



GREPECAS

CAR/SAM Regional Planning and Implementation Group

RASG-PA Improvements and Coordination with GREPECAS

**Fifth Meeting of the Programmes and Projects Review Committee
(PPRC/5)**

Mexico City, Mexico, 16 to 18 July 2019

Agenda Item 4 P/06





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CAR/SAM Regional Planning and Implementation Group

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

Mission

- ✈ Improve safety and efficiency in Pan American Region by:
- ✈ reducing fatality risk in commercial aviation
- ✈ ensuring prioritization, coordination and implementation of data-driven safety enhancement initiatives



Vision

- ✈ Involve all the stakeholders in a coordinated effort:
- ✈ remain ahead of any risks to commercial aviation,
- ✈ seek to achieve the highest level of safety in the Pan American Region.



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RASG-PA Membership

35 NAM/CAR/SAM States, 19 Territories and...





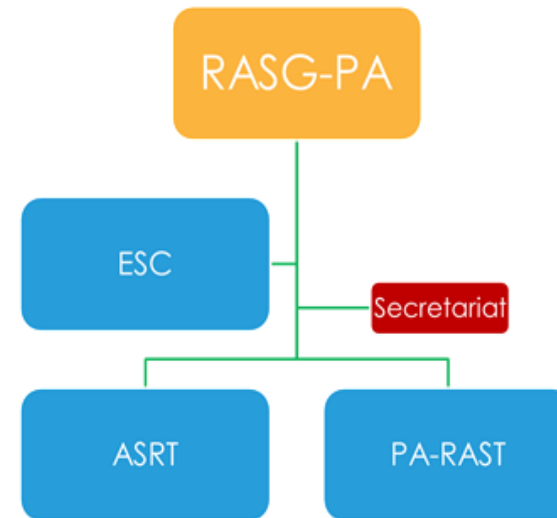
RASG-PA Framework



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RASG-PA Structure



ESC REPRESENTATIVES: 8 States and 8 industry members



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RASG-PA Safety Enhancement Initiatives on:



Runway Excursion (RE)



Controlled Flight Into Terrain (CFIT)



Loss of Control-Inflight (LOC-I)



Mid-Air Collision (MAC)

RASG-PA Fatality Risk Reduction Goal



Using 2010 as a baseline, the goal is to reduce fatality risk for Part 121 or equivalent operations by 50% by the year 2020 in Latin America and the Caribbean



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RASG-PA Deliverables

Detailed Implementation Plans (DIPs) States

No. DIP/Status	Deliverable	
	Addressed to	Status: Benefits/Impact
LOC-I: 196 Completed	Air carriers	<ul style="list-style-type: none"> Available: conduct effective UPRT in realistic scenarios, and using qualified flight simulator training devices-checklists
LOC-I: 197	Air carriers	<ul style="list-style-type: none"> Available: emphasize the importance of establishing controlled and stabilized flight as the primary consideration during non-normal situations, prior to troubleshooting or execution of checklists
LOC-I: 198 Completed	Air carriers	<ul style="list-style-type: none"> Available: conduct effective, scenario-based go-around training that matches realistic situations Checklists
LOC-I:199	Air carriers and other training providers as well as regulators	<ul style="list-style-type: none"> Available: enhance acceptance, utilization and effectiveness of crew resource management (CRM) principles on the flight deck by revising curriculum content and delivery. These principles should provide clear, unambiguous roles for the pilot flying (PF) and pilot monitoring (PM) in normal and non-normal operations.

C-FIT: Completed	States	<ul style="list-style-type: none"> Available only done for LAR: Survey States to know if GPWS is a Regulatory Requirement. Included in LAR 121 .850, LAR 135.450.
C-FIT: Completed	States	<ul style="list-style-type: none"> Produce a Checklist for CAA Inspectors to make sure Airlines comply with CFIT Regulations, training, SOPs and software and database updates SVRVOP: AIR Inspector Manual Part 4, Volume I , Cap 8 .3.8 (Certification); and Volume II Cap 8 .3.5 (surveillance)
C-FIT: Pending	States	<ul style="list-style-type: none"> Vertical Guidance to replace circle to land approaches SAM IG: responded NAM/CAR: pending
C-FIT: Pending	States	<ul style="list-style-type: none"> Update Airport Obstacle Charts in accordance with WGS-84 SAM: LAR 154/ 204 NAM/CAR: pending
C-FIT: Pending	States	<ul style="list-style-type: none"> Survey States to know Obstacle and Terrain Implementation Area 1, 3 and 4 Status NAM/CAR: pending SAM: pending



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RASG-PA IMPROVEMENTS

REGIONAL SAFETY TARGETS

RASG-PA COMMUNICATION PLAN

New website: www.icao.int/RASGPA

PROJECT MANAGEMENT TECHNIQUE IMPLEMENTATION

REGIONAL SAFETY PLAN DEVELOPMENT

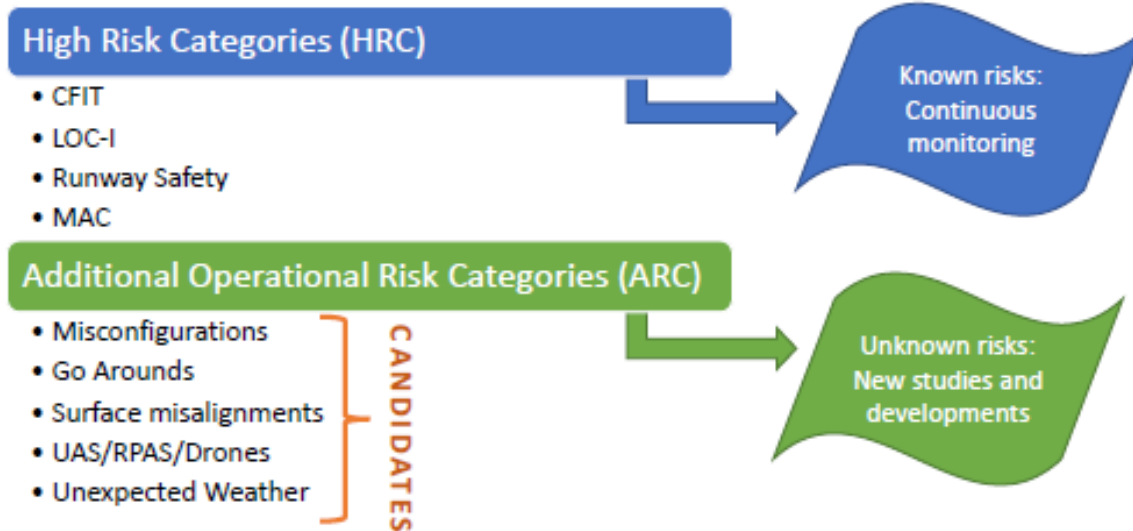


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RASG-PA IMPROVEMENTS

Evaluation of new risk categories





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IMPROVEMENTS TO THE COORDINATION BETWEEN GREPECAS AND RASG-PA

RASG-PA Activity	GREPECAS Activity	Status of implementation
Not-up-to-date Obstacle chart information Type A *	Consulted referred States for status and update	Ongoing- target date July 2019
Hot spot – Unstable approaches in Aruba*	Runway safety team implemented- Runway Safety Team implementation included in SAM/NACC Regional Office status list	Completed
Mid-Air Collision Group (MAC) - coordination	Large Height Deviation (LHD) by GTE-coordination	Ongoing coordination to enhance identification of causes
Risk assessment accomplished	Duplication/error of FPLs *	No Safety concern identified
Air Traffic Controller English Proficiency*	Future activity	To be implemented
Airport runway pavement improvement-guidance* enhancement of	Coordination for Guidance update	Ongoing
Sharing of Safety hot spots information	Provided to SAM IG to ANI/WG	Ongoing



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Tenth Regional Aviation Safety Group — Pan America Plenary Meeting (RASG-PA/10)

Quito, Ecuador, 20 & 21 June 2019

Assistance to States for aerodrome certification as part of GREPECAS F1 Project and in support of SAMSP goals

ICAO offered to open a space for the industry to provide feedback on aerodrome certification and surveillance regulation.

Communication between RASG-PA and GREPECAS

Under RASG-PA Plenary [IP/06](#) the Secretariat reported on the communication process between RASG-PA and GREPECAS. It was acknowledged that an adequate level of coordination between the groups already exists, and that the communication process could be improved. Past and current joint projects were mentioned as good examples of coordination.



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Conclusion / Decisions	Deliverable	Responsible	Follow-up	Status
<p>RASG-PA ESC/31/C3 - RASGPA GUIDANCE IN MAINTAINING RUNWAYS IN ACCORDANCE TO ICAO ANNEX 14 VOL. I ALACPA to keep the Guidance for maintaining runways of RASG-PA updated, according to ICAO's Annex 14 in the three available languages (English, Spanish and Portuguese).</p>	Updated guidance for maintaining runways of RASG-PA	ALACPA	ALACPA to keep the Guidance for maintaining runways of RASG-PA updated, according to ICAO's Annex 14 in the three available languages (English, Spanish and Portuguese).	Valid . To be circulated to the ESC for comments. 2019, June 30 th
<p>RASG-PA ESC/31/D7 - TURNING VFR APPROACHES INTO IFR USING PBN ATR in coordination with RASG-PA Secretariat and the GREPECAS, to develop a Safety Case regarding turning VFR approaches into IFR using PBN.</p>	Safety Case regarding turning VFR approaches into IFR using PBN	ATR	Safety Case regarding turning VFR approaches into IFR using PBN	Valid Charter under development (Secretariat+ATR) Presentation 2019, July 12 th





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