-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; and
- b) participate in and support RAGS-PA activities;
