



Ninth Regional Aviation Safety Group — Pan America Plenary Meeting (RASG-PA/9)
Panama City, Panama, 23 June 2016

Agenda Item 2: RASG-PA Report

REGIONAL AVIATION SAFETY GROUP — PAN AMERICA (RASG-PA) UPDATE

(Presented by the Secretariat)

EXECUTIVE SUMMARY

This working paper presents an update about the Regional Aviation Safety Group — Pan America (RASG-PA) activities.

RASG-PA develops Safety Enhancement Initiatives (SEIs) and projects aligned with the *ICAO Global Aviation Safety Plan (GASP)* and *Annex 19 - Safety Management*, to reduce the fatality risk in the Pan American Region.

Action:	The suggested action is presented in Section 4.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety
<i>References:</i>	<ul style="list-style-type: none">• Eighth Regional Aviation Safety Group — Pan America Annual Plenary Meeting (RASG-PA/8), Medellin, Colombia, 25 June 2016• Annex 19 — <i>Safety Management</i>• ICAO Global Aviation Safety Plan (GASP)• RASG-PA website: www.icao.int/rasgpa

1. Introduction

1.1 The ICAO Regional Aviation Safety Groups (RASGs) support the implementation of the Global Aviation Safety Plan - GASP and address global aviation safety matters from a regional perspective, serve as the focal point to coordinate all regional efforts and programmes aimed at mitigating safety risks and eliminate duplication of effort through the establishment of cooperative regional safety programmes to reduce both financial and human resource burdens on States while delivering measurable safety improvements.

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

1.3 RASG-PA membership includes States/Territories from the ICAO NAM/CAR and SAM Regions, international organizations and industry.

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

2. RASG-PA Evolution

2.1 In 2015, RASG-PA created the RASG-PA Strategic Plan Task Force (RSP-TF) composed by Chile, Costa Rica, Curaçao, Honduras, United States, ALTA, Boeing, CANSO, IATA and ICAO, to work on two deliverables: the updated RASG-PA Procedural Handbook and the RASG-PA Strategic Plan Document. The RASG-PA Procedural Handbook version 4th includes changes in the vision, mission, structure, chairmanship, etc.

2.2 The new RASG-PA vision is to remain ahead of any risks to commercial aviation, seeking to achieve the highest level of safety in the Pan American Region.

2.3 The new RASG-PA mission is to reduce fatality risk in commercial aviation by ensuring prioritization, coordination and implementation of data-driven safety enhancement initiatives in the Pan American Region through the active involvement of all civil aviation stakeholders.

2.4 The new RASG-PA Chairmanship is composed by two Co-Chairpersons as follow:

- ESC member representing States/Territories
- ESC member representing International Organizations/Industry

2.5 The Executive Steering Committee (ESC) Membership is based on the following conditions:

- Geographical balanced representation within and between the NAM/CAR and SAM Regions
- Balanced representation between States and international organizations/industry
- Balanced diversity of interests and areas of expertise in civil aviation
- A manageable number of members to function effectively as an executive body

2.6 The ESC Membership is composed by sixteen (16) representatives from the following entities:

- Four States from the CAR/NAM Regions
- Four States from the SAM Region
- Eight international organizations/industry
- ICAO NACC and SAM Regional Offices

2.7 The new RASG-PA structure is the following (**See Appendix A**):

- Annual Safety Report Team (ASRT)
- Executive Steering Committee (ESC)
- Pan America — Regional Aviation Safety Team (PA-RAST)

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

3. Pan American Regional Safety

3.1 The Seventh 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). Mid-Air Collision (MAC) is a risk area of interest that was added to the list for further investigation.

3.2 These risk areas are considered the priorities of the RASG-PA work programme. Therefore, they are the focus of the work of the PA-RAST through the development of Safety Enhancement Initiatives (SEIs) and corresponding Detailed Implementation Plans (DIPs) for the States and industry, as applicable.

3.3 The RASG-PA safety goal is “using as reference the year 2010, reduce the operations fatality risk Part 121 or equivalent to 50% for 2020 in Latin America and the Caribbean”, considering the following:

- a) the fatality risk is the full loss passenger load equivalents per million departures;
- b) the baseline (five years moving average) in 2010 was 0.6 in Latin America and the Caribbean;
- c) the RASG-PA goal is to reach a fatality risk of 0.3 in 2020 in Latin America and the Caribbean;
- d) it is calculated that the RASG-PA SEIs implemented in the period 2010 – 2015 allowed to reduce the fatality risk in Latin America and the Caribbean; and
- e) the fatality risk of commercial jet air travel for Latin America and the Caribbean (10-year rolling average 2006 – 2015, Western-built jet transports >60,000-pounds by airline domicile) is 0.27

3.4 RASG-PA, even with restricted resources and limited participation by Civil Aviation Authorities in its activities and projects has been able to successfully perform its tasks through great commitment and dedication, refer to **Appendix B**.

4. Conclusion

4.1 Pan America faces many challenges to improve safety levels such as improving the levels of effective implementation (EI) of the eight critical elements (CEs) according to results from the ICAO Universal Safety Oversight Audit Programme (USOAP); increasing State human and financial resources; and expediting the implementation of the ICAO State safety programme (SSP) and safety management systems (SMS) by States and service providers, respectively.

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

4.3 RASG-PA is fulfilling its objective to enhance safety in Pan America by reducing duplication of efforts as well as human and financial resource expenditures. However, the success of RASG-PA and the subsequent enhancement of aviation safety in Pan America will depend on the commitment, participation and contributions of its members.

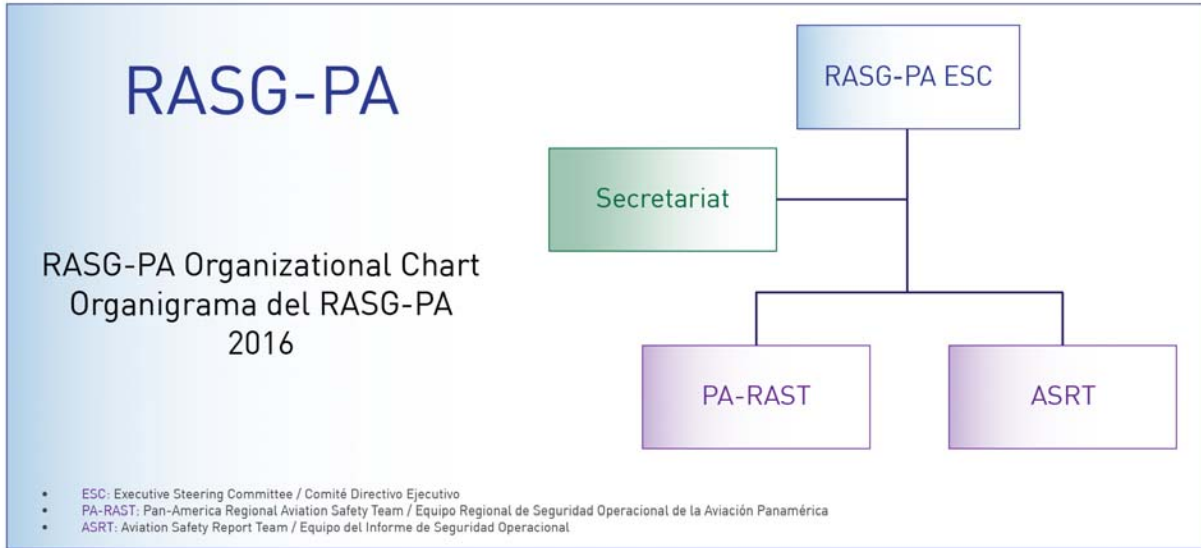
5. Suggested Action

5.1 The Meeting is invited to:

- a) note the evolution of RASG-PA;
- b) support RASG-PA work through an effective participation in its activities; and
- c) promote and implement RASG-PA Safety Enhancement Initiatives (SEIs) and associated Detailed Implementation Plans (DIPs) as applicable and report to RASG-PA Secretariat.

APPENDIX A

RASG-PA ORGANIZATION CHART



APPENDIX B

RASG-PA ACTIVITIES AND INITIATIVES TO ENHANCE REGIONAL SAFETY

1.1 The main RASG-PA activities and deliverables include but are not limited to the following:

- a) Seven Pan American Aviation Safety Summits
- b) Nine RASG-PA Annual Plenary Meetings
- c) Six editions of the RASG-PA Annual Safety Report, seventh is under preparation, English and Spanish
- d) Dedicated RASG-PA website and e-mail address
- e) Proposal for Amendment to Aeronautical Legislation to Protect Safety Information Sources Framework Document, English and Spanish
- f) Runway Excursion Risk Reduction (RERR) Toolkit (Version 2) from IATA and FSF downloadable free from RASG-PA website
- g) Conducted eleven RASG-PA Aviation Safety Seminars, the latest involving academia
- h) Pilot Monitoring Toolkit from IFALPA, downloadable free from RASG-PA website
- i) Manual on Guidance for Maintaining Runways in Accordance with ICAO Annex 14 — Aerodromes prepared by ACI-LAC, English, Spanish and Portuguese, downloadable free from RASG-PA website
- j) Conducted surveys to Latin American airlines on go-around and unstable approach policies in order to develop mitigation strategies
- k) Aviation safety training material available on the RASG-PA website
- l) Advanced Manoeuvres Manual distributed to Latin American airlines
- m) Standardized Latin American airlines CFIT training across the Region
- n) Published five RASG-PA Safety Advisories (RSAs)
- o) Assisted to the implementation of Runway Safety Teams (RSTs) in the Region
- p) Delivered the First Aeronautical Legislation Seminar for the Protection of Safety Information
- q) Signed the first MOU with the United States Commercial Aviation Safety Team (U.S. CAST) on safety information sharing (ASIAS)
- r) Signed a MOU with IATA on safety information sharing of Flight Data exchange (FDX)
- s) Developed nine RASG-PA Safety Enhancement Initiatives (SEIs) and associated Detailed Implementation Plans (DIPs) for States and industry for Runway Excursion (RE), Controlled Flight Into Terrain (CFIT) and Loss of Control In-Flight (LOC-I). New DIPs are under development including Mid Air Collision (MAC)
- t) Developed the RASG-PA Runway Excursion Prevention Video (RREPv)

- u) Deployed Tactical Go-Teams to raise safety awareness
- v) Perform regular regional safety monitoring and assessment activity via ASIAs, Boeing, FDX and iSTARS
- w) Participated in the development of the new Global Aviation Safety Roadmap (GASR) as part of the new ICAO Global Aviation Safety Plan (GASP)

1.2 In collaboration with several RASG-PA members, the Group works on various projects to enhance regional safety such as:

- a) ALTA and IATA: Use of Standard Spanish and English Phraseology in accordance with the ICAO PANS-ATM – Air Traffic Management (Doc 4444)
 - a. Pilots/ATC Workshops to be delivered
- b) COCESNA/ACSA: Regional Aviation Accidents Investigation Group (GRIAA) in Central America
 - a. To be implemented in all Central American States
- c) Costa Rica DGAC: Flight Information Quality Assurance (FOQA) Programme in Central America (PASO in Costa Rica)
 - a. To be adopted in other States
- d) FSF: CAR and SAM Regions Safety Information Project
 - a. Group activity – on going
- e) United States, ALTA and IATA: Bird Strike Reduction Programme
- f) ICAO SAM: Development of Metrics to Measure Institutional Strengths of the Civil Aviation Authorities
- g) FSF: CAR and SAM Regions Safety Information Project