



Twenty-Seventh Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting (RASG-PA ESC/27)
Mexico City, Mexico, 13 to 14 December 2016

Agenda Item 3: RASG-PA Team Reports
3.1 Pan America — Regional Aviation Safety Team (PA-RAST)

PA-RAST REPORT

(Presented by the Secretariat)

EXECUTIVE SUMMARY

This paper presents the Summaries of Discussions of the PA-RAST/25 and 26 Meetings held in Bogota, Colombia, from 6 to 8 September 2016, and San Jose, Costa Rica, from 30 November to 2 December 2016, , respectively.

PA-RAST is focused on the establishment of achievable projects based on prioritized mitigation measures with well-defined deliverables in a specific timeframe.

Action:	Suggested action is presented in Section 5.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> • Safety
<i>References:</i>	<ul style="list-style-type: none"> • PA-RAST/25 Summary of Discussions, Bogota, Colombia, 6 to 8 September 2016 • PA-RAST/26 Summary of Discussions, San Jose, Costa Rica, from 30 November to 2 December 2016.

1. Introduction

1.1 The Pan America — Regional Aviation Safety Team (PA-RAST) is responsible for identifying and developing Safety Enhancement Initiatives (SEIs) and associated mitigation actions for each of the top risk areas in the Pan American Region as identified by RASG-PA.

1.2 The process of the PA-RAST is the following:

- The SEI is assigned respective priority
- A Detailed Implementation Plan (DIP) is developed by the Safety Enhancement Team (SET)

2. Detailed Implementation Plan (DIP) Follow-up

2.1 PA-RAST monitors the progress of DIPs implementation and supports DIP champions.

2.2 PA-RAST is data-driven using RASG-PA Annual Safety Reports and safety information from various sources to assess the progress of mitigation strategies applied in the Pan American Region.

3. Discussion

3.1 The PA-RAST/25 Meeting Summary of Discussion is available at <http://www.icao.int/RASGPA/Pages/pa-rast.aspx>. The PA-RAST/26 Meetings Summary of Discussions will be available shortly.

3.2 The success of the work programme developed by the PA-RAST is based on the participation of all stakeholders.

3.3 In order to expedite development of regional safety enhancement, active participation in the Safety Enhancement Teams (SETs) by all regional stakeholders is needed, in particular State representatives, considering that PA-RAST is responsible for the core activity of RASG-PA.

3.4 It is important to note the success of having an “*Industry Day*” held on the third day of these two last meetings. Participants received a detailed briefing from the Safety Enhancement Team leaders, an overview of the RASG-PA, and were able to see specific data and analysis tools that are relevant in each of their States. The success of this activity has led the PA-RAST to consider targeting two States during 2017.

4. Conclusion

4.1 PA-RAST will continue to support the work of the SETs and the DIP Champions to develop, support and monitor DIP implementation progress.

5. Suggested Action

5.1 The Meeting is invited to:

- a) note the information provided in this WP;
- b) endorse the PA-RAST/25 Summary of Discussions mentioned in this WP; and to have the PA-RAST/26 Summary of Discussion approved through the fast-track mechanism;
- c) encourage States and industry stakeholders to provide resources by assigning experts to assist PA-RAST with their work programme and/or provide in-kind contributions; and
- d) implement the RASG-PA Safety Enhancement Initiatives (SEIs) as applicable.