



**WORKING PAPER**

RASG-PA ESC/TC01-19— WP/05  
11/03/19

**Regional Aviation Safety Group — Pan America Executive Steering Committee Teleconference 01/19  
(RASG-PA ESC/TC01-19)  
3 May 2019**

**Agenda Item 3: Review of ESC/32 Conclusions and Decisions**

**Analysis of RASG-PA scope of activities**  
(Presented by AD-HOC Group)

<b>EXECUTIVE SUMMARY</b>	
AD-HOC Group conclusions and recommendations regarding the analysis on how to address specific activities not directly related to safety analysis and mitigation	
<b>Action:</b>	The Meeting is invited to: <ul style="list-style-type: none"> <li>• Take note on the contents of this Working Paper and make comments.</li> </ul>
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> <li>• Safety</li> </ul>
<i>References:</i>	ESC/32 Meeting and Report

**1. Introduction**

1.1 During ESC/32 Meeting held in Mexico City on 19 and 20 March 2019, a working paper was presented by Brazil and IATA related to the PA-RAST diverting its activities from those not directly related to safety analysis and mitigation. The creation of a new team is considered in the working paper.

1.2 The idea of the proposal is to allow the PA-RAST to focus in its core functions and let the new team address other activities, including those related with the GASP that are not being addressed by the RASG-PA. The Meeting agreed that PA-RAST should focus on safety analysis and mitigation plans, but that it is also important not to add bureaucracy or increment administrative load on the Secretariat and the RASG-PA overall.

1.3 It was mentioned that most of the activities not related to the PA-RAST, are expected to be handled by the ICAO NACC and SAM Regional Offices, and these activities should be reported to ESC.

1.4 After exchange of opinions, the Meeting agreed on the creation of an Ad hoc Group to further analyse the proposal, perform a gap analysis regarding the RASG mandate and what is actually being done, and which RASG-PA activities do not correspond to the PA-RAST or ASRT, and to provide recommendations on how to address this issue, taking into considerations not only the contents of the working paper, but also the concerns such as added workload on the Secretariat, added bureaucracy to the processes, same people doing different things. Canada, Brazil, Costa Rica, Panama, Peru, Trinidad and Tobago, United States, COCESNA, CANSO and IATA, volunteered to be part of the group.

**2. Discussion**

2.1 **Appendix A** to this Working Paper contains the conclusions and recommendations of the AD-HOC working group.

**3. Conclusion**

3.1 The Meeting is invited to note the information provided above and make comments.