



## ICAO RASG-PA/ALTA Safety Event Advances Regional Efforts

**More than 200 attendees participated in the First Pan American Aviation Safety Summit this April in Sao Paulo, Brazil, including representatives from Civil Aviation Authorities (CAAs) from 10 States, as well as executives from more than 30 airlines representing more than 90 percent of Latin American and Caribbean passenger traffic and representatives of 50 companies from the air transport industry.**

Under the auspices of the ICAO Regional Aviation Safety Group – Pan America (RASG-PA), in partnership with ALTA (Latin America and Caribbean Air Transport Association), the successful Summit was the most complete safety event yet focusing specifically on the Pan American Region. The Summit featured both a safety conference and associated training seminars.

“Safety, as always, remains our top priority,” commented ALTA’s Executive Director Alex de Gunten. “Although 2009 was a good year for safety record improvements, there remains much to be done. We commend the efforts of everyone who participated in the First Aviation Safety Summit and are looking forward to continuing to bring our industry’s leaders and authorities together as we continue to work collectively towards the ongoing improvement of air transportation safety.”

One of the primary objectives of the ICAO RASG-PA is to coordinate, develop and implement mitigation strategies targeted at the top aviation safety risks in the NAM/CAR/SAM ICAO Regions. During the second annual RASG-PA meeting held in Bogota, Colombia, in November of 2009, a workshop was conducted using the Global Aviation Safety Roadmap (GASR) process to develop and prioritize recommended safety risk mitigation actions. The workshop participants then took the resulting recommended actions and evaluated them relative to their safety impact and implementation feasibility.

The results of this process indicated that training was a top mitigation action for RASG-PA in the Pan American Region. The outlines of a first training conference in the area began to take shape, with 2010 set as a target timeframe, and the initiative was given a boost by the support from ALTA when it agreed to host the conference in Sao Paulo, Brazil, in partnership with RASG-PA and with additional support from ANAC, the Brazilian Civil Aviation Agency (CAA).

The event was then renamed “The First Pan-American Aviation Safety Summit,” and its agenda was developed into a forum that would not only provide training focused on RASG-PA safety enhancement initiatives, but also address more comprehensive harmonization of Pan American aviation safety programs.

“As the level of participation for the summit grew, it was a clear indication that training was a key priority for aviation safety leaders when it came to mitigating safety risks in these Regions,” commented Loretta Martin, ICAO North American, Central American and Caribbean Regional Director and RASG-PA Secretary. “Safety strategies, to achieve their full potential, must be shared among all relevant stakeholders.”

During the Summit, the RASG-PA Executive Steering Committee reconfirmed its resolve to work together to continue improving aviation safety in the Region through a coordinated, focused and data-driven approach.

This commitment was established to help drive initiatives that will further mitigate risk from the top three identified areas of safety concern in the Pan American Region, namely: Runway Excursions (REs); Loss of Control in Flight (LOC-I); and Controlled Flight Into Terrain (CFIT). It was unanimously endorsed by the following key aviation industry organizations:

- ICAO RASG-PA
- ACI (Airports Council International)
- ANAC (Agência Nacional de Aviação Civil Brasil)
- Airbus
- ALTA (Latin America & Caribbean Air Transport Association)
- Boeing



- CASSOS (Caribbean Aviation Safety and Security Oversight System)
- CAST/FAA (Commercial Aviation Safety Team/Federal Aviation Administration)
- COCESNA/ACSA (Corporación Centroamericana de Servicios de Navegación Aérea/Agencia Centroamericana de Seguridad Aeronáutica)
- IATA (International Air Transport Association)
- IFALPA (International Federation of Airline Pilots' Associations)
- IFATCA (International Federation of Air Traffic Controllers' Associations)

The Summit included a Safety Conference featuring top level safety experts from the Region's key aviation organizations and companies. The Summit not only provided specific strategies to address the top aviation

safety risk areas, but also provided an overview of the Region's safety statistics and other current RASG-PA initiatives to enhance flight safety. In addition, training exercises, panel discussions and seminars focused on mitigation strategies directly aimed at the top three data-driven risk areas in the Region.

As a result of the success of the Sao Paulo Summit, the RASG-PA Executive Steering Committee, along with key aviation organizations in attendance, adopted a new Declaration confirming their determination to continue enhancing aviation safety in the Pan America region.

For more information:  
 ICAO RASG-PA: <http://www.mexico.icao.int/RASGPA.html>  
 ALTA: [www.alta.aero](http://www.alta.aero) ■

## About ALTA

The ALTA (Latin American and Caribbean Air Transport Association) is a private, non-profit organization whose member airlines represent more than 90 percent of the region's commercial air traffic. The ALTA coordinates the collaborative efforts of its member airlines in order to facilitate the development of safer, more efficient and more environmentally friendly air transport in the Latin America and Caribbean Region for the mutual benefit of the association's members, their customers and the industry. Founded in 1980, the ALTA is currently celebrating its 30<sup>th</sup> anniversary.

## About the ICAO RASG-PA

The Regional Aviation Safety Group - Pan America (RASG-PA) was established in November 2008 to be the focal point to ensure harmonization and coordination of safety efforts aimed at reducing aviation risks in the North American, Central American, Caribbean, and South American Regions, and to promote the implementation of resulting safety initiatives by all stakeholders. These objectives will be achieved through the involvement of all stakeholders including ICAO, States, international organizations and industry.