



International Civil Aviation Organization

CAR/SAM Regional Planning and Implementation Group (GREPECAS)

Seventeenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/17)

(Cochabamba, Bolivia (Plurinational State of), 21 to 25 July 2014)

GREPECAS/17 – WP/03

21/06/14

Agenda Item 2: Review of coordination activities between GREPECAS and the Regional Aviation Safety Group — Pan America (RASG-PA)

2.1 RASG-PA Regional activities

RASG-PA PROGRESS REPORT

(Presented by the Secretariat)

SUMMARY

The Regional Aviation Safety Group — Pan America (RASG-PA) applies the ICAO Global Aviation Safety Plan (GASP) and Annex 19 to various initiatives and aviation projects to enhance aviation safety by mitigating risks and thereby reducing the aviation fatal accident rate in the Pan American Region.

Joint participation of States/Territories, international organizations and industry in RASG-PA activities is fundamental to improving safety in the Pan American Region.

Coordinating activities with GREPECAS is key in avoiding redundancy and optimizing the use of human and fiscal resources.

References:

- ICAO Global Aviation Safety Plan (GASP)
- ICAO Annex 19 — *Safety Management*
- RASG-PA/6 Meeting Report
- RASG-PA website: www.rasg-pa.org

1. Introduction

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

1.2 The RASG-PA mission is to enhance civil aviation safety and efficiency in the Pan American Region through coordination and collaboration of all aviation stakeholders under ICAO leadership.

1.3 The RASG-PA vision involves all aviation stakeholders in reducing aviation safety risks in the ICAO North American, Central American, Caribbean and South American Regions through harmonized and coordinated mitigation efforts aimed at promoting implementation of safety initiatives.

1.4 RASG-PA uses the ICAO GASP as a guide to develop its work programme using a regional perspective and will assist with rollout of the new GASP and implementation of ICAO Annex 19 as mandated by ICAO.

1.5 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).

1.6 The RASG-PA Executive Steering Committee (ESC) is composed of 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 In order to conduct its activities, RASG-PA has established the following teams:

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

2. Discussion

2.1 The fourth edition of the RASG-PA Annual Safety Report (ASR) reveals that the top three key 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.

2.2 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.

2.3 It should be noted that even with limited resources and participation by State civil aviation authorities in RASG-PA activities and projects, the Group has been able to successfully perform its tasks through great commitment and dedication. The main RASG-PA deliverables include but are not limited to the following:

- Four Pan American Aviation Safety Summits
- Four editions of the RASG-PA Annual Safety Report
- Proposal for Amendment to Aeronautical Legislation to Protect Safety Information Sources Framework
- Runway Excursion Risk Reduction (RERR) Toolkit (Version 2)
- Surveys on go-around policies and unstable approach mitigation
- Advanced maneuvers manual distributed to all operators
- Eight RASG-PA Aviation Safety Workshops/Seminars
- Pilot Monitoring Toolkit
- Manual on Guidance for Maintaining Runways in Accordance with ICAO Annex 14
- Aviation safety training material on the RASG-PA website: www.rasg-pa.org
- Standardized CFIT training across the region for operators
- RASG-PA Safety Advisories (RSAs) 001,002 and 003
- Runway Safety Teams (RSTs) implemented at several airports in Cuba; pilot programme at Mexico City International Airport (MMMX), Mexico; Montego Bay, (MKJS), Jamaica; a single RST for Trinidad and Tobago airports.
- Delivered First Aeronautical Legislation Seminar for the Protection of Safety Information
- RASG-PA signed the first MOU with the United States Commercial Aviation Safety Team (U.S. CAST) on information sharing, which allows the IAT to analyze, identify and prioritize risks in the region that require mitigation action

2.4 In collaboration with several RASG-PA members, the Group is also working on various projects to enhance safety such as:

- Consistent use of Standard Spanish and English Phraseology in accordance with the ICAO PANS-ATM – *Air Traffic Management* (Doc 4444)
- Establishment of the Central American Accident and Incident Prevention Investigation Commission
- Flight Information Quality Assurance (FOQA) Programme in Central America
- Bird Strike Reduction Programme

2.5 RASG-PA is fulfilling its objective to enhance safety in the Pan American Region by reducing duplication of effort as well as human and financial resource expenditure.

2.6 RASG-PA meeting reports, as well as training material and documentation, can be found on the RASG-PA webpage: www.rasg-pa.org/.

3. Conclusion

3.1 The Pan American Region faces many challenges to improve safety levels such as:

- Some States have low levels of Effective Implementation (EI) of the 8 Critical Elements (CEs) according to results from the Universal Safety Oversight Audit Programme (USOAP) and ICAO Coordinated Validation Missions (ICVMs)
- States have insufficient human resources and budgets
- Delayed implementation of the ICAO State Safety Programme (SSP) and Safety Management Systems (SMS)

3.2 RASG-PA is serving as the focal point for safety in the Pan American Region to ensure harmonization and coordination of efforts to collaboratively reduce aviation safety risk with all aviation stakeholders.

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

3.4 The coordination of activities with GREPECAS is key to avoid redundancy and optimize the use of resources.

4. Suggested action

4.1 The Meeting is invited to:

- a) take note of the information provided;
- b) participate and support RASG-PA activities; and
- c) participate in the 5th Pan American Aviation Safety Summit and the Seventh Regional Aviation Safety Group – Pan America Annual Plenary Meeting (RASG-PA/7), which will be held in Willemstad, Curacao, from 9 to 12 September 2014.