



**INFORMATION PAPER**

RASG-PA ESC/36 — IP/01  
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**Thirty Sixth Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting  
(ESC/36)  
19 to 20 May 2021**

**Agenda Item 1: Items related to RASG-PA’s internal operation**

**NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN REGIONAL AVIATION SAFETY PLAN  
(NACC RASP)**

(Presented by the Secretariat)

<b>EXECUTIVE SUMMARY</b>	
This Paper presents the launch of the North American, Central American and Caribbean Regional Aviation Safety Plan (NACC RASP)	
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> <li>• Safety</li> </ul>
<i>References:</i>	<ul style="list-style-type: none"> <li>• Doc 10004 – <i>Global Aviation Safety Plan (GASP)</i></li> <li>• North American, Central American and Caribbean Regional Aviation Safety Plan (NACC RASP)</li> </ul>

**1. Introduction**

1.1 The NACC Regional Office is committed to improve aviation safety, providing resources for support and assistance activities, as well as increasing collaboration at a regional level, for which it has implemented a series of initiatives with the objective of improving safety within the NAM/CAR Regions.

1.2 In the NAM/CAR Regions, we have the Systemic Assistance Programme (SAP), the Accident Investigation and Prevention strategy (AIG), the strategy of the State Safety Programme (SSP), the Group of National Continuous Monitoring Coordinators (NCMCs) and other mechanisms of mutual support and collaboration for the implementation of the Universal Safety Oversight Audit Programme (USOAP) with the objective to assist and support different aspects of safety. With the launch of the new version of the Global Aviation Safety Plan (GASP), since 2019 the creation of a Regional Safety plan started, grouping all these compliance aspects with the GASP (2020-2022 edition) guidelines. The NACC RASP is a guiding strategic document for the safety processes of the current triennium 2020-2022, version 1.0 was reviewed by the NAM/CAR States.

1.3 This document was created jointly with the NAM/CAR stakeholders so that, in coordination with the Regional Aviation Safety Group – Pan America (RASG-PA), the effective implementation and sustainability of the safety oversight systems of the NACC States is promoted, following the policy of the NACC Regional Office Systemic Assistance Programme (SAP).

## 2. NACC RASP

2.1 The NACC RASP is a strategic document, intended to provide a path for the NACC States, aligned with the GASP, but also considering the challenges within the NAM/CAR Regions; likewise, the NACC RASP is a living document that should be seen as the cornerstone for the development of robust and sustainable aviation safety for NACC States.

2.2 Its content was discussed with the NACC States during the on line meeting of the Regional Aviation Safety Plan (RASP) on 1 March 2021, in which 22 States and 4 International Organizations participated.

2.3 The NACC RASP promotes and facilitates the establishment of connectivity and data exchange integration between States, RASG PA and stakeholders to allow regional high-level analysis and monitoring activities, as well as the identification of the requirements to establish the exchange of interregional and global data collection. Meanwhile, the RASG-PA will facilitate the exchange of best practices, cooperation and collaboration applying a top-down approach to complement the bottom-up planning and execution approach of the NACC States.

2.4 In this regard, Cuba, United Kingdom, United States, and other States provided comments and approval of the initial version; likewise, all the recommendations have been taken into account for the delivery of the final version, version 1 of the NACC RASP is available at the following web link: <https://www.icao.int/NACC/Documents/Meetings/2021/RASP/NACCRASP-En.pdf>

2.5 The NACC RASP version 1 was also presented to the Directors General of the NAM/CAR Regions at the NACC DCA virtual meeting held on 14 April 2021, in which *Conclusion 4* invites States to final approval of the document by 27 May 2021.

2.6 Briefly, the NACC RASP is composed of:

- a) the ICAO NACC Regional Office strategic approach to address identified safety risks in the NACC States;
- b) the objectives and goals for the triennium, aligned with the GASP and coordinated with the RASG-PA, and
- c) the safety improvement initiatives that the NACC Regional Office, in collaboration with States, Regional Safety Oversight Organizations (RSOOs) and industry, should follow to improve safety in the NAM/CAR Regions;

- d) the identified regional safety risks for 2020-2022, and
- e) a description of the implementation of the security improvement initiatives (SEI) to be monitored.

### **3. Conclusion**

3.1 By the above, and in coordination with the functions of the RASG-PA, the ICAO NACC Regional Office will:

- Support the implementation of the NACC-RASP as a strategy within the NAM/CAR Regions for the continuous improvement of aviation safety.
- Provide support to the NACC-RASP in meeting the established indicators related to the RASG PA.
- Monitor the developed strategies through the NACC-RASP, in compliance with the GASP guidelines.