



International Civil Aviation Organization

**RASG-MID Steering Committee**

**Fourth Meeting (RSC/4)**  
*(Cairo, Egypt, 15 – 17 December 2015)*

**Agenda Item 2: Global Developments related to Aviation Safety**

**RASG ACTIVITIES IN OTHER REGIONS**

*(Presented by the Secretariat)*

<b>EXECUTIVE SUMMARY</b>	
<p>This information paper provides an update on the activities of ICAO Regional Aviation Safety Groups.</p> <p>The RSC/4 Meeting is invited to note and discuss the information contained in this paper.</p>	
<i>Strategic Objectives:</i>	<p>This paper relates to Strategic Objective A: <b>Safety</b> – <i>Enhance global civil aviation safety.</i></p>
<i>References:</i>	<p><b><u>RASG Meetings</u></b></p> <ol style="list-style-type: none"> <li>1. RASG-AFI/2, DAKAR (SENEGAL), 1-2 NOVEMBER 2013 (<a href="http://www.icao.int/WACAF/PAGES/RASG-AFI.ASPX">HTTP://WWW.ICAO.INT/WACAF/PAGES/RASG-AFI.ASPX</a>)</li> <li>2. RASG-APAC/4, Hong Kong (China), 20-21 November 2014: Restricted (<a href="https://portal.icao.int/RO_APAC/Meetings/Pages/2014-RASG-APAC4.aspx">https://portal.icao.int/RO_APAC/Meetings/Pages/2014-RASG-APAC4.aspx</a>)</li> <li>3. RASG-EUR/04, Paris (France), 25-26 February 2015: Restricted (<a href="https://portal.icao.int/RASGEUR/Pages/default.aspx">https://portal.icao.int/RASGEUR/Pages/default.aspx</a>)</li> <li>4. RASG-PA/8, Medellin, Colombia, 25 June 2015 (<a href="http://icao.int/NACC/Pages/meetings-2015-rasgpa8.aspx">http://icao.int/NACC/Pages/meetings-2015-rasgpa8.aspx</a>)</li> <li>5. RASG-MID/4, Jeddah, Saudi Arabia, 30 March - 1 April 2015 (<a href="http://www.icao.int/MID/Pages/rasgmid.aspx">http://www.icao.int/MID/Pages/rasgmid.aspx</a>)</li> </ol> <p><b><u>Regional Annual Safety Reports</u></b></p> <ol style="list-style-type: none"> <li>6. RASG-APAC Annual Safety Report, Second Edition, November 2014: Restricted <a href="https://portal.icao.int/RO_APAC/Meetings/Documents/APAC%20Safety%20Report%202014.pdf">https://portal.icao.int/RO_APAC/Meetings/Documents/APAC%20Safety%20Report%202014.pdf</a>)</li> <li>7. RASG-EUR Annual Safety Report, First Edition to be published October 2015</li> <li>8. RASG-MID Annual Safety Report: Third Edition, March 2015 (<a href="http://www.icao.int/MID/Pages/rasgmid.aspx">http://www.icao.int/MID/Pages/rasgmid.aspx</a>)</li> <li>9. RASG-PA Annual Safety Report: Fifth Edition, June 2015 (<a href="http://www.icao.int/RASGPA/Pages/asrt.aspx">http://www.icao.int/RASGPA/Pages/asrt.aspx</a>)</li> <li>10. RASG-AFI Annual Safety Report: First Edition, May 2015 (<a href="http://www.icao.int/ESAF/Pages/rasg-afi.aspx">http://www.icao.int/ESAF/Pages/rasg-afi.aspx</a>)</li> </ol> <p><b><u>RASG Procedural Handbooks</u></b></p> <ol style="list-style-type: none"> <li>11. RASG-AFI (see RASG-AFI/1 Report, Appendix 2F):</li> </ol>

	<p>(<a href="http://www.icao.int/WACAF/Pages/rasg-afi.aspx">http://www.icao.int/WACAF/Pages/rasg-afi.aspx</a>)</p> <p><b>12.</b> RASG-APAC (See RASG-APAC/1 Report, Appendix B): Restricted  <a href="https://portal.icao.int/RO/APAC/Meetings/2011%20RASGAPAC1/Report%20RASGrpt.pdf">https://portal.icao.int/RO/APAC/Meetings/2011%20RASGAPAC1/Report%20RASGrpt.pdf</a></p> <p><b>13.</b> RASG-EUR Third Edition:  (<a href="http://www.icao.int/EURNAT/Pages/EUR-and-NAT-Document.aspx">http://www.icao.int/EURNAT/Pages/EUR-and-NAT-Document.aspx</a>)</p> <p><b>14.</b> RASG-PA:  <a href="http://www.icao.int/RASGPA/Documents/RASG-PA/RASGPAProceduralHndbkBL.pdf">http://www.icao.int/RASGPA/Documents/RASG-PA/RASGPAProceduralHndbkBL.pdf</a></p> <p><b>15.</b> RASG-MID Second Edition (see RASG-MID/2 Final Report, Appendix 4C): <a href="http://www.icao.int/MID/Pages/rasgmid.aspx">http://www.icao.int/MID/Pages/rasgmid.aspx</a>)</p>
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## 1. INTRODUCTION

1.1 On 25 May 2010, with the aim of supporting a regional performance framework for the management of safety, the 190th Session of the Council of ICAO approved the establishment of the following Regional Aviation Safety Groups (RASGs): RASG-AFI for the African Region, RASG-APAC for the Asia and Pacific Regions, RASG-EUR for the European Region, RASG-MID for the Middle East Region, and RASG-PA for the Caribbean, South American and North American Regions (including Central America). This paper provides an update on RASG activities in the other Regions.

## 2. DISCUSSION

2.1 This paper presents a summary of RASG activities, work programme and achievements in the different regions, for the benefit of the other RASGs.

### **The Regional Aviation Safety Group – Africa (RASG-AFI)**

2.2 The Fourth meeting of Directors General of Civil Aviation of the AFI Region (DGCA/4), held in Matsapha (Swaziland) from 8 to 9 November 2010, agreed to the establishment of the RASG-AFI. The First meeting of the group, in which the administrative structure and terms of reference of the group were adopted, was held in Kampala, Uganda, on 26 and 27 March 2012. The meeting elected key officials to the positions of Chairperson, Vice Chairpersons and Industry Representative of the group. The meeting also elected Champions of the established subsidiary bodies, called the *Safety Support Teams*. In total, four Safety Support Teams were established in line with the identified areas of priority:

- a) Significant Safety Concerns (SSCs), with the objective of providing assistance to States for the timely resolution of SSCs;
- b) Fundamentals of Safety Oversight (FSO), for the establishment of effective safety oversight systems;
- c) Accident Investigation (AI), to facilitate and coordinate support towards the establishment of effective regional accident investigation organizations (RAIO); and
- d) Emerging Safety Issues, including runway safety, loss of control (LOC) and controlled flight into terrain (CFIT).

2.3 The second meeting of the RASG-AFI was held in Dakar, Senegal in November 2013. This meeting approved the terms of reference of the Safety Support Teams and the proposed RASG-AFI work programme, which was developed based on the prioritization of key safety

issues and safety targets adopted by the Abuja Ministerial Meeting in July 2012. The meeting also adopted the AFI Regional Safety Performance Dashboard, which would facilitate the monitoring of progress of Abuja aviation safety targets implementation. The current RASG-AFI organization is at **Appendix A** hereto.

#### 2.4 **RASG-AFI 2014 Activities:**

- Hosted the First AFI Aviation Safety Symposium held in Dakar, Senegal from 27 to 28 May 2014 and attended by 281 participants. One notable outcome was a Collaborative Implementation Programme to be implemented by relevant stakeholders to achieve the regional safety targets, improve aviation safety and air navigation performance in the AFI Region.
- Development and launch of the Runway Safety Project related to the Regional Focus Area on Emerging Safety Issues - Runway Safety.
- Establishment of Runway Safety Teams at Six International Airports (Nairobi, Harare, Lusaka, Luanda, Kinshasa, Dakar).
- Through implementation of RASG-AFI activities, Guidance material and tools (in French and English) were developed for the use of the RASG AFI Runway Safety Go-Team and Establishment of a Runway safety team at Dakar International Airport.

#### 2.5 **RASG-AFI 2015 Activities:**

- The RASG-AFI Steering Committee (RASC) conducts most of its activities by means of teleconferences, for time and cost-effectiveness. The teleconferences are envisaged to be conducted on quarterly basis, unless otherwise considered necessary. So far, two teleconferences have been conducted on 16 February and 7 May, 2015 respectively. The key activities of RASC relate to the programmes and implementation actions of the Group's subsidiary bodies. It continuously monitors the implementation status of the various RASG-AFI projects; identifying any challenges being encountered and possible means of overcoming them. In addition to the Safety Support Teams (SSTs), RASC has also established a Project Group headed by AFCAC to monitor and evaluate the status of implementation of the Abuja Safety Targets by States.
- The first face-to-face meeting of RASC was convened at the ICAO WACAF Office in Dakar, Senegal, from 19 to 20 March, 2015. Several Conclusions and Decisions were drawn at this meeting. Amongst the outcomes of the meeting was a review of the RASG-AFI Organizational Structure for optimization of the reporting lines and a proposal to include Aeronautical Information Management (AIM) in the work of the Emerging Safety Issues SST, both of which await the endorsement of RASG-AFI/3 in Cape Verde in October of this year.
- The first edition of the AFI Annual Safety Report was produced by the RASG-AFI Annual Safety Report Team (ASRT) and successfully launched during the Aviation Safety Symposium held in Maputo, Mozambique, on 20 and 21 May 2015.

#### 2.6 **RASG-AFI 2015 Scheduled Meetings:**

- The Second AFI Aviation Safety Symposium, May 20-21, 2015, Maputo, Mozambique.

- Third Meeting of the Africa-Indian Ocean Regional Aviation Safety Group RASG-AFI/3 | Yamoussoukro, Côte d'Ivoire, 3-4 December 2015.

**The Regional Aviation Safety Group – Asia and Pacific (RASG-APAC)**

2.7 The forty-seventh meeting of Directors General of Civil Aviation of the APAC Regions (DGAC/47), held in Macau (China) from 25 to 29 October 2010, agreed to the establishment of the RASG-APAC. The RASG's first meeting was held in Noumea (New Caledonia) on 10 and 11 October 2011.

2.8 The RASG-APAC elected a structure similar to that of APANPIRG, whereby the Chairperson and Vice Chairpersons are elected from amongst member States. Contributing bodies such as working groups and ad hoc groups report to the RASG-APAC through the Asia/Pacific Regional Aviation Safety Team (APRAST), which is a subsidiary body that is co-chaired by a member State and an industry partner. The RASG-APAC agreed to establish two ad hoc working groups (AWGs): the Safety Reporting and Programme WG (APAC-SRP) and the Accident Investigation WG (APAC-AIG). The current RASG-APAC organization is at **Appendix B** hereto.

2.9 RASG-APAC has produced two editions of the "RASG-APAC Annual Safety Report." The 2014 edition contains reactive information relating to hull loss and fatal accidents, both on the ground and in flight, involving commercial aeroplanes operated by (or registered with) the member States/Administrations of the RASG-APAC. This edition also includes proactive information as well as developments in predictive information. It is anticipated that further data will be included in these sections as capability matures. In this report the top three accident categories (in accordance with ICAO/CAST taxonomy) relating to fatality risks, as well as other significant emerging safety hazards in the Asia Pacific region, are identified.

2.10 **RASG-APAC 2014 Activities:**

- Implementation of regional priorities and safety targets endorsed by RASG-APAC.
- Published APAC Annual Safety Report.
- Developed the APAC Code of Conduct on Cooperation relating to Civil Aviation Accident/ Incident Investigation to assist States in accident/incident investigations.
- Facilitated regional initiatives to improve the independence in accident investigation and shortage of qualified investigators. Developed incident reporting requirements for States and implemented through RASG-APAC and APRAST.
- Developed Model Advisory Circulars (ACs) and Best Practices and Guidance Materials e.g. Model AC on Precision-like Approach Standard Operating Procedures.
- Model AC on Minimum Safe Altitude Warning (MSAW), Checklist for Runway Safety Maturity and Guidance on runway maintenance and operations to guide States/Administrations/Industries for safety enhancements on CFIT and runway safety.
- Malaysian Air MH370 accident related activities.

2.11 **RASG-APAC 2015 Activities:**

- RASG-APAC draft procedural handbook to be presented during RASG-APAC/5 Meeting for approval.
- Issued a state survey on the use of RASG-APAC endorsed safety tools and compliance with ICAO Standards and Recommended Practices (SARPs) as part of a monitoring mechanism to monitor the implementation of RASG APAC safety tools by APAC States/ Administrations.  
(<https://portal.icao.int/RO/APAC/Pages/StateLetters.aspx?year=2015>)

2.12 **RASG-APAC Scheduled 2015 Meetings:**

- RASG-APAC/5 - Manila, Philippines, 26-27 October.

**The European Regional Aviation Safety Group (RASG-EUR)**

2.13 The high-level meeting of European (EUR) Directors General of Civil Aviation, held on 15 and 17 February 2011, agreed to the establishment of the European Regional Aviation Safety Group (RASG-EUR) for the entire ICAO EUR Region. A meeting regarding the actual establishment of the RASG-EUR was convened in Paris in May 2011. The first meeting of the RASG-EUR (RASG-EUR/01) took place in Paris (France) in January 2012.

2.14 The RASG-EUR Co-ordination Group (RCOG) was established by RASG-EUR/01 to coordinate RASG-EUR activities.

2.15 The second meeting of RASG-EUR (RASG-EUR/02, February 2013) agreed to establish the IE-REST as proposed by the RCOG, with the IE-REST reporting to the RASG-EUR via the RCOG and being co-chaired by a State representative and an industry representative. The meeting also approved the RASG-EUR Procedural Handbook, endorsed overall priorities for the RASG-EUR work programme and agreed to promote the “multi-labelling” of safety events in the ICAO EUR Region, as well as to strengthen cooperation with the European Commercial Aviation Safety Team (ECAST) and the EASA Network of Analysts (NoA) through exchange of information and participation in meetings as observers. The current RASG-EUR organization is at **Appendix C** to this paper.

2.16 The fourth meeting of the RASG-EUR (RASG-EUR/04) was held in Paris (France) from 25 to 26 February 2015.

2.17 In line with the outcome of the HLSC 2015, the ICAO Secretariat made the following recommendations for the RASG-EUR area:

- State Plans of Action (PoA) should be established for priority States based on safety risk;
- Efforts should be made to align the regional activities of the ICAO Regional Office, the RASG-EUR, the European Aviation Safety Agency (EASA), and the Interstate Aviation Committee (IAC) against priority States and regional safety targets;
- Actions should be prioritized to support improvements in order to resolve SSCs and enhance safety oversight capabilities of the weakest States (with EIs < 60);
- States should request Technical Assistance from ICAO when needed;

- States should request ICAO Coordinated Validation Missions (ICVMs) and/or off-site activities once ready in order to have their EI score updated after validation by ICAO; and
- States should report against regional safety targets and safety performance indicators.

#### 2.18 **RASG-EUR 2014 Activities:**

- Adoption of prioritized safety targets and metrics for the European Regional Aviation Safety Group (RASG EUR).
- Implementation of regional priorities and targets for safety as endorsed by RASG-EUR.
- Effective operation, despite limited resources, of the Regional Aviation Safety Group (RASG-EUR) and in particular the ICAO EUR Regional Expert Safety Team (IE-REST), established in February 2013 to support the implementation of safety enhancement initiatives in non-EASA States of the ICAO EUR Region.

#### 2.19 **RASG-EUR 2015 Activities:**

- The RASG/04 approved the creation of a Helicopter Safety Team (IE-HOST) reporting to IE-REST.
- Development of a regional mechanism for sharing resources among States to provide safety implementation assistance to States with relatively low EI (Effective Implementation) and high safety risk.

#### 2.20 **RASG-EUR 2015 Scheduled Meetings:**

- RASG-EUR/4 - Paris, France, 25-26 February 2015
- IE-REST/05 - Moscow, Russia, 19-20 May 2015
- IE-REST/06 - Paris, France, 20-22 October 2015
- RCOG/05 - Paris Office, 03-04 November 2015

#### **The Regional Aviation Safety Group – Middle East (RASG-MID)**

2.21 RASG-MID has been established following the ICAO Council directive and the Middle East Directors General of Civil Aviation meeting agreement (DGCA-MID/1, United Arab Emirates, 22 - 24 March 2011. The First Meeting of the Middle East Regional Aviation Safety Group (RASG-MID/1) was hosted by the Ministry of Civil Aviation of Egypt in Cairo, Egypt, from 18 to 19 September 2011.

2.22 The current RASG-MID Organizational Structure is at **Appendix D**. In order to conduct and manage its activities, the RASG-MID has established the following subsidiary bodies:

- the RASG-MID Steering Committee (RSC) to act as an advisory body to the RASG-MID, guide its work and ensure that safety initiatives are accomplished in a timely, effective and efficient manner;

- the MID Annual Safety Report Team (MID-ASRT) to gather safety information from different available sources to determine the main aviation safety risks and Focus Areas (FAs) in the MID Region and develop the MID Annual Safety Reports (MID-ASR);
- the Accidents and Incidents Analysis Working Group (AIAWG) was recently established under the MID Annual Safety Report Team (MID-ASRT) to review, analyse and categorize accidents and incidents that occurred in the MID Region or which involved an aircraft registered in the MID Region or owned and/or operated by an Air Operator from the MID Region and provide an agreed and harmonized regional dataset of accidents and incidents;
- the MID Regional Aviation Safety Team (MID-RAST) to support the RSC in the development, implementation and monitoring of Safety Enhancement Initiatives (SEIs) and Detailed Implementation Plans (DIPs) related to the identified FAs as well as Emerging Risks (low priorities);
- the Runway and Ground Safety Working Group (RGS WG), which was established under the MID-RAST to address all aerodromes safety activities that were transferred from MIDANPIRG to RASG-MID; and
- the MID Safety Support Team (MID-SST) to support the RSC in the development, implementation and monitoring of SEIs and DIPs related to identified safety issues not directly linked to the agreed FAs such as SSP/SMS implementation, Accident and Incident Investigation and English Language Proficiency.

2.23 The RASG-MID membership includes representatives from all States within the area of accreditation of the ICAO Middle East Regional Office. The International Organizations, Regional and Sub-regional Organizations, Industry and any other allied organizations/representatives such as AACO, ACAC, ACI, AIRBUS, BOEING, CANSO, COSCAP-GS, FSF, IATA, IFALPA, IFATCA and WFP participate as Permanent Observers to the RASG-MID and contribute to the work of its subsidiary bodies. The members and observers serve as Partners of RASG-MID and their joint commitment is fundamental for success in improving aviation safety.

#### 2.24 **RASG-MID 2014 Activities:**

- RASG-MID/3 meeting (Kuwait, 27-29 January 2014) and endorsement of the Second MID Annual Safety Report.
- Second MID Region Safety Summit (Muscat, Oman, 27 – 29 April 2014) and endorsement of the revised MID Region Safety Strategy.
- Development of the Third MID Annual Safety Report.
- Development of SEIs and DIPs related to the Regional Focus Areas (Runway Safety, LOC-I and CFIT) in addition to the SSP implementation in the MID Region.
- Second MID Regional Runway Safety Seminar which included an Aerodrome Certification Workshop and a Runway Safety Team (RST) Workshop were held in Dubai, UAE, 2 4 June 2014.

- Issued RASG-MID Safety Advisory (RSA – 001 and RSA - 002): Guidance for Harmonising the Use & Management of Stop Bars at Airports and Guidance for Regulatory framework for RST establishment.
- Establishment of the MID Runway Safety Go-Team with participation of UAE, Egypt, FAA, IATA, and ACI. The first RS Go-Team visit was (Khartoum, Sudan from 30 November to 4 December 2014).
- The Third meeting of the RASG-MID Steering Committee (RSC/3) was held in Cairo, Egypt, 9-11 December 2014.

## 2.25

**RASG-MID 2015 Activities:**

- Endorsement of the Third MID Annual Safety Report.
- Endorsement of the second revision of the MID Region Safety Strategy. Agreement on the Draft Declaration on aviation safety in the MID Region, which includes a set of core Aviation Safety Targets to be monitored at the level of the DGs. These Targets were included in the Doha Declaration, which was adopted by DGCA-MID/3 meeting (Doha, Qatar, 27-29 April 2015).
- Issued RASG-MID Safety Advisory (RSA - 003) -Guidance and Model Checklists for Runway Safety Team.
- Issued RASG-MID Safety Advisory (RSA-004) - Guidance on call sign similarity.
- Issued RASG-MID Safety Advisory (RSA-005) - MID-Region Aerodromes Certification Toolkit”
- Establishment of Accident and Incident Analysis Working Group (AIA WG) to review, analyse and categorize on annual basis the accidents and incidents at the regional level and provide an agreed and harmonized regional dataset of accidents and incidents.
- Organized a Regional Safety Management Workshop (Kuwait 25-27 May 2015).
- Supported the proposed establishment of the RSOO-MENA.
- Endorsement of the RASG-MID Engagement Strategy to outline a strategy and plan for engagement and communication with safety stakeholders and partners in the MID Region to enhance the level of participation in and support to RASG-MID and its subsidiary bodies, in order to achieve RASG-MID’s objectives.

## 2.26

**RASG-MID 2015 Scheduled Meetings:**

- RASG-MID/4, 30 March – 1 April, Jeddah, Saudi Arabia.
- RSC/4, Cairo, Egypt, 15-17 December 2015.
- Various teams meetings (MID-SST and RGS WG).

**The Regional Aviation Safety Group – Pan America (RASG-PA)**

2.27 RASG-PA was established in November 2008 to support development and operation of a performance-based safety system in the Pan American Region (NAM/CAR and SAM ICAO Regions).

2.28 The RASG-PA mission is to enhance civil aviation safety and efficiency in Pan America through coordination and collaboration by all aviation stakeholders under ICAO's leadership; and the vision involves all of them in reducing aviation safety risks through harmonized and coordinated mitigation efforts aimed at promoting implementation of safety initiatives.

2.29 RASG-PA membership includes representatives from all NAM/CAR/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); Corporacion 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).

2.30 The RASG-PA Executive Steering Committee (ESC) leadership is composed of two Co-Chairpersons representing States/Territories (Curacao) and international organizations/industry (Boeing), respectively; four Vice-Chairpersons representing States (Brazil, Chile, Costa Rica, and United States). ICAO is represented by the NACC (Secretariat) and SAM Regional Offices. The current RASG-PA organization is at **Appendix E** hereto. In order to conduct its activities, RASG-PA has established the following teams:

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

2.31 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.

2.32 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 leading to the development and implementation of additional SEIs for which RASG-PA strongly advocates participation of States and other stakeholders.

2.33 The RASG-PA safety goal is “using as reference the year 2010, reduce the operations fatality risk (fatality risk is the full loss passenger load equivalents per million departures) for Part 121 or equivalent to 50% for 2020 in Latin America and the Caribbean.” The RASG-PA risk analysis showed the following:

- Baseline (five years average fatality risk) in 2010 was 0.6 in Latin America and the Caribbean

- RASG-PA goal is to reach a fatality risk of 0.3 in 2020
- Calculated risk reduction due to RASG-PA Safety Enhancement Initiatives (SEIs) implementation in the period 2010–2014 allowed to reduce the fatality risk in 25%
- Fatality risk calculated through 2014 was 0.39
- Current fatality risk is 0.37 in Latin America and the Caribbean

2.34

**RASG-PA Main Activities and Deliverables:**

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

- Eight RASG-PA Annual Plenary Meetings
- Five Pan American Aviation Safety Summits
- Five editions of the RASG-PA Annual Safety Report (ASR)
- Ten RASG-PA Aviation Safety Seminars
- Five RASG-PA Safety Advisories (RSAs);
- Proposal for amendment to Aeronautical Legislation to Protect Safety Information Sources Document
- First Aeronautical Legislation Seminar for the Protection of Safety Information
- Signed the first MOU with the United States Commercial Aviation Safety Team (U.S. CAST) on information sharing (ASIAS)
- Signed MOU with IATA on information sharing of Flight Data eXchange (FDX)
- Manual on Guidance for Maintaining Runways in Accordance with ICAO Annex 14 — *Aerodromes*
- *Pilot Monitoring Toolkit*
- Surveys to airlines on go-around and unstable approach policies in order to develop mitigation strategies
- Standardized operator CFIT training across the region
- Developed SEIs and completed all the 9 DIPs.
- RASG-PA Runway Excursion Prevention Video (REPV)
- Aviation safety training material available on the RASG-PA website: [www.icao.int/rasgpa](http://www.icao.int/rasgpa)

- In collaboration with RASG-PA members works on the following projects:
  - Consistent use of Standard Spanish and English Phraseology in accordance with the ICAO PANS-ATM – *Air Traffic Management* (Doc 4444)
    - Train the Trainer Workshops
  - Establishment of the Central American Regional Aviation Accident Investigation Group (GRIAA)
  - Flight Information Quality Assurance (FOQA) Programme in Central America (PASO Programme)
  - Bird Strike Reduction Programme
  - Development of Metrics to Measure Institutional Strengths of the Civil Aviation Authorities
    - *Report of the results of the study on independence index of the Civil Aviation Regulatory Agencies in the Pan American Region*
  - CAR and SAM Regions Safety Information Project.

2.35      **RASG-PA 2015 Activities:**

RASG-PA activities plan for 2015 is available  
at: [www.icao.int/RASGPA/Documents/RASG-PA/RASG-PAProgramme2015Rev.pdf](http://www.icao.int/RASGPA/Documents/RASG-PA/RASG-PAProgramme2015Rev.pdf).

**3.      ACTION BY THE MEETING**

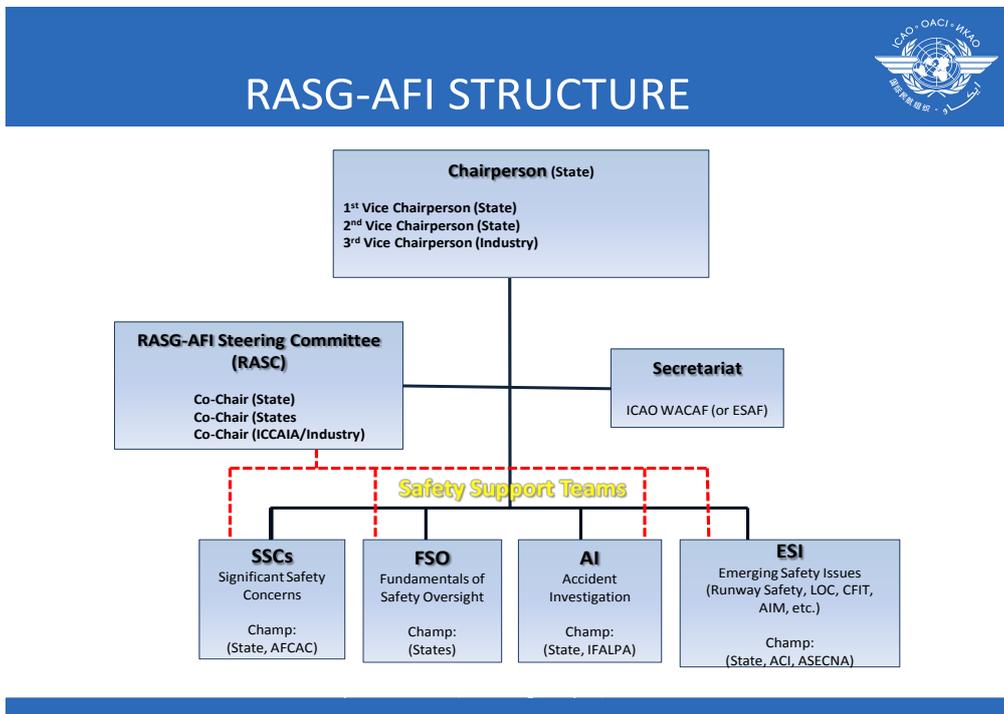
- 3.1      The RSC/4 Meeting is invited to note the content of this Information Paper.

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APPENDIX A

RASG-AFI ORGANIZATION

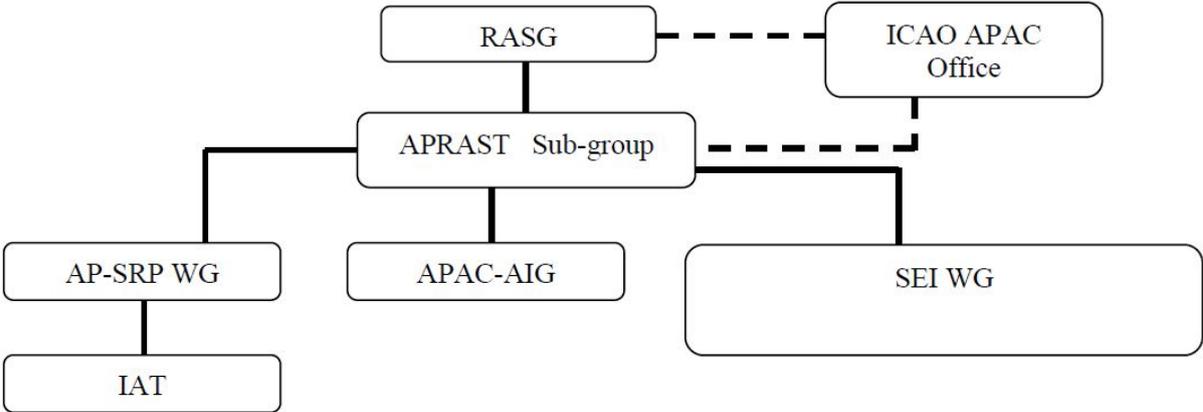
Acting Chairman: Mr. Zakhele G. Thwala, Deputy Director General, South African CAA



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**APPENDIX B**  
**RASG-APAC ORGANIZATION**

Chairperson: Mr. H. M. C. NIMALSIRI Director General of Civil Aviation & Chief Executive Officer  
Civil Aviation Authority of Sri Lanka

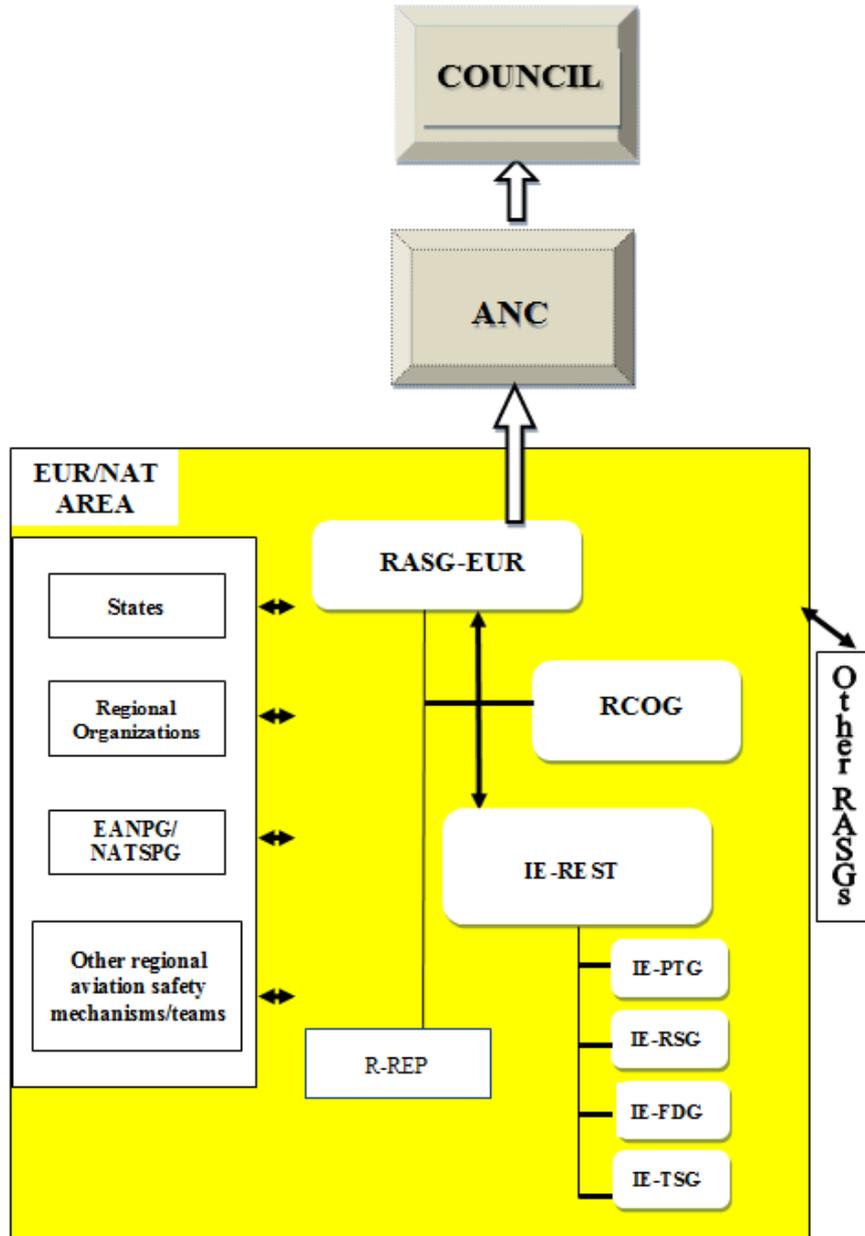


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APPENDIX C

RASG-EUR ORGANIZATION

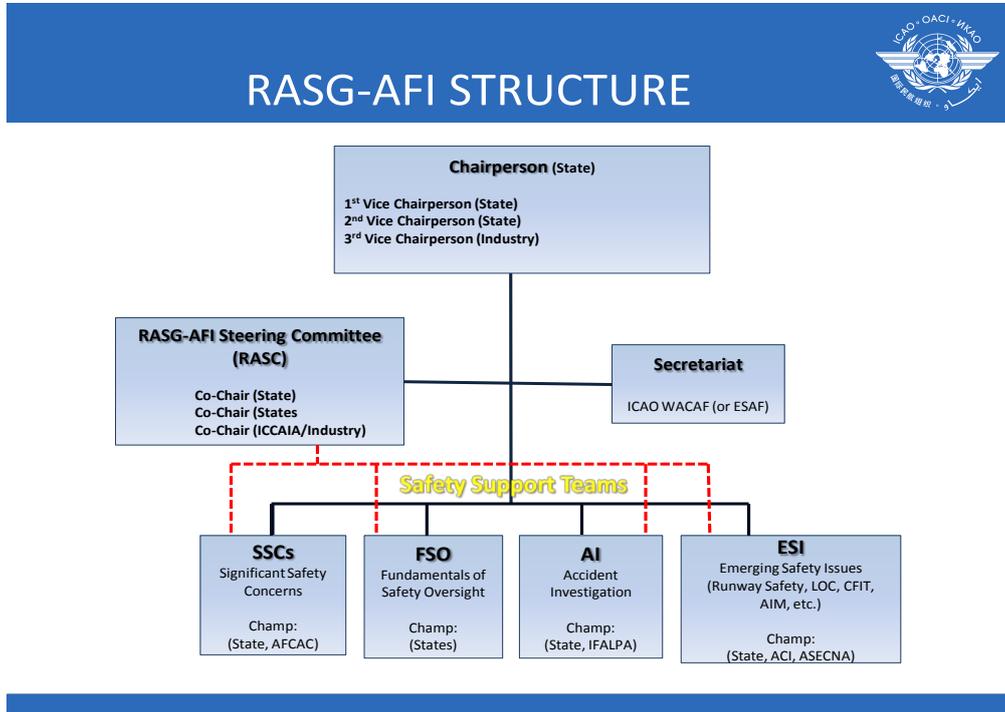
Chairperson: Mr. Gerold Reichle, Director General for Civil Aviation and Aerospace of Germany



APPENDIX D

RASG-AFI ORGANIZATION

Acting Chairman: Mr. Zakhele G. Thwala, Deputy Director General, South African CAA



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## APPENDIX E

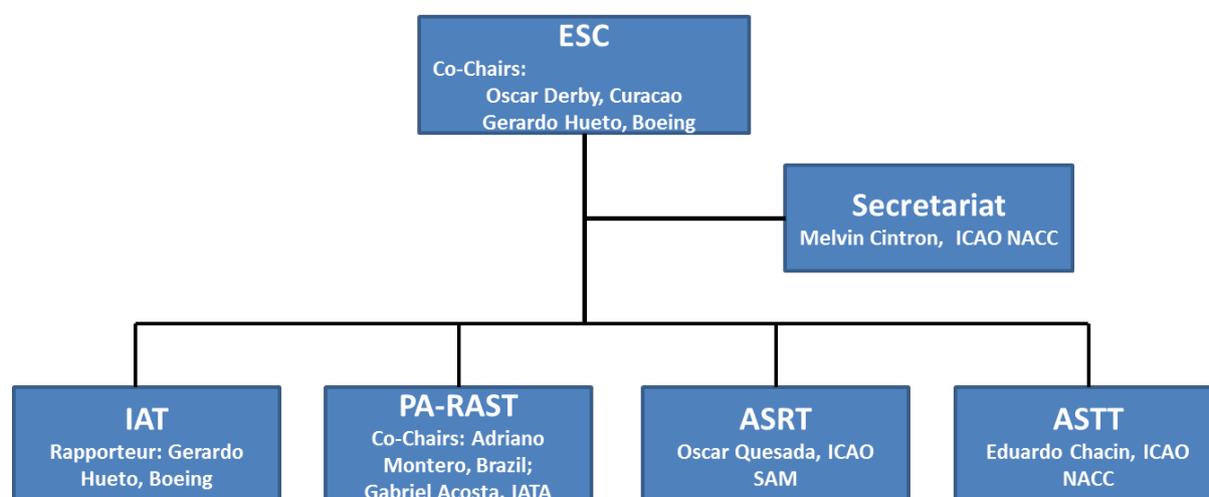
### RASG-PA ORGANIZATION

Co-Chairperson, representing States/Territories: Mr. Oscar Derby, Director General, Curaçao Civil Aviation Authority

Co-Chairperson, representing International Organizations/Industry: Gerardo Hueto, Chief Aviation System Safety, Boeing

# RASG-PA

**(Pan American States/Territories, International Organizations and Industry)**



**ESC: Executive Steering Committee; IAT: Information Analysis Team; PA-RAST: Pan America – Regional Aviation Safety Team  
ASRT: Aviation Safety Report Team; ASTT: Aviation Safety Training Team**

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