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New Orleans, United States, 1 - 3 December 2015

**Agenda Item 5: Aviation Safety Matters**  
**5.1 Regional Aviation Safety Group – Pan America (RASG-PA)**

**REGIONAL AVIATION SAFETY GROUP — PAN AMERICA UPDATE**

(Presented by the Secretariat)

**EXECUTIVE SUMMARY**

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

RASG-PA develops safety enhancement initiatives and projects aligned with the ICAO Global Aviation Safety Plan (GASP) and Annex 19 to the Convention on International Civil Aviation to reduce the fatality risk in the Pan American Region.

<b>Action:</b>	The suggested action is presented in Section 4.
<i>Strategic Objective:</i>	<ul style="list-style-type: none"><li>• Safety</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• ICAO Global Aviation Safety Plan (GASP)</li><li>• Annex 19 — <i>Safety Management</i></li><li>• Eighth Regional Aviation Safety Group — Pan America Annual Plenary Meeting (RASG-PA/8), Medellin, Colombia,, 25 June 2015</li><li>• RASG-PA website: <a href="http://www.icao.int/rasgpa">www.icao.int/rasgpa</a></li></ul>

**1. Introduction**

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

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

1.3 RASG-PA’s vision involves all aviation stakeholders working to reduce 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 safety activities are aligned to serve the GASP objectives. In addition, the RASG-PA provides a formal reporting channel that allows ICAO to monitor the regional safety record.

1.5 RASG-PA membership includes representatives from all ICAO NAM/CAR and SAM States/Territories, 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); 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 by 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 RASG-PA has established the following teams (See **Appendix A**):

- a) Annual Safety Report Team (ASRT)
- b) Aviation Safety Training Team (ASTT)
- c) Information Analysis Team (IAT)
- d) Pan America — Regional Aviation Safety Team (PA-RAST)

## **2. Analysis**

### **2.1 Regional Safety Targets and Priorities**

2.1.1 The regional safety targets are set forth in two declarations:

- *Bogota Declaration*: approved by the Thirteenth Meeting of the Civil Aviation Authorities of the SAM Region (RAAC/13) held in Bogota, Colombia, from 4 to 6 December 2013. Available at <http://bit.ly/1F6chFg>
- *Port-of-Spain Declaration*: approved by the Fifth Meeting of North American, Central American and Caribbean Directors of Civil Aviation (NACC/DCA/5) held in Port-of-Spain, Trinidad and Tobago, from 28 to 30 April 2014. Available at <http://bit.ly/1FHU6v7>

2.1.2 The Sixth 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.

2.1.3 These 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).

2.1.4 The RASG-PA safety goal is “using 2010 as a baseline, is to reduce fatality risk for Part 121 or equivalent operations by 50% by the year 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 average fatality risk) 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 SEIs implemented in the period 2009 – 2013 allowed to reduce the fatality risk in 25% in Latin America and the Caribbean; and
- e) the fatality risk calculated through 2014 is 0.39 and the actual is 0.37 in Latin America and the Caribbean.

2.1.5 The ASR 6<sup>th</sup> Edition also shows the following:

<b>Pan American Scheduled Commercial Air Transport Accidents</b>			
<b>Year</b>	<b>Total Accidents</b>	<b>Fatal accidents</b>	<b>Total fatalities</b>
<b>2004-2013 avg.</b>	<b>39.3</b>	<b>3.3</b>	<b>81.8</b>
<b>2013</b>	<b>36</b>	<b>4</b>	<b>18</b>
<b>2014</b>	<b>35</b>	<b>0</b>	<b>0</b>
Scheduled Commercial Air Transport Accidents – Aircraft MTOM above 5,700 kilograms Source: RASG-PA ASR 6 <sup>th</sup> Edition - preliminary			

## **2.2 RASG-PA Activities and Initiatives**

2.2.1 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**.

2.2.2 RASG-PA training material and documentation are available on the RASG-PA webpage: [www.icao.int/rasgpa](http://www.icao.int/rasgpa).

## **2.3 RASG-PA Regional Challenges**

2.3.1 Pan America faces many challenges to improve safety such as improving the level of effective implementation (EI) of the eight critical elements (CE) for having an effective State safety oversight according to ICAO Universal Safety Oversight Audit Programme – Continuous Monitoring Approach (USOAP-CMA); 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.

## **3. Conclusion**

3.1 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.

3.2 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.

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 (RSOs) are conducted at the Secretariat level in order to avoid redundancy and to optimize the use of resources.

3.4 The success and continuity of RASG-PA and the subsequent enhancement of aviation safety in Pan America will depend on the commitment, participation and contributions of its members.

3.5 The E/CAR/DCA/25 Meeting recognized the insufficient participation of the Eastern Caribbean States in the RASG-PA activities.

#### **4. Suggested Action**

4.1 The Meeting is invited to:

- a) take note of the regional progress on safety;
- b) support RASG-PA through an effective participation in its activities;
- c) inform RASG-PA Secretariat on your RASG-PA focal point (**Appendix C**); and
- d) implement RASG-PA Safety Enhancement Initiatives (SEIs) and report their progress to RASG-PA Secretariat.

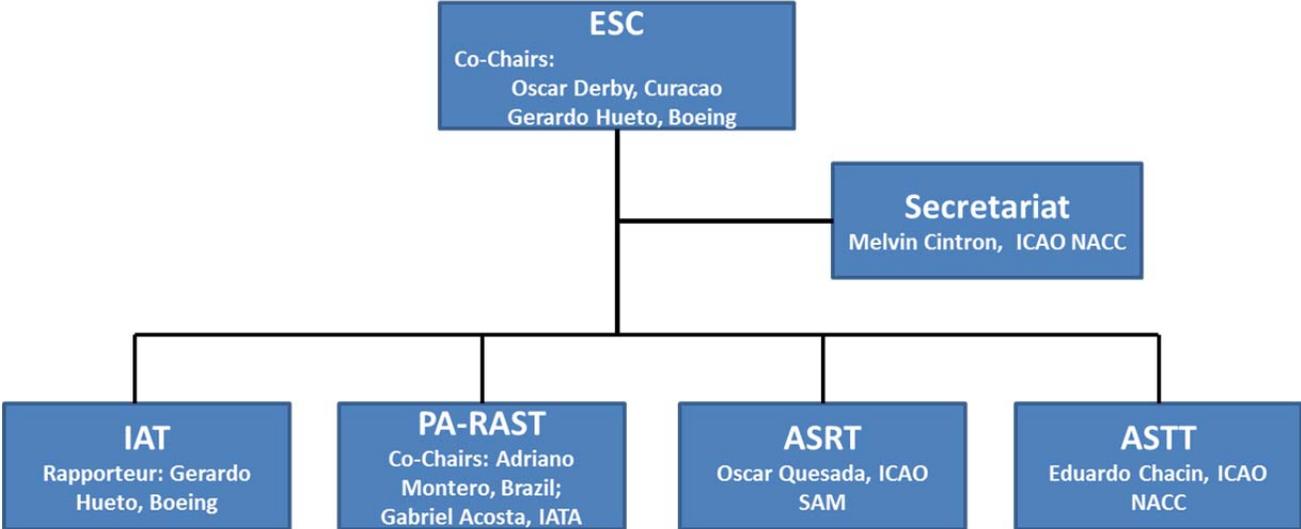
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APPENDIX A

RASG-PA ORGANIZATION CHART

# 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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## APPENDIX B

### RASG-PA ACTIVITIES AND INITIATIVES TO ENHANCE SAFETY

- 1.1 The main RASG-PA activities deliverables include but are not limited to the following:
- a) five Pan American Aviation Safety Summits;
  - b) five editions of the RASG-PA annual safety report;
  - c) proposal for amendment to Aeronautical Legislation to Protect Safety Information Sources Framework Document;
  - d) *Runway Excursion Risk Reduction (RERR) Toolkit* (Version 2);
  - e) surveys to airlines on go-around and unstable approach policies in order to develop mitigation strategies;
  - f) *Advanced Manoeuvres Manual* distributed to all operators;
  - g) ten RASG-PA Aviation Safety Workshops/Seminars;
  - h) *Pilot Monitoring Toolkit*;
  - i) Manual on Guidance for Maintaining Runways in Accordance with ICAO Annex 14 — *Aerodromes*;
  - j) aviation safety training material available on the RASG-PA website;
  - k) Standardized operator CFIT training across the region;
  - l) Four RASG-PA Safety Advisories (RSAs);
  - m) Runway Safety Teams (RSTs) implemented at several airports in Cuba; pilot
  - n) delivered First Aeronautical Legislation Seminar for the Protection of Safety Information;
  - o) RASG-PA signed the first MOU with the United States Commercial Aviation Safety Team (U.S. CAST) on information sharing (ASIAS); and
  - p) RASG-PA signed a MOU with IATA on information sharing of Flight Data eXchange (FDX).
- 1.2 In collaboration with several RASG-PA members, the Group is also working on various projects to enhance safety such as:
- a) Consistent use of Standard Spanish and English Phraseology in accordance with the ICAO PANS-ATM – *Air Traffic Management* (Doc 4444);
  - b) Establishment of the Central American Accident and Incident Prevention Investigation Commission;
  - c) Flight Information Quality Assurance (FOQA) Programme in Central America
  - d) Bird Strike Reduction Programme;
  - e) Development of Metrics to Measure Institutional Strengths of the Civil Aviation Authorities; and
  - f) CAR and SAM Regions Safety Information Project

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**APPENDIX C**

**RASG-PA POINTS OF CONTACT (PoCs)**

State/Territory/International Organization \_\_\_\_\_

**1. Safety Director** \_\_\_\_\_

**2. RASG-PA PoC** \_\_\_\_\_

Name: \_\_\_\_\_

Position/Department: \_\_\_\_\_

Address: \_\_\_\_\_

Telephone: \_\_\_\_\_

Email: \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_