



**WORKING PAPER**

RASG-PA ESC/32 — WP/20  
15/03/19

**Thirty - Second Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting  
(RASG-PA ESC/32)**

ICAO NACC Regional Office, Mexico City, Mexico, 19-20 March 2019

**Agenda Item 2: Items related to RASG-PA’s internal operation**

**CREATING A NEW WORKING GROUP/TEAM UNDER THE REGIONAL AVIATION SAFETY GROUP – PAN AMERICA (RASG-PA)**

(Presented by Brazil and the International Air Transport Association)

<b>EXECUTIVE SUMMARY</b>	
This working paper presents a proposal for RASG-PA Executive Steering Committee (ESC) to consider the establishment of a new PA-RASG TEAM under the RASG-PA ESC.	
<b>Action:</b>	Action is presented in paragraph 4.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> <li>• Safety</li> </ul>
<i>References:</i>	<ul style="list-style-type: none"> <li>• ***</li> </ul>

**1. Introduction**

1.1 The Regional Aviation Safety Group – Pan America (RASG-PA) safety model, as originally conceived, was to ensure harmonization and coordination of safety efforts aimed at reducing aviation risks in the International Civil Aviation Organization (ICAO) North American, Central American, Caribbean (NACC) and South America (SAM) Regions as well as to promote the implementation of resulting safety initiatives by all stakeholders. These initiatives also included ties to the ICAO Global Aviation Safety Plan (GASP) and the Global Aviation Safety Roadmap (GASR). As stated in the RASG-PA’s original governing charter, this effort would be achieved through the involvement of all stakeholders including ICAO, States, International Organizations and Industry.

1.2 The RASG-PA initial Terms of Reference (TORs) envisioned the development of activities to continue the implementation of the GASP and GASR to ensure the completion of resulting action plans. This framework would ensure that all safety activities would be properly coordinated to avoid duplication of effort, as well as facilitating the sharing of safety information and experiences among all regional stakeholders. Most importantly, where a performance-based safety system did not exist in the region,

the RASG-PA would analyse the risks to civil aviation by developing action plans as necessary to mitigate risks, ensuring proper coordination and support implementation.

1.3 In 2009, at the Second RASG-PA Meeting, the membership enacted the creation of an entity now known as the Pan America Regional Aviation Safety Team (PA-RAST). At that time, increasing activity prompted the RASG-PA to establish the RAST as a more efficient way to coordinate safety projects and then move through the RASG-PA Executive Steering Committee (ESC) for further evaluation, monitoring, follow-up and further action, up to and including approval of significant decisions by the RASG-PA Plenary. Under this system, the RASG encouraged the flexibility of the group and showed it was able to adapt to changing workload. The PA-RAST relies heavily upon data sets and data analysis to set safety priorities, create Safety Enhancement Initiatives (SEIs) and Detailed Implementation Plans (DIPs) to promote continuous safety improvement throughout the region.

1.4 While the RASG-PA (with PA-RAST at its core) has been very successful in assisting the region in reaching an unprecedented level of safety, the group must seek to maintain its focus on remaining ahead of any risks to commercial aviation.

## **2. DISCUSSION**

### **2.1 Rationale for a new Team**

2.1.1 In Appendix B of the RASG-PA Procedural Handbook, the PA-RAST Roles and Responsibilities directs the team to focus on the analysis of available data sources and data driven safety risk areas to establish appropriate mitigation strategies. This data-driven approach was intended to focus the PA-RAST on its core mission, by design limiting the expansion of its scope into issues that are not paramount in the data analysis.

2.1.2 Over the eleven years since the establishment of the RASG-PA, many topics have been included in the PA-RAST meeting agendas that are not central to the PA-RAST's technical function, such as USOAP audits and compliance with oversight standards, the concept of a Global Aviation Safety Oversight System, and other topics not determined through data analysis. These are important topics that would benefit from coordination and collaboration at a Pan-American level within the RASG-PA ESC and Plenaries. In order to support the review of those topics at an executive level, there is a need for a second expert-level team under the ESC to support the RASG-PA's mission, while allowing the PA-RAST to continue focusing on its core objectives of safety data analysis and the development of risk mitigation measures, based on the determined risk in the region.

2.1.3 Work that supports the overarching mission of the RASG-PA, but does not fall within the scope of the PA-RAST, should be identified by the RASG-PA ESC and considered for inclusion in the TORs of a new team. The creation of a new team would ensure that the RASG-PA remains a highly functioning group, focused on delivering safety results and meeting new safety challenges in this dynamic and rapidly growing region.

## **3. PROPOSAL TO IMPROVE THE EFFECTIVENESS OF THE RASG-PA**

3.1 The RASG-PA ESC should consider the formation of a new team to address all issues not related to the roles and responsibilities of the PA-RAST. This new team would support all other safety related issues and matters of policy, with a reporting structure directly to the RASG-PA ESC. More specifically,

this new team could be responsible for, but not limited to, the following:

- Support the development and achievement of regional safety performance targets in the follow on to the Bogota and Port of Spain Declarations related to safety oversight.
- Use ICAO USOAP-CMA data, as well as other sources, to identify deficiencies in the region, and recommend strategies for reducing safety concerns through ICAO technical cooperation projects (like the CAR MCAAP Project) or through direct assistance by other States and/or Industry.
- Be the main focal point in managing any RASG-PIRG coordination activities in collaboration with GREPECAS, and address air navigation (non-GREPECAS focused) and other issues not within scope of the PA-RAST but which are in the scope of the RASG-PA, recommending strategies for addressing concerns.
- Provide support for regional safety oversight organizations (e.g. ACSA, CASSOS, ECCAA and the SRVSOP).
- Work with the PA-RAST, ICAO (NACC MCAAP and SAM SRVSOP), States, and Regional groups to identify, plan and possibly execute appropriate safety training and other opportunities in the CAR/SAM Region.
- Review all matters as directed by the ESC, to include reviews and analysis of policy and other proposals, Information and Working Papers, and items relevant to high level ICAO Meetings (ANC, Assembly, etc.).
- Improve communication between the RASG-PA and its Member States, while promoting continual safety improvements throughout the region.

#### **4. Suggested Action**

4.1 The Meeting is invited to:

- a) Review and discuss the rationale for a new team under the RASG-PA, as noted in paragraph 2;
- b) Discuss and evaluate the proposed roles and responsibilities for a new team, as presented in paragraph 3;
- c) Approve the establishment of a Working Group within the RASG-PA ESC to develop Terms of Reference (TORs) for a new team to be agreed by the RASG-ESC and for further approval at the upcoming RASG-PA Plenary meeting in Quito, Ecuador on 20 June 2019.

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