



ICAO

SAFETY

RASG-PA/9 – P/01

Cuestión 2 del Orden del Día: Informe del Grupo Regional de Seguridad Operacional de la Aviación - Panamérica (RASG-PA)

Presentado por la Secretaría

Reunión Plenaria RASG-PA/9

Ciudad de Panamá, Panamá, 23 de junio de 2016





Grupos Regionales de Seguridad Operacional de la Aviación - RASG

- ✈ Apoyar la implementación del Plan Global para la Seguridad Operacional de la Aviación - GASP y abordar cuestiones globales de seguridad operacional de la aviación desde una perspectiva regional
- ✈ Servir como punto focal para coordinar todos los esfuerzos y programas regionales destinados a mitigar los riesgos de seguridad operacional
- ✈ Eliminar la duplicación de esfuerzos mediante el establecimiento de programas regionales de cooperación en seguridad operacional regional de cooperación para reducir tanto las cargas financieras y de recursos humanos en los Estados al tiempo que ofrece mejoras de seguridad operacional medibles



Introducción de RASG-PA



- ✈ Primero en el mundo (2008)
- ✈ Multi-regional (Regiones NAM/CAR y SAM)
- ✈ Estados/Territorios, Organizaciones Internacionales e Industria
- ✈ Alineado con el Plan Global de Seguridad Operacional de la Aviación (GASP)
- ✈ Basado en datos/orientado en resultados



Plan Estratégico de RASG-PA

- ✈ RASG-PA está evolucionando
- ✈ El Grupo de Tarea del Plan Estratégico de RASG-PA (RSP-TF) integrado por Chile, Costa Rica, Curazao, Estados Unidos, Honduras, ALTA, Boeing, CANSO e IATA está trabajando en dos entregables:
 - ✈ Manual de Procedimientos de RASG-PA
 - ✈ Documento del Plan Estratégico de RASG-PA



Visión

Es permanecer atento de cualquier riesgo para la aviación comercial, tratando de lograr el más alto nivel de seguridad operacional en la Región Panamericana

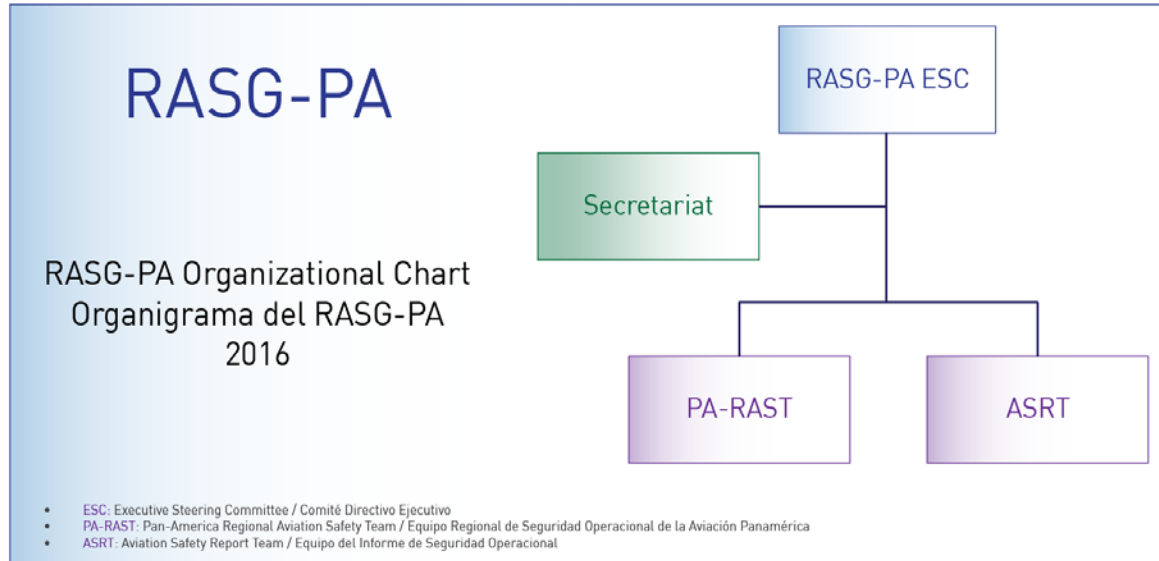


Misión

Es reducir el riesgo de mortalidad en la aviación comercial, garantizando el establecimiento de prioridades, la coordinación y la implementación de iniciativas de mejora de la seguridad operacional basadas en datos en la Región Panamericana, a través de la participación activa de todas las partes interesadas de la aviación civil



Organigrama



Secretaría de RASG-PA: Oficina Regional NACC de la OACI

Membresía RASG-PA

34 Estados NAM/CAR/SAM, 19 Territorios y ...





Directiva de RASG-PA

- ✈ Está compuesta por dos Copresidentes:
 - ✈ Un representante de ESC Estados/Territorios del ESC
 - ✈ Un representante de Organizaciones Internacionales/Industria del ESC
- ✈ Los miembros del ESC que representan a los Estados / Territorios y Organizaciones Internacionales / Industria propondrán sus respectivos representantes como Co-Presidente para su ratificación por la membresía de RASG-PA

ESC

Membresía basada en:

- ✈ Representación balanceada geográficamente dentro y entre las Regiones NAM/CAR y SAM
- ✈ Representación balanceada entre los Estados y las organizaciones internacionales/industria
- ✈ Diversidad balanceada de los intereses y áreas de experticia en la aviación civil
- ✈ Un número razonable de miembros para funcionar efectivamente como un órgano ejecutivo



ESC cont.

La membresía se compone de 16 representantes de:

- ✈ Cuatro Estados de las Regiones NAM/CAR
- ✈ Cuatro Estados de la Región SAM
- ✈ Ocho organizaciones internacionales/industria
- ✈ Oficinas Regionales NACC y SAM de la OACI



Meta de reducción de riesgo de mortalidad de RASG-PA

Usando la línea de base de 2010 reducir el riesgo de mortalidad* para las operaciones Parte 121 o equivalentes en 50% para el año 2020 en Latinoamérica y el Caribe

***Riesgo de mortalidad es el equivalente al fallecimiento de la totalidad de pasajeros por millón de salidas**



Accidentes de transporte aéreo comercial regular en Panamérica

| Accidentes de transporte aéreo comercial regular en Panamérica | | | |
|--|---------------------|---------------------|------------------|
| Año | Total de Accidentes | Accidentes Mortales | Mortalidad Total |
| 2004-2013 avg. | 39.3 | 3.3 | 81.8 |
| 2013 | 36 | 4 | 18 |
| 2014 | 35 | 0 | 0 |

Aeronave MTOM mayor de 5,700 kilogramos
Fuente: RASG-PA ASR 6^{ta} Edición

RASG-PA utiliza diferentes tipos de datos/información de seguridad operacional

REACTIVA:

análisis de seguridad operacional basado en los accidentes e incidentes

PROACTIVA: análisis de las condiciones existentes en los Estados (Implementación de las SARPS de la OACI, variaciones de tránsito) y proveedores de servicio (Auditorías de Seguridad Operacional de IATA, inspecciones de rampa)

PREDICTIVA: basada en el análisis de datos no identificados de Aseguramiento de la Calidad de las Operaciones de Vuelo (FOQA), orientada a la identificación de peligros potenciales futuros para iniciar las acciones de mitigación correspondientes



Asociación RASG-PA/CAST/IATA

- ✈ RASG-PA entro en un acuerdo para el intercambio de información de seguridad operacional con el Commercial Aviation Safety Team (CAST) de los EE.UU. y la IATA
- ✈ La revisión reciente de datos en RASG-PA ha sido posible por el intercambio de información desarrollado con el CAST y la IATA
 - Aprovechando la información, RASG-PA pudo monitorear las aproximaciones desestabilizadas en aeropuertos selectos en la Región y evaluar la efectividad de las mitigaciones implementadas
 - La tasa de aproximaciones desestabilizadas en dichos aeropuertos ha sido reducida en aproximadamente 50 por ciento en los últimos 4 años
 - El intercambio de datos también identificó “hot spots” de TCAS-RA que RASG-PA esta abordando activamente
 - Los datos también han ayudado a mejorar el diseño del espacio aéreo con el fin de evitar conflictos en el mismo alrededor de los aeropuertos

RASG-PA produce inteligencia sobre seguridad operacional proveniente de diferentes fuentes

Fatal Accidents by CAST/ICAO Taxonomy Accident
Pan American* Airline Domicile – 2000 thro

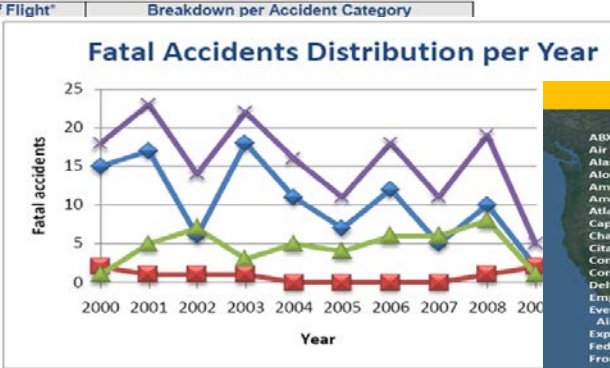
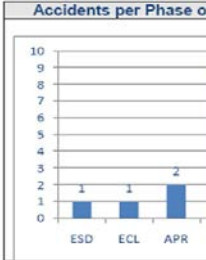
| Accident Type | 2000 | 2001 | 2002 |
|------------------|------|------|------|
| ERR | | | |
| LOCJ | | | |
| DESCENDING - ARC | | | |
| UNDP | | | |
| MFC | | | |
| SCF-OP | | | |
| UTERL | | | |
| SCF-PP | | | |

ARC Abnormal Runway Contact
 CRT Controlled Flight into or Toward Terrain
 LOCJ Loss of Control - in-flight
 MFC Misfuel/Miscar Collision
 RAMP Ground Handling



North America

| 14 Accidents (2009) | | IATA Members | | |
|---------------------|-------|--------------|-----|-----------|
| Passenger | Cargo | Ferry | Jet | Turboprop |
| 64% | 36% | 0% | 64% | 36% |



ASIAS Member
44 Airlines

- ABX Air
- Air Wisconsin Airlines
- Alaska Airlines
- Aloha Air Cargo
- American Airlines
- American Eagle Airlines
- Atlas Air
- Cape Air
- Chautauque Airlines
- CitationAir
- CommutAir
- Compass Airlines
- Delta Air Lines
- Empire Airlines
- Evergreen International Airlines
- ExpressJet
- FedEx Express
- Frontier Airlines
- GoJet Airlines
- Hawaiian Airlines
- *Horizon Air
- JetBlue Airways
- Mesa Airlines
- Miami Air International
- North American Airlines
- Omni Air International
- Piedmont Airlines
- Pinnacle Airlines
- Polar Air Cargo
- PSA Airlines
- Republic Airlines
- Shuttle America
- Silver Airways
- SkyWest Airlines
- Southern Air
- Southwest Airlines
- Spirit Airlines

Government

- FAA, NASA, Naval Air Force Atlantic, USAF Safety Center

Industry

- AIA, Airbus, ALPA, A4A, Boeing, CAPA, NACA, NATCA, RAA, SWAPA

trans states airlines, United Airlines, United Parcel Service, US Airways, Virgin America, World Airways

*Newest Member
As of 14 February 2013

Estrategia de la Gestión de Riesgo de RASG-PA



Reactiva:

Aplicar la fórmula de de reducción de riesgo a los accidentes de manera de priorizar las Iniciativas de Mejora de la Seguridad Operacional (SEIs)

Proactiva:

Implementar SEIs enfocadas a áreas específicas de alto riesgo de mortalidad

Predictiva:

Verificar la efectividad de las SEIs usando las tendencias de los precursores en FOQA

Algunos Entregables de RASG-PA



RASG-PA

RASG-PA desarrolla Iniciativas para Mejorar la Seguridad Operacional (SEI) y Planes de Implementación Detallado (DIP) para las categorías de accidentes de alto riesgo en Panamérica



Salida de pista (RE)



Impacto contra el suelo sin pérdida de control (CFIT)

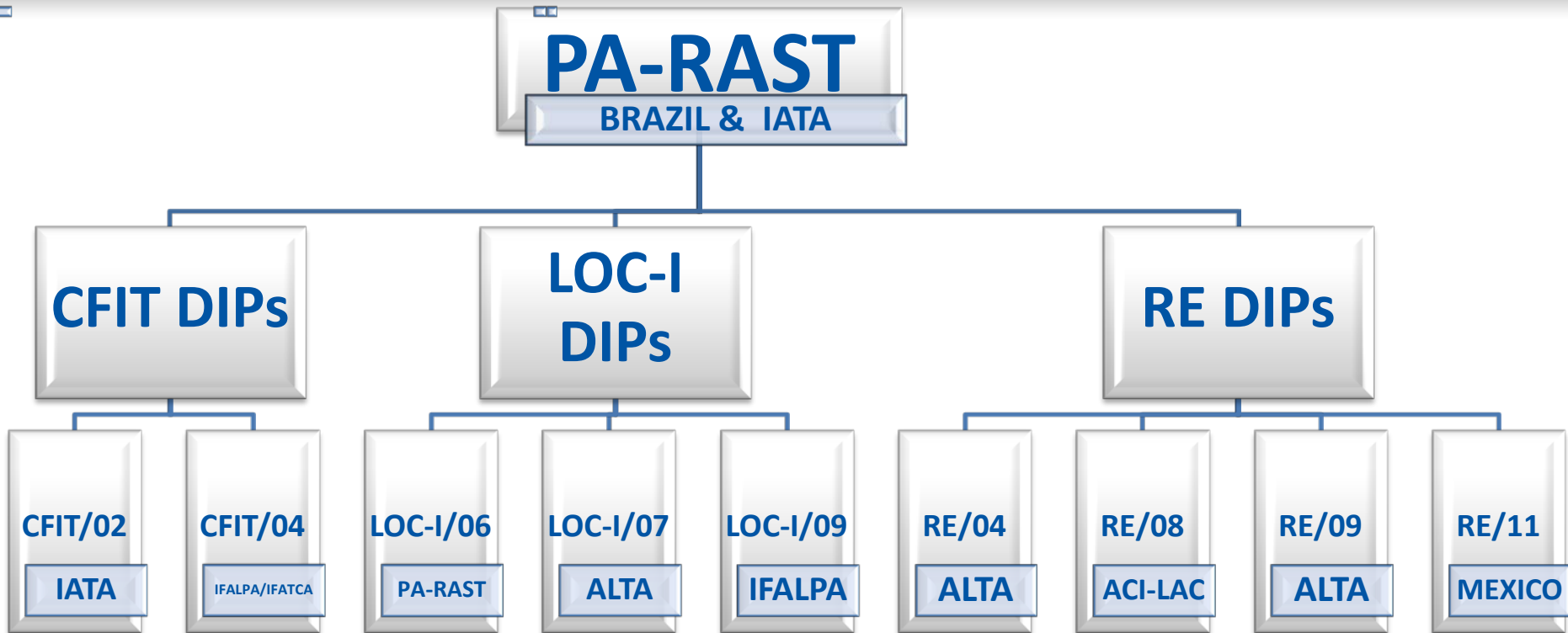


Pérdida de control en vuelo (LOC-I)



Colisión en el aire (MAC)





RE DIP

| DIP | Description | Champion | Output | Deadline | Status | Comments |
|-------|---|-------------|---|----------|-----------|---|
| RE/04 | Promote pilot adherence to Standard Operating Procedures (SOPs) for approach procedures including go-around decision making process | ALTA | 1) Distribution of SOPs | 18/01/11 | Completed | |
| | | | 2) Training about SOPs | | Completed | |
| RE/09 | Specific Training for pilots and air traffic controllers to avoid unstabilized approaches | ALTA | 1) ALTA will conduct a survey within its operators regarding the actions taken to mitigate unstable approaches. | 20/02/11 | Completed | |
| | | | 2) Develop a strategy to deliver safety seminars for pilots and controllers in Pan America that targets recognition and avoidance of unstable approaches. | 31/12/12 | Completed | <ul style="list-style-type: none"> Produced RASG-PA Runway Excursion Prevention Video (RREPV) Pilots/ATC seminars will be conducted |
| RE/08 | Guidance in maintaining runway in accordance with Annex 14 | ACI-LAC | 1) Create a guide that collects best practices for runway maintenance | 18/04/12 | Completed | <ul style="list-style-type: none"> The document (English, Spanish and Portuguese) was renamed as: High level guide in maintaining runways in accordance with ICAO Annex 14. ACI-LAC presented the update d doc. at PA-RAST/13 Available at ACI-LAC website |
| | | | 2) Promote and encourage the use of the guide | | Completed | |
| | | | 3) Airports implement their maintenance plans according to the runway maintenance guide. | | Completed | |
| RE/11 | Develop guidance material and training programs to create action plans for runway safety teams | DGAC Mexico | 1) Gather and publish in the RASG-PA website available material that may be used in to mitigate hazards related to runway safety. | | Completed | ICAO published the Runway Safety Team Handbook Second Edition (unedited version) — June 2015 |
| | | | 2) Electronic checklist development. | | Completed | |
| | | | 3) Develop a roll out plan. | 25/08/12 | Completed | ICAO HQ in coordination with ICAO NACC and SAM Regional Offices and the sponsorship and support of ACI-LAC, IFALPA, IFATCA, ECCAA, FAA, and other organizations delivered Regional Runway Safety Seminars in Miami, United States; Quito, Ecuador; and St. John's, Antigua. Two original Outputs were merged, resulting in # three. |



LOC-I DIP

| DIP | Description | Champion | Output | Deadline | Status | Comments |
|----------|--|----------|--|----------|------------|---------------------------------------|
| LOC-I/06 | LOC Training – Human factors and automation | PA-RAST | 1) Review and evaluate the advisory circular created by the ICAO COSCAP’s in Asia | 20/02/11 | Completed | |
| | | | 2) ICAO will distribute a copy of the developed generic advisory circular to each State in the region. | 20/03/11 | Completed | Issue RASG-PA Safety Advisory RSA-001 |
| | | | 3) Each State in the region will use the generic advisory circular as a template to prepare a State Advisory Circular on mode awareness and energy state management aspects of flight deck automation. | 20/09/11 | Completed | |
| | | | 4) Mode awareness and energy state management aspects of flight deck automation guidance is provided by operators to all their pilots. | 20/09/12 | Completed | |
| LOC-I/07 | LOC Training – Advanced maneuvers | ALTA | 1) Listing of training materials available from regulators, industry, operators, academia and other resources. | 18/01/11 | Completed | |
| | | | 2) Advanced Maneuvers Training provided to all operators. | 18/04/11 | Completed | |
| | | | 3) Advanced Maneuvers Training provided by all operators. The expectation is that this training will be accomplish during initial training and as part of the recurrent training program via ground and simulator instruction within the certified flight envelope, with emphasis on recognition, prevention and recovery technique. | 18/08/13 | Superseded | |
| LOC-I/09 | Loc Training - Pilot monitoring policies and procedure for the operator and training program for crews | IFALPA | 1) Listing of training materials available from industry, operators and other resources. | 20/02/11 | Completed | |
| | | | 2) Raise awareness of availability and need of Pilot Monitoring Training. | 20/03/11 | Completed | |
| | | | 3) Pilot Monitoring Training material provided to all operators. | 20/03/11 | Completed | |
| | | | 4) Pilot Monitoring Training provided by operators to all their pilots. | 20/09/12 | Completed | Posted on the RASG-PA website |

CFIT DIP

| DIP | Description | Champion | Output | Deadline | Status | Comments |
|---------|--|-----------------|---|----------|-----------|----------|
| CFIT/02 | Specific ALAR/CFIT Training for Pilots | IATA | 1)CAA conducts a review of all operators to ascertain which operators have CFIT prevention training and procedures in their approval training manual. | 20/02/11 | Completed | |
| | | | 2) If an operator does not have a CFIT training, it will be encourage to incorporate CFIT training into the airline training program. | 20/12/11 | Completed | |
| CFIT/04 | CRM/Situational Awareness for pilots and air traffic controllers | IFALPA & IFATCA | 1)Incorporate and/or update CRM/situational awareness training programs for all flight crew members of air transport operators emphasizing aircraft position with relation to terrain and reviewing past occurrences. | 20/02/12 | Completed | |
| | | | 2) Incorporate CRM/situational awareness training programs for all air traffic controllers and air navigation service providers (ANSP) emphasizing aircraft position with relation to minimum allowable altitude. | 20/08/12 | Completed | |

RASG-PA publica los Avisos de Seguridad Operacional - RSA



RASG-PA SAFETY ADVISORY

Regional Aviation Safety Group-Pan America

Subject: Mode Awareness and Energy State Management Aspects of Flight Deck Alerting

Date: 1 September 2012

RSA No: RSA 2011-001-R0

1. Purpose

This RASG-PA Safety Advisory is issued to encourage States and Industry to adopt a part of a detailed implementation plan to mitigate these risks. RASG-PA is issuing the RSA and Industry.

2. Background


A regional study undertaken by RASG-PA has identified risks associated with the subject part of a detailed implementation plan to mitigate these risks. RASG-PA is issuing the RSA and Industry.

This RSA is intended to reduce the risk of loss of control, which has been the predominant type in the Pan American region for the past ten years.


More detailed information can be found in the RASG-PA Annual Safety Report, which can be found at: www.rasgpa.org

3. Recommended Action

States and air operators are encouraged to review the attached model circular and consider its contents.



Lucina Marín
RASG-PA Secretary



RASG-PA SAFETY ADVISORY

Regional Aviation Safety Group-Pan America (RASG-PA)

Closing of Detailed Implementation Plan

1. Introduction

The mission of the Regional Aviation Safety Group — Pan America (RASG-PA) is to improve civil aviation safety and efficiency in the Pan American Region by applying ICAO Aviation Safety Plan (ASP) principles through a collaborative approach in partnership with stakeholders under the leadership of ICAO.

1.1 RASG-PA has become the focal point to ensure harmonization and coordination of efforts aimed at reducing aviation safety risks in the Pan American Region and promote implementation of resulting Safety Enhancement Initiatives (SEIs) by all stakeholders including ICAO, States, international organizations and industry.

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2. RASG-PA Safety Enhancement Initiative (SEI)

2.1 RASG-PA has performed an analysis of the main aviation safety risk areas based on Pan American regional data. As a result, various SEIs have been developed to reduce the rate of accidents for the four main risk areas: Runway Excursions (REX), Controlled Flight Into Terrain (CFIT), Loss of Control In-Flight (LOC-I) and Mid Air Collision (MAC).


2.2 To implement the SEI, RASG-PA developed Detailed Implementation Plans (DIPs) which are championed by the member States/organizations who have volunteered to lead the initiative based on their area of expertise.

2.3 The progress of the associated DIPs is:

- 9 DIPs developed
- 2 in progress
- 7 completed

2.4 The progress of the associated DIP outputs is:

- 27 outputs developed



RASG-PA SAFETY ADVISORY

Regional Aviation Safety Group-Pan America (RASG-PA)

Closing of DIP RE/08 – Guidance for Multistaging Runways in Accordance with ICAO

1. Introduction


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1.2 RASG-PA has become the focal point to ensure harmonization and coordination of efforts aimed at reducing aviation safety risks in the Pan American Region and promote implementation of resulting Safety Enhancement Initiatives (SEIs) by all stakeholders including ICAO, States, international organizations and industry.

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RASG-PA SAFETY ADVISORY

Regional Aviation Safety Group-Pan America (RASG-PA)

RSA-004

RASG-PA SAFETY ADVISORY- 004

June 2014

Standardization of Spanish and English ATC Phraseology in Accordance with the ICAO PANS-ATM (Doc 4444)

1. Introduction

1.1 The mission of the Regional Aviation Safety Group — Pan America (RASG-PA) is to improve civil aviation safety and efficiency in the Pan American Region by applying ICAO Aviation Safety Plan (ASP) principles through a collaborative approach in partnership with all aviation stakeholders under the leadership of ICAO.


1.2 RASG-PA has become the focal point to ensure harmonization and coordination of safety efforts aimed at reducing aviation safety risks in the Pan American Region and promote implementation of resulting Safety Enhancement Initiatives (SEIs) by all stakeholders including ICAO, States, Territories, international organizations and industry.

2. Background

2.1 RASG-PA has performed an analysis of the main aviation safety risk areas based on Pan American regional data. As a result, various projects have been developed to reduce accident/incident rates.

2.2 One of the projects approved at the Fourth Regional Aviation Safety Group — Pan American Meeting (RASG-PA/04) was to implement a strategy for the consistent use of Air Traffic Control (ATC) standard Spanish phraseology in accordance with the ICAO PANS-ATM (Doc 4444).

2.3 The Twelfth RASG-PA Executive Steering Committee Meeting (ESC12) agreed to coordinate the project with GREPECAS to ensure no duplication of efforts.



RSA-5

RASG-PA SAFETY ADVISORY-5

June 2015

Regional Aviation Safety Group-Pan America (RASG-PA)

Closing of DIP RE/09 – Specific Training for Pilots and Air Traffic Controllers to Avoid Unstabilized Approaches

1. Introduction

1.1 The mission of the Regional Aviation Safety Group — Pan America (RASG-PA) is to improve civil aviation safety and efficiency in the Pan American Region by applying ICAO Aviation Safety Plan (ASP) principles through a collaborative approach in partnership with all aviation stakeholders under the leadership of ICAO.

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2. RASG-PA Safety Enhancement Initiatives

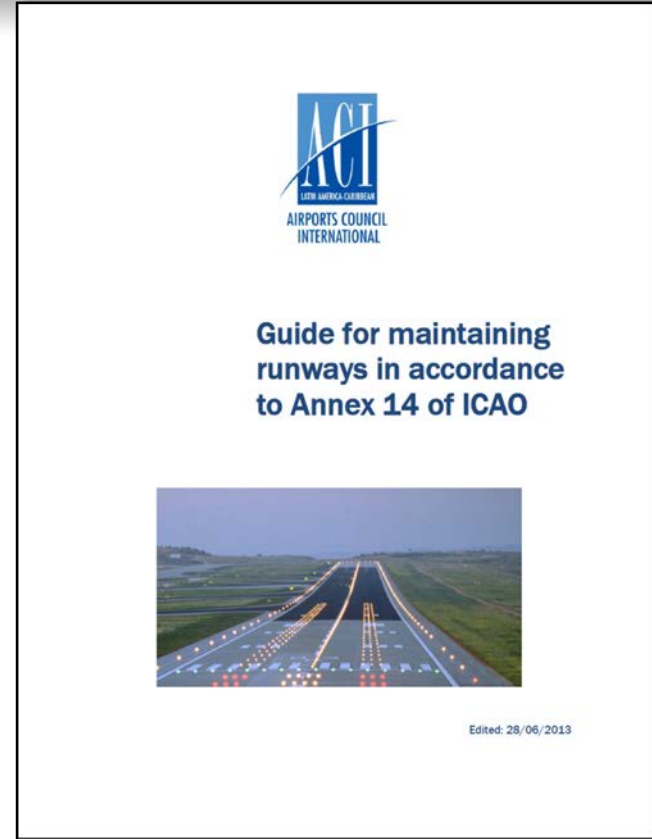
2.1 RASG-PA has performed an analysis of the main aviation safety risk areas based on Pan American regional data. As a result, various SEIs have been developed to reduce the rate of fatal accidents for the four main risk areas: Runway Excursions (REX), Controlled Flight Into Terrain (CFIT), Loss of Control In-Flight (LOC-I) and Mid Air Collision (MAC).

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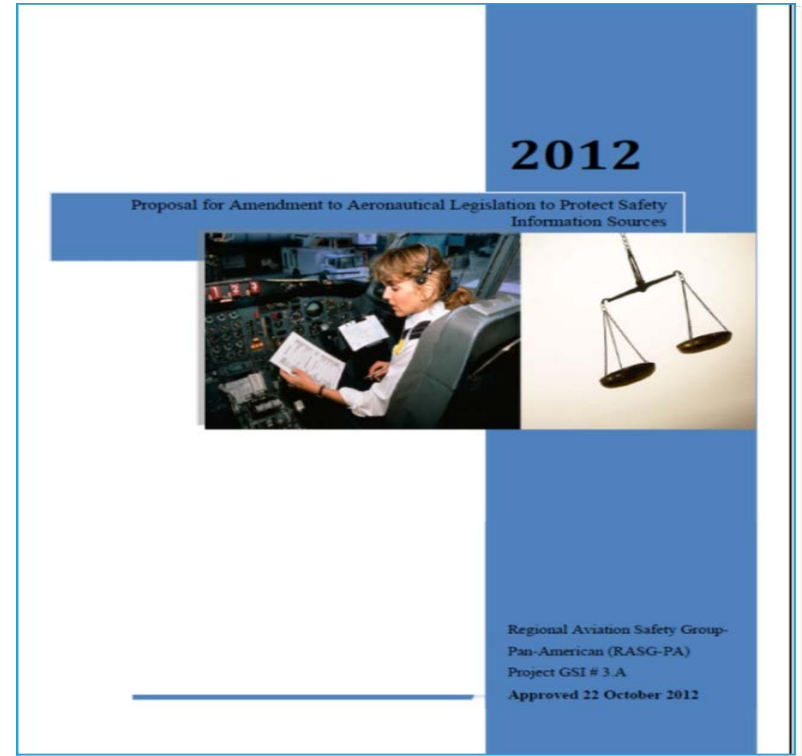
RASG-PA publica Informes Anuales de Seguridad Operacional



RASG-PA creó la Guía para el mantenimiento de las pistas, de acuerdo con el Anexo 14 de OACI (inglés, español y portugués)



RASG-PA creó la Propuesta de Enmienda a la Legislación aeronáutica para proteger las fuentes de información sobre seguridad operacional



RASG-PA tiene un sitio web dedicado: www.icao.int/RASGPA



The screenshot shows the official website of the Regional Aviation Safety Group - Pan America (RASG-PA). The page features the ICAO logo and the RASG-PA logo. The main content includes an introduction to the group, established in November 2008, and a list of key documents and reports. A navigation menu is visible at the top, and a footer contains contact information for regional office websites.

INTERNATIONAL CIVIL AVIATION ORGANIZATION
A United Nations Specialized Agency

Regional Aviation Safety Group - Pan America

RASG-PA Home

- General Information
- Programme 2016
- RASG-PA Safety Advisory
- RASG-PA Plenary Meetings
- Executive Steering Committee (ESC)
- Pan America - Regional Aviation Safety Team (PA-RAST)
- Safety Enhancement Team
- Information Analysis Team (IAT)
- Annual Safety Report Team (ASRT)
- Aviation Safety Training Team (ASTT)
- Meeting Reports
- Training Material
- Pan American Aviation Safety Summit
- RASG-PA Procedural Hand Book
- Proposal for Amendment to Aeronautical Legislation to Protect Safety Information Sources
- Fatality Risk Documents
- Guide for maintaining runways in accordance to Annex 14 of ICAO
- News
- Links

Introduction

The Regional Aviation Safety Group - Pan America (RASG-PA) was established in November 2008 to be the focal point to ensure harmonization and coordination of safety efforts aimed at reducing aviation risks in the North American, Central American, Caribbean (NAM/CAR), and South American (SAM) Regions, and promote the implementation of resulting safety initiatives by all stakeholders. This will be achieved through the involvement of all stakeholders including ICAO, States/Territories, International Organizations and industry.

For more information please contact: RASG-PA@icao.int

El Grupo Regional de seguridad operacional de la aviación - Panamérica (RASG-PA) fue establecido como el punto focal para asegurar la armonización y coordinación de los esfuerzos de seguridad operacional dirigidos a reducir los riesgos de la aviación en las Regiones de Norteamérica, Centroamérica, el Caribe (NAM/CAR) y Sudamérica (SAM) y promover, por parte de todos los interesados, la implantación de las iniciativas de la seguridad operacional resultantes. Esto se logrará mediante la participación de todos los interesados incluyendo la OACI, los Estados/Territorios, las Organizaciones Internacionales y la industria.

Para mayor información por favor contacte: RASG-PA@icao.int

| Help | Contact Us | Regional Office Websites |
|---|--|---|
| <ul style="list-style-type: none"> Terms & Conditions Site Index Links FAQ Web Support | <ul style="list-style-type: none"> Headquarters Regional Offices | <ul style="list-style-type: none"> Asia and Pacific (APAC) Office, Bangkok Eastern and Southern African (ESAFA) Office, Nairobi European and North Atlantic (EUR/NAT) Office, Paris Middle East (ME) Office, Cairo North American, Central American and Caribbean (NACC) Office, Mexico City South American (SAM) Office, Lima Western and Central African (WACAF) Office, Dakar |



Proyectos de RASG-PA Activos

- ✈ **ALTA y IATA:** Uso uniforme de la fraseología normalizada en español e inglés de acuerdo con los *Procedimientos para los servicios de navegación aérea – Gestión del tránsito aéreo* (PANS-ATM, Doc 4444) de la OACI
 - ✈ Talleres con Pilotos/ATC a realizarse
- ✈ **COCESNA/ACSA:** Grupo Regional de Investigación de Accidentes Aéreos (GRIAA) en Centroamérica
 - ✈ A ser implementado en todos los Estados de Centroamérica
- ✈ **DGAC Costa Rica :** Garantía de la Calidad de las Operaciones de Vuelo (FOQA) Programa en Centroamérica (PASO en Costa Rica)
 - ✈ A ser adoptado en otros Estados
- ✈ **FSF:** Proyecto de Información de Seguridad Operacional en las Regiones CAR y SAM
 - ✈ Actividad de grupos – en proceso



Sumario

- ✈ La OACI está dirigiendo los esfuerzos para promover asociaciones con los Estados, las organizaciones internacionales, las organizaciones de seguridad operacional regionales, las instituciones financieras y la industria, con el fin de aumentar la capacidad de ayudar a los Estados en la gestión de la aviación civil
- ✈ Los Estados deben establecer sistemas sólidos y sostenibles de vigilancia de la seguridad operacional y evolucionar progresivamente hacia medios más sofisticados de gestión de la seguridad operacional
- ✈ RASG-PA debe participar activamente en la coordinación y, en la medida de lo posible, en la armonización de todas las actividades realizadas para atender cuestiones de seguridad operacional de la aviación a nivel regional



Acción por parte de la Reunión

- ✈ Tomar nota de la evolución de RASG-PA
- ✈ Apoyar el trabajo de RASG-PA a través de una participación efectiva en sus actividades
- ✈ Promover e implementar las Iniciativas para Mejorar la Seguridad Operacional (SEI) y los Planes de Implementación Detallados (DIP) de RASG-PA según sea aplicable, y reportar su progreso a la Secretaría de RASG-PA



ICAO

SAFETY



ICAO

North American
Central American
and Caribbean
(NACC) Office
Mexico City

South American
(SAM) Office
Lima

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Headquarters
Montréal

Western and
Central African
(WACAF) Office
Dakar

European and
North Atlantic
(EUR/NAT) Office
Paris

Middle East
(MID) Office
Cairo

Eastern and
Southern African
(ESAF) Office
Nairobi

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