

RASG-PA Ad Hoc WG

Presented to: RASG-PA ESC

May 3, 2019



Overview

- ▶ The Ad Hoc WG, as established at ESC/32, met via GoTo Mtg 4 times in April:
 - ▶ April 4, 11, 17, and 24
- ▶ Participants:
 - ▶ Brazil, Canada, CANSO, Costa Rica, IATA, ICAO SAM and NACC, Panama, Peru, Trinidad and Tobago, and the United States (WG lead)
- ▶ Task:
 - ▶ To perform a gap analysis regarding the ICAO RASG mandate (GASP and draft RASG/PIRG Terms of Reference) and what is currently being done in RASG-PA, including reviewing RASG-PA activities do not correspond to the PA-RAST or ASRT, and to provide recommendations on how to address this issue.



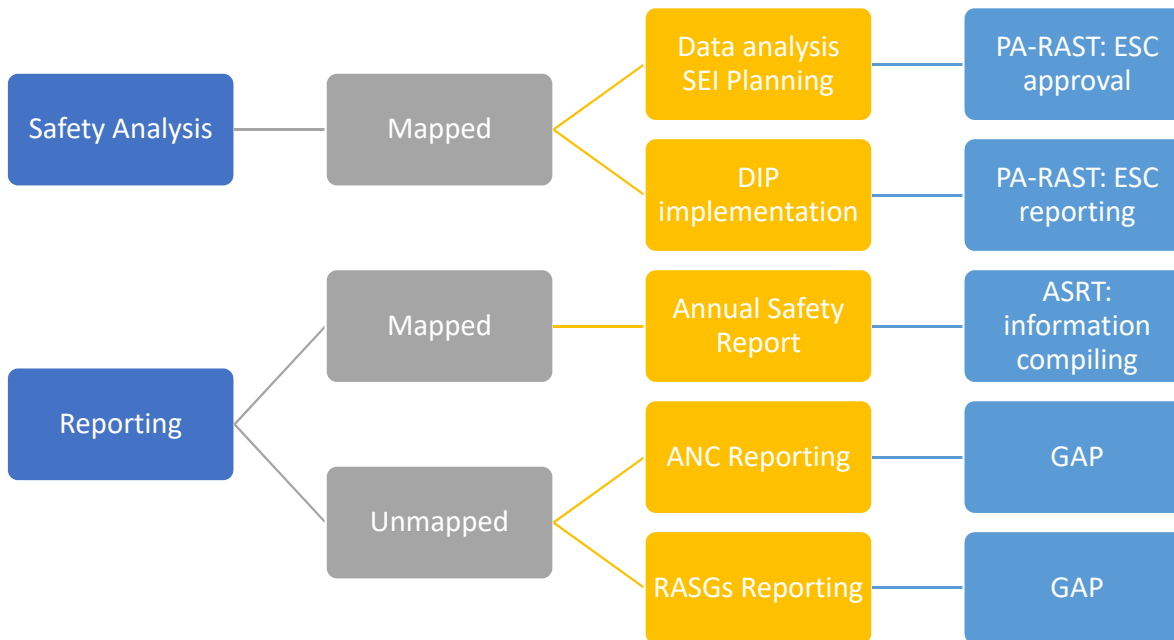
Document Review

- ▶ The WG reviewed/discussed the following documents:
 - ▶ RASG-PA Procedural Handbook
 - ▶ Focus on the PA-RAST Terms of Reference (TOR)
 - ▶ Draft GASP 2020-2022
 - ▶ Brazil and ICAO SAM provided extensive input due to familiarity
 - ▶ WP to be presented to ICAO Council in coming months: AN-WP/9296 - APPROVAL OF DRAFT REPORT TO COUNCIL ON A REVIEW OF THE REPORTING STRUCTURE AND TERMS OF REFERENCE, FUNCTIONS AND PARTICIPATION OF THE PIRGS AND RASGS
 - ▶ Appendix B contains generic TORs for RASGs, which were in most cases aligned with GASP requirements for RASG reporting, functions, and participation.



Gap Analysis

- ▶ The WG conducted a gap analysis between existing RASG-PA documentation and upcoming GASP and generic RASG/PIRG TORs. The complete gap analysis can be found in the attached matrix, but this is a partial graphic representation:



Conclusions

The WG agreed on the following conclusions:

1. The majority of the gaps identified by the WG fall into three categories:
 - ▶ Reporting RASG-PA progress/outcomes to ICAO ANC,
 - ▶ Coordinating regionally and globally with other RASGs, and
 - ▶ Assisting with Regional Aviation Safety Plan (RASP) development, implementation, and alignment with the GASP.
2. Certain requirements of the GASP and generic TORs may be more closely related to “compliance” rather than safety.
3. Due to limited resources and unique expertise, PA-RAST should remain focused solely on safety data analysis and development of SEI/DIP designed to reduce fatality risk.



Recommendations to ESC

The WG agreed on the following recommendations:

1. The ESC should adopt a project-based approach (PBA) to address GASP mandates that are not within the scope of PA-RAST or Secretariat's responsibilities.
 - ▶ Each Project should be tracked by the Secretariat, with a Champion (State or Industry) assigned to lead.
 - ▶ The ESC should try to identify new players as Project Champions, not the same States/Industry members that regularly volunteer.
2. The ESC should ensure that the PA-RAST remains focused on safety data analysis and the development of SEI/DIP, in line with the existing TOR. At ESC discretion, a tasking review process should be developed.
3. The ESC should consider developing/submitting a WP for the 40th Assembly, providing feedback to the Council on certain GASP mandates that would unduly burden the RASG-PA (or the RASGs as a whole) with workload that is not squarely focused on fatality risk reduction through safety data analysis.



Other Observations for ESC Consideration

Observations indirectly related to WG task:

1. **Regional Aviation Safety Plans (RASP):** The draft GASP directs that RASGs must report on GASP alignment and implementation. However, RASPs are currently developed and managed by the ICAO Regional Offices. If RASG-PA is to implement/report on RASPs, then RASG-PA must be part of the development and approval of a unified RASP for all of Western Hemisphere, and the ESC should manage any decisions required with respect to the RASP(s).
2. **Communication & Promotion:** There was general agreement that the RASG-PA must do a better job in communicating with all States in the region and promoting SEI/DIP implementation. The WG recommends the ESC consider a project focused on communication, championed by communications experts (not PA-RAST or ESC members).



¡Gracias!
Thank you!
Obrigado!

