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INFORMATION PAPER

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(NAM/CAR/CATC/WG/2)**

ICAO NACC Regional Office, Mexico City, Mexico, 2 to 5 December 2014

Agenda Item 9: Other Business

REGIONAL AVIATION SAFETY GROUP – PAN AMERICA

(Presented by the Secretariat)

EXECUTIVE SUMMARY

This information paper presents the Regional Aviation Safety Group — Pan America (RASG-PA) activities.

RASG-PA develops initiatives and projects to enhance aviation safety using the ICAO Global Aviation Safety Plan (GASP) as a guide to mitigate safety risks to reduce the fatal accident rate in the Pan American Region.

Joint participation by States/Territories, international organizations and industry in RASG-PA activities has proven fundamental to improving safety in the Pan American Region.

<i>Strategic Objective:</i>	• Safety
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1. Introduction

1.1 RASG-PA was established in November 2008 to support development and operation of a performance-based safety system in the Pan American Region.

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

1.3 RASG-PA vision involves all aviation stakeholders in reducing aviation safety risks in North America, Central America, Caribbean and South America through harmonized and coordinated mitigation efforts aimed at promoting implementation of safety initiatives.

1.4 RASG-PA uses the ICAO GASP as a guide to develop its work programme using a regional perspective.

1.5 RASG-PA membership includes representatives from all NAM/CAR and SAM States/Territories, ICAO, international organizations and industry such as: Air Safety Support International (ASSI), United Kingdom; 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); and the Latin America Regional Safety Oversight Organization (SRVSOP).

1.6 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.

1.7 In order to conduct its activities, RASG-PA has established the following teams (See **Appendix**):

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

2. Discussion

2.1 The Fifth Edition of the RASG-PA Annual Safety Report (ASR) reveals that the top three 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 successfully completed to date leading to the development and implementation of additional SEIs for which RASG-PA strongly advocates participation of States and other stakeholders.

2.3 The RASG-PA goal is 50% fatality risk reduction for the period 2010-2020 in CAR and SAM Regions, based on:

- The fatality risk is the full loss passenger load equivalents per million departures
- The baseline (five years average fatality risk) in 2010 was 0.6
- The RASG-PA goal for 2020 is 0.3
- The calculated reduction due to SEIs implemented in the period 2009-2013 is 24%
- The calculated risk through 2013 is 0.4

2.4 It should be noted that even with limited resources and participation by Civil Aviation Authorities in RASG-PA activities and projects, the Group has been able to successfully perform its tasks through great commitment and dedication.

2.5 The main RASG-PA deliverables include but are not limited to the following:

- Five Pan American Aviation Safety Summits
- Five Editions of the RASG-PA Annual Safety Report
- Proposal for Amendment to Aeronautical Legislation to Protect Safety Information Sources Framework Document
- Runway Excursion Risk Reduction (RERR) Toolkit (Version 2)
- Surveys to airlines on go-around and unstable approach policies in order to develop mitigation strategies
- Advanced Manoeuvres Manual distributed to all operators
- Nine RASG-PA Aviation Safety Workshops/Seminars
- Pilot Monitoring Toolkit
- Manual on Guidance for Maintaining Runways in Accordance with ICAO Annex 14
- Aviation safety training material available on the RASG-PA website
- Standardized operator CFIT training across the region
- Four RASG-PA Safety Advisories (RSAs)
- Runway Safety Teams (RSTs) implemented at several airports in Cuba; pilot programme at Mexico City International Airport (MMMX), Mexico; Montego Bay (MKJS), Jamaica; a single RST for Trinidad and Tobago airports
- Delivered First Aeronautical Legislation Seminar for the Protection of Safety Information
- RASG-PA signed the first MOU with the United States Commercial Aviation Safety Team (U.S. CAST) on information sharing
- RASG-PA signed a MOU with IATA on information sharing of FDX (Flight Data eXchange)

2.6 In collaboration with several RASG-PA members, the Group is also working 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)
- Establishment of the Central American Accident and Incident Prevention Investigation Commission
- Flight Information Quality Assurance (FOQA) Programme in Central America
- Bird Strike Reduction Programme
- Development of Metrics to Measure Institutional Strengths of the Civil Aviation Authorities

2.7 RASG-PA is fulfilling its objective to enhance safety in the Pan American Region by reducing duplication of efforts as well as human and financial resource expenditure.

2.8 RASG-PA training material and documentation is available on the RASG-PA webpage: www.icao.int/rasgpa.

3. Conclusion

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

- Improving the levels of Effective Implementation (EI) of the 8 Critical Elements (CEs) according to results from the ICAO Universal Safety Oversight Audit Programme (USOAP)
- Increasing State human and financial resources
- Expediting the implementation of the ICAO State Safety Programme (SSP) and Safety Management Systems (SMS) by States and service providers, respectively

3.2 RASG-PA serves as the focal point for safety in the Pan American Region to ensure harmonization and coordination of efforts to collaboratively reduce aviation safety risk by all aviation stakeholders.

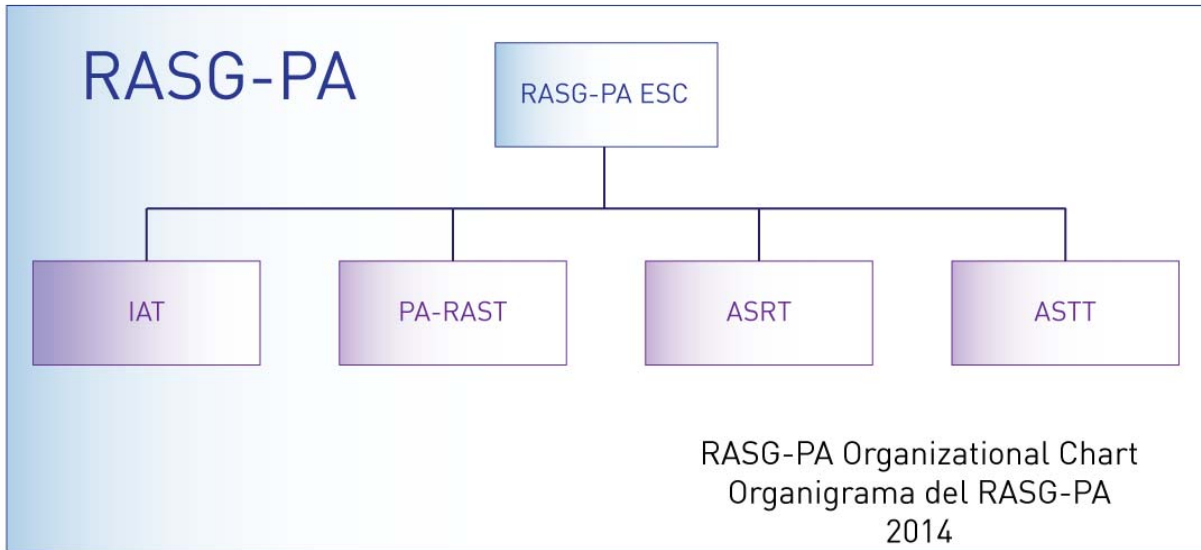
3.3 Coordination of activities and information sharing with ICAO Headquarters, the CAR/SAM Regional Planning and Implementation Group (GREPECAS), and respective Regional Safety Oversight Organizations (RSOOs) is conducted at the Secretariat level in order to avoid redundancy and optimize the use of resources.

3.4 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.

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APPENDIX

RASG-PA ORGANIZATIONAL STRUCTURE



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