International Civil Aviation Organization
North American, Central American and Caribbean Office (NACC)
Twenty-fifth Meeting of Directors of Civil Aviation of the Eastern Caribbean (E/CAR/DCA/25)
St. John's, Antigua and Barbuda, 3–5 December 2013

Agenda Item 4:   **Aviation Safety Matters**
                4.3   Regional Aviation Safety Group – Pan America (RASG-PA)

REGIONAL AVIATION SAFETY GROUP – PAN AMERICA (RASG-PA) ACTIVITIES

(Presented by the Secretariat)

SUMMARY
The Regional Aviation Safety Group - Pan America (RASG-PA) applies the ICAO Global Aviation Safety Plan (GASP) to various initiatives and projects to enhance aviation safety, mitigate risks, and therefore reduce the number of fatal accidents in the Pan American Region. The participation of States/Territories, international organizations and industry in RASG-PA activities is fundamental to improve safety in the Pan American Region.
References: • *ICAO Global Aviation Safety Plan (GASP)* • *RASG-PA/06 Meeting Report* • *RASG-PA website http://www.rasg-pa.org/*

Strategic Objective	*This working paper is related to Strategic Objective: A. Safety – Enhance global civil aviation safety*

1.   Introduction

1.1   The Regional Aviation Safety Group – Pan America (RASG-PA) was established in November 2008 to support the establishment and operation of a performance-based safety system in the Pan American Region.

1.2   The RASG-PA mission is to enhance civil aviation safety and efficiency in the Pan American Region through coordination and collaboration of all aviation stakeholders under ICAO's leadership.

1.3   The RASG-PA vision involves all stakeholders in aviation safety to reduce aviation safety risks in the ICAO North American, Central American, Caribbean and South American regions through harmonized and coordinated efforts aimed at mitigating safety risks and promoting implementation of safety initiatives by all stakeholders.

1.4   It uses the ICAO Global Aviation Safety Plan (GASP) to develop its work programme from a regional perspective.

1.5   RASG-PA membership includes representatives from all NAM/CAR/SAM States/Territories, ICAO, international organizations and industry, such as: Air Safety Support International (ASSI); Airports Council International (ACI); Airbus, Latin American and Caribbean Air Transport Association (ALTA); Boeing; Civil Aviation Navigation Services Organization (CANSO); Caribbean Aviation Safety and Security Oversight System (CASSOS); Corporación Centroamericana de Servicios de Navegación Aérea (COCESNA); Eastern Caribbean Civil Aviation Authority (ECCAA), Embraer, Flight Safety Foundation (FSF), International Air Transport Association (IATA); International Federation of Airline Pilots Association (IFALPA); International Federation of Air Traffic Controllers Association (IFATCA) and Latin American Civil Aviation Commission (LACAC).

1.6   The RASG-PA Executive Steering Committee (ESC) is composed of two Co-Chairpersons representing States/Territories and international organizations/industry, respectively; four Vice-Chairpersons representing States, and representatives from international organizations. Currently, the Co-Chairpersons are Curacao and Boeing, and the four Vice-Chairpersons are Brazil, Chile, Costa Rica and United States. ICAO is represented by the ICAO NACC (Secretariat) and SAM Regional Offices, and Headquarters.

1.7   In order to conduct its activities, RASG-PA has established the following teams:

- Annual Safety Report Team (ASRT)
- Aviation Safety Training Team (ASTT)
- Information Analysis Team (IAT)
- Pan America – Regional Aviation Safety Team (PA-RAST)

2.   Discussion

2.1   The fourth edition of the RASG-PA Annual Safety Report (ASR) reveals that the top three key risk areas in the Pan American Region continue to be Runway Excursion (RE), Controlled Flight Into Terrain (CFIT), and Loss of Control In-Flight (LOC-I). Recently, Mid-Air Collision (MAC) was added to the list as the fourth risk area in the Region.

2.2   These four risk areas are considered among the highest priorities of the RASG-PA work programme through development of Safety Enhancement Initiatives (SEIs) and corresponding Detailed Implementation Plans (DIPs), which are voluntarily led by RASG-PA members. Several of these tasks have been completed successfully, leading to the development and implementation of additional safety enhancement initiatives for which RASG-PA strongly advocates participation of stakeholders.

2.3   It should be noted that even with limited economic and in-kind resources, and limited participation from States' civil aviation authorities in RASG-PA activities and projects, RASG-PA has been able to successfully perform its tasks through great commitment and dedication. Among the main RASG-PA deliverables are the following:

- Four Pan American Aviation Safety Summits
- Four editions of the RASG-PA Annual Safety Report
- Proposal for Amendment to Aeronautical Legislation to Protect Safety Information Sources
- Runway Excursion Risk Reduction (RERR) Toolkit (Version 2)
- Surveys on go-around policies and unstable approach mitigation

- Advanced maneuvers manual distributed to all operators
- Seven RASG-PA Aviation Safety Workshops/Seminars
- Pilot Monitoring Toolkit
- Guidance for Maintaining Runway in Accordance with ICAO Annex 14
- Aviation safety training material made available on the RASG-PA website www.rasg-pa.org
- Standardized CFIT training across operators in the region
- RASG-PA Safety Advisories (RSAs)
- Implemented Runway Safety Teams (RSTs) at the Mexico City International Airport (MMMX), Mexico; Montego Bay, (MKJS), Jamaica; Quito, (SEQU), Ecuador; and Lima (SPIM), Peru
- First Aeronautical Legislation Seminar for the Protection of Safety Information

2.4   RASG-PA is also working, in coordination with several entities, on various projects to enhance safety such as:

- Consistent use of Standard Spanish and English Phraseology in accordance with the ICAO PANS-ATM – Air Traffic Management (Doc 4444)
- Central American Accident and Incident Prevention Investigation Commission
- Flight Information Quality Assurance (FOQA) Programme
- Bird Strike Reduction Programme

2.5   RASG-PA is fulfilling its objective to enhance safety in the Pan American Region by reducing duplication of effort, and reducing human and financial resource expenditure.

2.6   The RASG-PA working group meeting reports, as well as other material and documentation related to detailed activities of the group, including training material, can be found on the RASG-PA webpage: www.rasg-pa.org/.

3.   Conclusion

3.1   The Pan American Region has many challenges to improve safety levels such as:

- Some States have low levels of Effective Implementation (EI) of the 8 Critical Elements according to results of the Universal Safety Oversight Audit Programme (USOAP) and ICAO Coordinated Validation Missions (ICVM)
- There are unresolved infrastructure deficiencies for extended periods of time as shown in the GREPECAS Air Navigation Deficiencies Database (GANDD)
- There are insufficient human resources and budgets
- There are delays with implementation of the ICAO State Safety Programme (SSP) and Safety Management Systems (SMS)

3.2   In general, there is insufficient participation from States in RASG-PA activities, considering that the Regional Aviation Safety Groups (RASGs) have the approval of the ICAO Council to address global aviation safety issues from a regional perspective. Hence its importance as the focal point on safety in the Pan American Region to ensure harmonization and coordination of efforts to reduce aviation safety risks.

3.3   The success and continuity of RASG-PA and subsequent enhancement of aviation safety in the region will depend on the commitment, participation and contributions of its members.

4.   **Suggested action**

4.1   The Meeting is invited to:

   a)   take note of the information provided;

   b)   participate and support RASG-PA projects, activities and initiatives with national and industry representatives; and

   c)   designate the appropriate representative for the various RASG-PA Teams.

— END —