



International Civil Aviation Organization
Regional Aviation Safety Group - Pan America (RASG-PA)

Twenty-Sixth Regional Aviation Safety Group – Pan America Executive Steering Committee Meeting

RASG-PA ESC/26

Summary of Discussions

Lima, Peru, 24 to 25 Month 2016

**RASG-PA ESC/26 Meeting
Summary of Discussions**

Date	24 – 25 May 2016
Location	ICAO SAM Regional Office, Lima, Peru
Opening Ceremony	<p>The Meeting was attended by 25 participants from 5 States/Territories, and 9 international organizations and industry. The list of participants is in Appendix A.</p> <p>Mr. Oscar Quesada, Deputy Director, ICAO South American (SAM) Regional Office, welcomed participants to the Meeting.</p> <p>Mr. Melvin Cintron, Regional Director, ICAO Regional North American, Central American and Caribbean (NACC) Office and RASG-PA Secretary, welcomed the participants and extended appreciation to the ICAO SAM Regional Office on behalf of the Executive Steering Committee (ESC) for hosting the meeting.</p> <p>Messrs. Oscar Derby, Curaçao, and Gerardo Hueto, Boeing, as RASG-PA/ESC Co-Chairpersons representing States/Territories and International Organizations/Industry, respectively, chaired the Meeting.</p> <p>Mr. Melvin Cintron served as Secretary of the Meeting and was assisted by Messrs. Oscar Quesada, Deputy Regional Director, ICAO SAM Regional Office; and Eduardo Chacin, Regional Officer, Flight Safety, ICAO NACC Regional Office. Ms. Veronica Chavez, Technical Assistance Officer, and Mr. Fabio Salvatierra, both from the ICAO SAM Regional Office, also attended the meeting.</p>
Discussion Items	
Agenda Item 1:	<p>Approval of the Provisional Agenda</p> <p>1.1 The Co-Chairperson, International Organizations and Industry, presented WP/01, inviting participants to approve the provisional agenda and schedule. The Meeting approved the agenda.</p>

Agenda Item 2:**RASG-PA and ESC Valid Conclusions and Decisions**

2.1 The Secretariat presented WP/02 on the status of RASG-PA and RASG-PA/ESC Conclusions (C) and Decisions (D), which were reviewed and updated by the Meeting.

2.2 The Meeting discussed extensively about the methodology to apply in order to get the proper feedback on the implementation of RASG-PA Safety Enhancement Initiatives (SEIs) by Member States.

2.3 The Meeting agreed that some Member States are not aware about the RASG-PA SEIs, and that the RASG-PA Communication Strategy must address this issue.

2.4 In order to promote RASG-PA deliverables, the Meeting decided to hold a session on 22 June 2016 (in the afternoon), for the representatives of States participating in Seventh Pan American Aviation Safety Summit.

2.5 IATA will provide an overview of RASG-PA activities with an emphasis on where State participation is needed. This will be followed by short presentations by Chile, Costa Rica and Peru, on what activities they have engaged in from the State's perspective. ALTA and CANSO also offered to support this initiative. The format of the session will be an informal dialogue to maximize interaction and encourage action by States. RASG-PA Secretariat will facilitate the session.

2.6 The Meeting also agreed that would be necessary to review the RASG-PA Conclusions and Decisions and report to the ESC about their current status. It was also agreed, that the ESC would review the evaluation of the results from a survey undertaken by States regarding the issuance of Safety Advisories and its implementation in States. Both, the NACC and SAM Regional Offices, will coordinate this topic in order to possibly generate another survey that would allow for an analysis of implementation.

2.7 The list of RASG-PA and ESC valid conclusions and decisions are presented in **Appendices B** and **C** respectively.

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

3.1.1 The Secretariat presented WP/03, which included the Summary of Discussions of the PA-RAST/22 Meeting held in Long Beach, United States, from 7 to 9 December 2015; and 23 held in San Jose Dos Campos, Brazil, from 1 to 3 March 2016.

3.1.2 The Meeting was informed by IATA (PA-RAST Co-Chairperson, International Organizations/Industry) that the Aviation Safety Information Analysis and Sharing (ASIAS) and the IATA Flight Data exchange (FDX) databases were reviewed to monitor identified “hot spots” in the CAR and SAM Regions, regarding airports (6) and (4) airspace safety related issues. Nothing was identified as an emerging regional trend. This activity is part of the quarterly safety monitoring activity done by RASG-PA on those aspects.

3.1.3 The Meeting learned about the on-going work undertaken by the Safety Enhancement Teams (SETs) regarding the development of the RASG-PA Detailed Implementation Plans (DIPs) related to Loss of Control — In Flight (LOC-I), Controlled Flight Into Terrain (CFIT), and Runway Excursion (RE).

3.1.4 The Meeting encouraged stakeholders to implement RASG-PA SEIs, as applicable and inform accordingly the RASG-PA Secretariat and/or ICAO NACC and SAM Regional Offices.

3.1.5 The Meeting was informed by IATA about the need of having resources to conduct the planned workshops as part of the dissemination of the RASG-PA SEIs for their implementation. The Meeting agreed that the audience, in some cases must include those in charge of the training area of the Civil Aviation Authorities, as well as the service providers, considering, that, many of the mitigation strategies are related with training of the aeronautical personnel.

3.1.6 IATA informed the Meeting on the development status of the PA-RAST Terms of Reference (ToRs), which will be circulated in the near future for comments, to be presented to the ESC for a fast track approval and then its inclusion in the updated RASG-PA Procedural Handbook 4th version.

3.1.7 The Meeting was informed by the Secretariat about the success of the ICAO Regional Aviation Safety Group — Pan America (RASG-PA) Aviation Safety Seminar conducted with the support of EMBRAER and other RASG-PA stakeholders, and hosted by *Nova Southeastern University* (NSU) from 29 to 30 March 2016, in Fort Lauderdale, United States. This event was recognized again by the WINGS – *Pilot Proficiency Program of the United States* (Federal Aviation Administration - FAA). For additional information on the programme visit: https://www.faa.gov/WINGS/pub/learn_more.aspx.

3.1.8 The Meeting approved the PA-RAST/22, 23 and 24 Meetings Summaries of Discussions as presented in WP/03, and formulated the following Decision:

DECISION

**RASG-PA/ESC/26/D/1 PA-RAST/22, 23 AND 24 MEETINGS
SUMMARY OF DISCUSSIONS
APPROVAL**

The RASG-PA/ESC/26 Meeting approved the PA-RAST/22, 23 and 24 Meetings Summary of Discussions as presented to the Meeting.

3.2 Annual Safety Report Team (ASRT)

3.2.1 ICAO SAM Regional Office, on behalf of the Aviation Safety Report Team (ASRT) informed the Meeting that the *RASG-PA Annual Safety Report (ASR) – 6th Edition* was ready to be published. However, Boeing opened the floor for discussion on the ASR, even though it had been presented at the ESC/25.

3.2.2 The Meeting discussed about some text of the ASR 6th Edition considering the Memorandum of Understanding (MoU) signed between United States Commercial Aviation Safety Team (U.S. CAST) and RASG-PA regarding the protection of safety information. The Meeting agreed to amend the text in the predictive section of the ASR in order to avoid any misinterpretation by the public and fully comply with the terms of the above mentioned MoU.

3.2.3 The Meeting also discussed about the proactive section of the ASR, which contains the results of ICAO Universal Safety Oversight Audit Programme (USOAP) and IATA Operational Safety Audit (IOSA) and decided to leave it as presented.

Agenda Item 4:

RASG-PA Project Reports

4.1 Flight Operations Quality Assurance (FOQA) Data Sharing (PASO)

4.1.1 Costa Rica informed the Meeting about the latest activities of PASO at San Jose International Airport (MROC), Costa Rica, and requested support from RASG-PA and stakeholders to promote the participation of other international airlines in the programme. The Meeting agreed that this initiative must be implemented throughout the Region in order to enhance safety.

4.2 Regional Aviation Accident Investigation Group (GRIAA) of Central American States

4.2.1 Considering the absence of COCESNA/ACSA, there was not any update available about GRIAA for the ESC.

4.3 CAR and SAM Regions Safety Information Project

4.3.1 Flight Safety Foundation (FSF) presented WP/05, and delivered a presentation to update the Meeting on the CAR and SAM Regions Safety Information Project under their leadership.

4.3.2 The Meeting was informed that FSF is taking the knowledge gained from the focus groups and is in the process of developing toolkits for the “Toolkits” and “Workshops”.

4.3.3 FSF informed the Meeting that the Toolkit Framework has been introduced at the following workshops: Sao Paulo, Brazil, 20 to 21 April; Santiago, Chile, 29 to 30 March; Panama City, Panama, 18 to 19 May; and will continue in Lima, Peru, 8 to 9 June; and Mexico City, Mexico, 13 to 14 July.

4.3.4 The Meeting agreed to continue to support FSF Project by encouraging stakeholders to participate in planned workshops throughout the Regions. ICAO Regional Offices will support this initiative whenever it’s possible.

Agenda Item 5:**RASG-PA Strategic Plan**

5.1 The Secretariat presented WP/07, which referred to the second deliverable of the RASG-PA Strategic Plan, which is the RASG-PA Strategic Plan Document.

5.2 Bearing in mind, that the RASG-PA Strategic Task Force did not meet as planned to update the above mentioned document, the Secretariat presented the updated draft of the RASG-PA Strategic Plan for consideration of the Meeting. The document is included as **Appendix D**.

5.3 The Meeting agreed to review it and provide comments for the ESC/27 Meeting due to time constraints.

Agenda Item 6:**RASG-PA Communication Plan**

6.1 ALTA informed to the Meeting that they cannot continue to lead the RASG-PA Communication Plan; however, they will support it as needed. FSF informed that they have their team available to support it as necessary.

6.2 The Secretariat recalled the Meeting about the approved funding from RASG-PA for the implementation of the plan.

Agenda Item 7:

Seventh Pan American Aviation Safety Summit

7.1 ALTA updated the Meeting on the progress for the preparation of the Seventh Pan American Aviation Safety Summit and Ninth Regional Aviation Safety Group — Pan America Annual Plenary Meeting (RASG-PA/9) to be held Panama City, Panama, 21 – 23 June 2016

7.2 ALTA encouraged the ESC to promote the events among their stakeholders and to register timely.

7.3 The ESC reviewed the provisional agenda for the Seventh Pan American Aviation Safety Summit

Agenda Item 8:

Ninth Regional Aviation Safety Group – Pan America Plenary Meeting (RASGPA/9)

8.1 The Secretariat presented WP/04, which included the provisional Agenda of the Ninth Regional Aviation Safety Group – Pan America Plenary Meeting (RASG-PA/9). The ESC agreed with the proposal.

8.2 The Secretariat encouraged the ESC to send their WPs, IPs and presentations for the RASG-PA/9 timely.

Agenda Item 9:

RASG-PA/ESC/27 Meeting

9.1 After considering various options, the Meeting agreed to hold the ESC/27 Meeting in the ICAO NACC Regional Office, Mexico City, Mexico, from 13 to 14 December 2016.

Agenda Item 10:

Other Business

10.1 IATA decided to withdraw its WP/06, “Use of performance based objectives to improve safety and efficiency”.

APPENDIX / APÉNDICE A

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CONCLUSIONS AND DECISIONS OF RASG-PA PLENARY MEETINGS

Meeting	C/D	No.	Area	Title of Conclusion / Decision	Text of Conclusion / Decision	Follow-up and Remarks	Responsibility	Target Completion Date	Deliverable	Status (Valid, Completed, Superseded)
RASG-PA/8	C	2	FS	RASG-PA MEMBERS TO REPORT TO RASG-PA SECRETARIAT THE ADOPTION OF RASG-PA SAFETY ADVISORIES (RSAs) AS APPLICABLE AND THEIR RESULTS	That RASG-PA Members implement the applicable required actions, which are developed and published by RASG-PA in the RSAs, and report to RASG-PA the level of adoption of the required actions published in the RSAs and their results.	On November 2015 a State Letter was sent to RASG-PA Members to request the status of the RSAs adoption	RASG-PA Secretariat	30-Jun-16	Report on the adoption status	Valid
RASG-PA/8	C	8	FS	ASSISTANCE TO STATES IN EFFECTIVE AND SUSTAINED COMPLIANCE TO SAFETY OVERSIGHT OBLIGATIONS	That RASG-PA Aviation Safety Training Team (ASTT) take on this role in providing guidance to RASG-PA Member States seeking assistance on effective and sustained compliance to safety oversight obligations.	Due to RASG-PA structure the PA-RAST will take over this activity.	PA-RAST	30-Jun-16	Seminars and Workshops	Valid

RASG-PA ESC MEETINGS CONCLUSIONS (C) AND DECISIONS (D)

Meeting	C/D	No.	Area	Title of Conclusion / Decision	Text of Conclusion / Decision	Follow-up and Remarks	Responsibility	Target Completion Date	Deliverable	Status (Valid, Completed, Superseded)
RASG-PA ESC22	D	1	FS	CAR AND SAM REGIONS SAFETY INFORMATION PROJECT	The ESC approved to support the Flight Safety Foundation Global Safety Information Project and to be included as a RASG-PA Project for the CAR and SAM Regions.	Update to be presented at the ESC/26 Meeting. FSF is planning to carry out other focus groups in the Region.	Flight Safety Foundation	11-Dec-16	Report	Valid
RASG-PA ESC23	D	1	FS	IMPLEMENTATION OF A "RASG-PA TACTICAL GO-TEAM" CONCEPT	That RASG-PA implement a "RASG-PA Tactical Go-Team" concept to work at the identified "hot spots" as an effective way of targeting, managing and monitoring safety enhancements at the particular locations.	See RASG-PA/8/D/3.	PA-RAST	23-Jun-16	Include RASG-PA Tactical Go-Team procedure in the RASG-PA Procedural Handbook	Valid
RASG-PA ESC23	D	2	FS	RASG-PA STRATEGIC PLAN	That RASG-PA review the draft RASG-PA Strategic Plan presented by Brazil to develop a consolidated RASG-PA Strategic Plan document, which will be carried out by the created RASG-PA Strategic Planning Task Force (RSP-TF).	To be presented at the ESC/26 Meeting. Remarks: RASG-PA Strategic Planning Task Force (RSP-TF) is composed by Brazil (Rapporteur), Chile, Costa Rica, Curacao, Honduras, United States, ALTA, Boeing, CANSO, and IATA. Brazil, United States, ALTA, IATA, ICAO NACC (RASG-PA Secretariat) and ICAO SAM met at the ICAO SAM RO, from 25 to 26 August 2015 to review the RASG-PA Procedural Handbook. See RASG-PA ESC/25/D/3.	Brazil	11-Dec-15	RASG-PA Strategic Plan Document and Revised RASG-PA Procedural Handbook	Valid

RASG-PA ESC MEETINGS CONCLUSIONS (C) AND DECISIONS (D)

Meeting	C/D	No.	Area	Title of Conclusion / Decision	Text of Conclusion / Decision	Follow-up and Remarks	Responsibility	Target Completion Date	Deliverable	Status (Valid, Completed, Superseded)
RASG-PA ESC23	D	3	FS	RASG-PA COMMUNICATION PLAN	That RASG-PA develop a Communication Plan integrated with the RASG-PA Strategic Plan to disseminate information to the States and stakeholders to ensure consistent and direct communications with the objective of enhancing communication regarding RASG-PA outputs or requests to States and industry.	An update was presented at the RASG-PA/8 Meeting. Deliverables: 1. Update the RASG-PA web page on the ICAO website. 2. Post RASG-PA safety enhancement initiatives, the annual safety reports, etc., in SKYbrary. 3. Work with web experts from ICAO on search engine optimization in order to drive traffic to the RASG-PA web page. 4. Work with the editors of FSF's AeroSafety World to place articles on RASG-PA initiatives and accomplishments in the magazine. 5. Develop and distribute a semi-annual electronic RASG-PA newsletter. 6. Use social media for the information distribution on RASG-PA activities and publish the accomplishments and to engage stakeholders on pertinent safety issues by creating curated RASG-PA Twitter, LinkedIn and Facebook accounts.	ALTA and Flight Safety Foundation	11-Dec-15	See follow-up and remarks.	Valid

RASG-PA ESC MEETINGS CONCLUSIONS (C) AND DECISIONS (D)

Meeting	C/D	No.	Area	Title of Conclusion / Decision	Text of Conclusion / Decision	Follow-up and Remarks	Responsibility	Target Completion Date	Deliverable	Status (Valid, Completed, Superseded)
RASG-PA ESC25	D	3	FS	RASG-PA PROCEDURAL HANDBOOK AMENDMENT UNDER THE RASG-PA STRATEGIC PLAN	<p>The ESC/25 Meeting reviewed the procedural handbook, the PA-RAST Terms of Reference are to be reviewed.</p> <p>a) new RASG-PA Mission, Vision and Objectives b) new structure of RASG-PA; c) amended PA-RAST Terms of Reference (TORs) that includes TORs of the Information Analysis Team (IAT) and the Aviation Safety Training Team (ASTT); and d) new TORs of the Aviation Safety Report Team (ASRT).</p>	<p>The ESC/25 reviewed the mission, vision and objectives of RASG-PA, as well as the draft RASG-PA Procedural Handbook and noted the pending tasks:</p> <ul style="list-style-type: none"> • Finish the draft of the RASG-PA Procedural Handbook, Fourth edition, that must include: <ul style="list-style-type: none"> -Amendment of PA-RAST Terms of Reference (TORs) done by the PA-RAST • Create the RASG-PA Strategic Plan consolidated with the RASG-PA Communication Plan 	RASG-PA Strategic Planning Task Force (RSP-TF)		Procedural Handbook - 4th Edition	Valid
RASG-PA ESC25	D	4	FS	FUNDING FOR RASG-PA COMMUNICATION PLAN IMPLEMENTATION IN THE YEAR 2016	EI RASG-PA/ESC approved to support the implementation of the RASG-PA Communication Plan with USD\$5,000 in 2016, as presented by ALTA and Flight Safety Foundation.	ALTA has to present an invoice to ICAO NACC Regional Office in order to process the payment.	ALTA and Flight Safety Foundation		RASG-PA Communication Plan Implementation	Valid



International Civil Aviation Organization
Regional Aviation Safety Group - Pan America (RASG-PA)

**INTERNATIONAL CIVIL AVIATION ORGANIZATION
REGIONAL AVIATION SAFETY GROUP – PAN AMERICA
(RASG-PA)**

**RASG-PA STRATEGIC PLAN 2016-2019
DRAFT VERSION**

RASG-PA STRATEGIC PLAN 2016-2019

1. ICAO Regional Aviation Safety Groups (RASGs) Background

The ICAO RASGs support the implementation of the ICAO Global Aviation Safety Plan - GASP and address global aviation safety matters from a regional perspective; serving as the focal point to coordinate all regional efforts and programmes aimed at mitigating safety risks, and eliminating 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.

2. The Regional Aviation Safety Group – Pan America (RASG-PA) Introduction

The Regional Aviation Safety Group – Pan America (RASG-PA) was established in November 2008 to use the framework provided by the ICAO Global Aviation Safety Plan (GASP) and the Global Aviation Safety Roadmap (GASR) to support the establishment and operation of a performance-based aviation safety system in the Pan American Region.

RASG-PA supports implementation of the ICAO GASP and complies with ICAO Council approval of Regional Aviation Safety Groups (RASGs) with the objective to address global aviation safety matters from a regional perspective. Further, the RASG-PA supports NAM/CAR and SAM Regions in establishing objectives, priorities, indicators and the setting of measurable targets to address safety-related deficiencies in each region while ensuring consistency of action and coordination of efforts.

3. RASG-PA Vision

The 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.

4. RASG-PA Mission

The 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.

5. RASG-PA Objective

The RASG-PA goal is using 2010 as a baseline, to reduce fatality risk* for Part 121 or equivalent operations by 50% by the year 2020 in Latin America and the Caribbean. (*Fatality risk is the full loss passenger load equivalents per million departures)

6. RASG-PA Strategies

The RASG-PA Risk Management strategy consists of:

- Reactive: apply the risk reduction formula to accident set to prioritize Safety Enhancement Initiatives (SEIs)
- Proactive: implement SEIs targeting specific high fatality risk areas
- Predictive: verify effectiveness of SEIs using precursor trends in Flight Operations Quality Assurance (FOQA)

In order to perform the risk management strategy RASG-PA uses different types of safety data/information from different sources to produce safety intelligence as follow:

- Reactive: safety analysis based upon past occurrences (accidents and incidents)
- Proactive: analysis of States' existing conditions (ICAO Standards and Recommended Practices (SARPs) implementation, traffic variations) and service providers (IATA Operational Safety Audits - IATA Operational Safety Audit (IOSA), ramp inspections, etc.)
- Predictive: based upon analysis of FOQA de-identified data, oriented towards identifying potential future hazards for initiating corresponding mitigation actions

The RASG-PA safety management process consists of various recurrent stages. The RASG-PA Annual Safety Report is not only the first stage, but also a key component, gathering safety data and information in order to produce safety intelligence, showing a consolidated vision of aviation safety using sources from regional stakeholders. Further stages of the process use this safety intelligence as the foundation for the development of improvement actions such as the SEIs.

RASG-PA develops SEIs for the top current accident categories in the Pan America Region:

- Runway Excursion (RE)
- Controlled Flight Into Terrain (CFIT)
- Loss of Control-Inflight (LOC-I)

As part of the monitoring safety activities RASG-PA considers emerging regional risks such as:

- Mid-Air Collision (MAC)

7. RASG-PA Action Plan

The RASG-PA work programme is data-driven developed and supports the regional performance framework for safety management. RASG-PA deliverables are available for all the aviation stakeholders.

States will continually progress in the implementation of ICAO SARPs in order to achieve the GASP objectives and priorities, and comply with their national and regional safety goals.

Considering that the current level of SARPs implementation varies at the regional and national levels, in order to support the GASP objectives and their timelines, as well as the safety performance enablers such as Standardization, Resources, Collaboration and Safety Information Exchange set in the GASP framework, RASG-PA needs to be dynamic and adapt its work programme accordingly to deliver measurable safety improvements despite the above mentioned variation.

Therefore, the RASG-PA activities are divided in three main blocks in line with the GASP timelines:

- Near term (2017)
 - General activities:
 - Support/follow-up the implementation of the GASP
 - Coordination of regional safety activities
 - Identify top regional safety risks and determine/prioritize areas of safety concern
 - Develop RASG-PA SEIs
 - Promote the implementation of SEIs as applicable
 - Monitor the implementation of SEIs
 - Measure the effectiveness of the implementation of SEIs
 - Track and report regional safety performance indicators (SPIs) to ICAO
 - Designate local RASG-PA Action Team Leaders
 - Establish a RASG-PA ATS Incidents Analysis Team (AIAT)
 - Deploy RASG-PA Tactical Go-Teams as needed
 - Develop/support safety projects as deemed necessary
 - Other activities
 - Additional activities with States above 60% Effective Implementation (EI) USOAP CMA
 - Assist in the establishment of Runway Safety Teams (RST)
 - Assist in the establishment of local Commercial Aviation Safety Teams (CAST)
 - Assist in the establishment of local Aviation Safety Teams (AST)
 - Assist in the establishment of local Helicopter Safety Team (HST)
 - Additional activities with States below 60% EI USOAP CMA
 - Promote/support the establishment and sustainability of an effective safety oversight system
- Mid term (2022)
 - General activities:
 - Support/follow-up the implementation of the GASP
 - Coordination of regional safety activities
 - Identify top regional safety risks and determine/prioritize areas of safety concern

- Develop RASG-PA SEIs
- Promote the implementation of SEIs as applicable
- Monitor the implementation of SEIs
- Measure the effectiveness of the implementation of SEIs
- Track and report regional SPIs to ICAO
- Deploy RASG-PA Tactical Go-Teams as needed
- Develop/support safety projects as deemed necessary
- Other activities
- Additional activities with States:
 - Assist in the establishment of RST
 - Assist in the establishment of local CAST
 - Assist in the establishment of local AST
 - Assist in the establishment of local HST
- Long term (2027)
 - General activity:
 - Support/follow-up the implementation of the GASP
 - Coordination of regional safety activities
 - Track and report regional SPIs to ICAO
 - Support the sustainability of the ICAO State Safety Programme (SSP) as the advanced safety oversight system, including predictive risk management

The required RASG-PA safety promotion activities will be supported by the RASG-PA Communication Plan.

Appendix

1- State safety performance indicators (SPI)

#	<i>Indicators and metrics</i>	<i>Type</i>	<i>Usage</i>
1.	<p>Effective implementation of State safety oversight system</p> <p><i>Metrics:</i></p> <ul style="list-style-type: none"> • USOAP EI Scores overall • USOAP EI Scores by technical area • USOAP EI Scores by critical element 	Predictive	Target
2.	<p>Progress in SSP implementation</p> <p><i>Metrics:</i></p> <ul style="list-style-type: none"> • Percentage of completed gap analysis questions • Percentage of implemented gap analysis questions overall • Percentage of implemented gap analysis questions by element 	Predictive	Target
3.	<p>Progress in SMS implementation</p> <p><i>Metrics:</i></p> <ul style="list-style-type: none"> • Percentage of completed gap analysis questions by operator • Percentage of implemented gap analysis questions overall by operator • Percentage of implemented gap analysis questions by element and by operator 	Predictive	Target
4.	<p>Frequency and severity of accidents and incidents</p> <p><i>Metrics:</i></p> <ul style="list-style-type: none"> • Number and distribution of occurrences by severity level (accident, serious incidents, etc.) and the ICAO Accident/Incident Data Reporting System (ADREP) occurrence category • Number and distribution of fatalities by ADREP occurrence category • Occurrence per number of departures (rate) <p><i>Note.— Occurrences should be limited to specific categories of aircraft and operations, such as aircraft above 5,700 kg operating scheduled commercial flights.</i></p>	Reactive/ proactive	Target

#	<i>Indicators and metrics</i>	<i>Type</i>	<i>Usage</i>
5.	<p>Certification of aerodromes</p> <p><i>Metrics:</i></p> <ul style="list-style-type: none"> • Number and percentage of certified international aerodromes overall and by airspace 	Predictive	Target
6.	<p>Significant safety concerns</p> <p><i>Metrics:</i></p> <ul style="list-style-type: none"> • Number and duration of USOAP CMA significant safety concerns by technical area 	Predictive	Target
7.	<p>Presence of notable hazardous conditions</p> <p><i>Metrics:</i></p> <ul style="list-style-type: none"> • Number, duration and distribution of safety-related NOTAMs by the <i>Procedures for Air Navigation Services — ICAO Abbreviations and Codes (PANS-ABC, Doc 8400)</i>, Q-code categories 	Predictive	Monitor
8.	<p>Fleet modernization</p> <p><i>Metrics:</i></p> <ul style="list-style-type: none"> • Average age of all registered and operated aircraft and their distribution by operator • Percentage of all registered and operated aircraft above 20 years and their distribution by operator 	Predictive	Monitor
9.	<p>Effectiveness of foreign operator safety assessment programmes</p> <p><i>Metrics:</i></p> <ul style="list-style-type: none"> • Compliance scores by foreign and national operator 	Predictive	Monitor
10.	<p>Industry certification</p> <p><i>Metrics:</i></p> <ul style="list-style-type: none"> • Number and percentage of operators holding industry certificates by type (IOSA, IS-BAO, ISAGO, IS-BAH, etc.) 	Predictive	Monitor
11.	<p>Extent of environmental hazards</p> <p><i>Metrics:</i></p> <ul style="list-style-type: none"> • Average terrain elevation around airports • Percentage of METARs indicating low ceiling or visibility by month and location 	Predictive	Awareness

2- State level of activity indicators

#	<i>Indicators and metrics</i>	<i>Type</i>	<i>Usage</i>
1.	Fleet size <i>Metrics:</i> <ul style="list-style-type: none">• Number and distribution of aircraft models overall• Number and distribution of aircraft models by operator• Number of aircraft registered and operated and their distribution by operator	Level of activity	Monitor
2.	Traffic volume <i>Metrics:</i> <ul style="list-style-type: none">• Number of monthly and annual departures by operator, airport and route• Number of destinations overall and by airport• Number of departures per destination overall and by airport• Number of flights handled by airspace	Level of activity	Awareness

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