



**INTERNATIONAL CIVIL AVIATION ORGANIZATION
NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN OFFICE**

**EIGHTH REGIONAL AVIATION SAFETY GROUP — PAN
AMERICA ANNUAL PLENARY MEETING**

RASG-PA/8

FINAL REPORT

MEDELLIN, COLOMBIA, 25 JUNE 2015

Prepared by the Secretariat

June 2015

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HISTORICAL

ii.1 Place and Date of the Meeting

The Eighth Regional Aviation Safety Group — Pan America Annual Plenary Meeting (RASG-PA/8) was held at the Intercontinental Hotel Medellin in Medellin, Colombia, 25 June 2015.

ii.2 Opening Ceremony

Mr. Melvin Cintron, Regional Director of the North American, Central American and Caribbean (NACC) Regional Office of the International Civil Aviation Organization (ICAO) provided opening remarks and thanked the Colombian Civil Aviation Authority and ALTA for hosting the Meeting. Mr. Freddy Augusto Bonilla, Secretary of Safety, Civil Aviation Authority, Colombia, on behalf of Mr. Gustavo Lenis, Director General, Civil Aviation Authority, Colombia, welcomed the participants and officially opened the Meeting.

ii.3 Officers of the Meeting

The RASG-PA/8 Meeting was chaired by Messrs. Oscar Derby, Curaçao, Co-Chairperson representing States/Territories, and Gerardo Hueto, Boeing, Co-Chairperson representing international organizations/industry, respectively. Mr. Melvin Cintron, Regional Director of the ICAO NACC Regional Office, served as Secretary of the Meeting, and was assisted by Messrs. Oscar Quesada, Deputy Regional Director, ICAO South American (SAM) Regional Office, and Eduardo Chacin, Regional Officer, Flight Safety, ICAO NACC Regional Office. Mrs. Elizabeth Gnehm, Technical Coordinator, represented ICAO Headquarters.

ii.4 Working Languages

The working languages of the Meeting were English and Spanish. The documentation was available to participants in both languages.

ii.5 Schedule and Working Arrangements

It was agreed that the working hours for the sessions of the meeting would be from 09:00 to 17:30 hours with adequate breaks.

ii.6 Agenda

Agenda Item 1: Approval of the Provisional Agenda

Agenda Item 2: RASG-PA Activities

- 2.1 RASG-PA Report
- 2.2 RASG-PA and Executive Steering Committee (ESC) Conclusions and Decisions

Agenda Item 3: RASG-PA ESC and Team Reports

- 3.1 Executive Steering Committee (ESC)
- 3.2 Pan America — Regional Aviation Safety Team (PA-RAST)
- 3.3 Annual Safety Report Team (ASRT)
- 3.4 Aviation Safety Training Team (ASTT)

Agenda Item 4: RASG-PA Project Reports

- 4.1 Flight Operations Quality Assurance (FOQA) Data Sharing (PASO)
- 4.2 *"Grupo Regional de Investigación de Accidentes Aéreos"* (GRIAA) of Central American States
- 4.3 Development of Metrics to Measure the Institutional Strengths of Civil Aviation Authorities
- 4.4 CAR and SAM Regions Safety Information Project

Agenda Item 5: Safety Initiatives

- 5.1 ICAO High-level Safety Conference (HLSC2015)
- 5.2 ICAO Regional Aviation Safety Groups (RASGs)
- 5.3 Other Safety Initiatives

Agenda Item 6: RASG-PA Activities Plan 2016

Agenda Item 7: Other Business

ii.7 Attendance

The Meeting was attended by 23 States/Territories from the NAM/CAR and SAM Regions, 6 International Organizations, and industry, totalling 147 delegates as indicated in the list of participants.

ii.8 Conclusions and Decisions

The Regional Aviation Safety Group – Pan America records agreements as conclusions and decisions as follows:

CONCLUSIONS: Activities requiring action/communication to States/Territories/International Organizations/Industry.

DECISIONS: Internal activities of the Regional Aviation Safety Group – Pan America.

List of Conclusions and Decisions

Number	Title	Page
D/1	<i>RASG-PA/ESC/21, 22 and 23 Meetings Summaries of Discussions Approval</i>	3-1
C/2	<i>RASG-PA Members to Report to RASG-PA Secretariat the Adoption of RASG-PA Safety Advisories (RSAs) as Applicable and their Results</i>	3-3
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D/4	<i>RASG-PA Annual Safety Report (ASR) – Fifth Edition Approval</i>	3-4
D/5	<i>RASG-PA/ASTT/6 Meeting Summary of Discussions Approval</i>	3-6
C/6	<i>“RASG-PA Tactical Go-Team” Visit to Costa Rica to Assist the Civil Aviation Authority with the Mitigation Strategy for Reducing Unstabilized Approaches at San Jose International Airport (MROC)</i>	4-1
C/7	<i>Development of a Metric on Institutional Strength of Civil Aviation Authorities</i>	4-2
C/8	<i>Assistance to States in Effective and Sustained Compliance to Safety Oversight Obligations</i>	5-3

ii.9 List of Working and Information Papers and Presentations

*Refer to the Meeting web page:
<http://icao.int/NACC/Pages/meetings-2015-rasgpa8.aspx>*

WORKING PAPERS				
Number	Agenda Item	Title	Date	Prepared and Presented by
WP/01	1	Provisional Agenda and Schedule of the Eight Regional Aviation Safety Group — Pan America Annual Plenary Meeting (RASG-PA/8) – <i>Revised</i>	30/04/15	Secretariat
WP/02	2.1	Regional Aviation Safety Group — Pan America	30/04/15	Secretariat
WP/03	2.2	Review of Conclusions and Decisions from the Seventh RASG-PA Annual Plenary Meeting (RASG-PA/7) and the RASG-PA Executive Steering Committee (ESC) Meetings	30/04/15	Secretariat
WP/04	3.1	RASG-PA ESC Reports	30/04/15	Secretariat
WP/05	3.2	PA-RAST Reports	30/04/15	Secretariat
WP/06	3.3	RASG-PA Annual Safety Report (ASR)	12/06/15	Secretariat
WP/07	3.4	RASG-PA ASTT 2014-2015 Activities Report	30/04/15	Secretariat
WP/08	--	Cancelled	--	--
WP/09	4.2	RASG-PA GSI-4 Project – Effective and Efficient Investigation of Air Incidents and Accidents	17/06/15	COCESNA/ACSA
WP/10	4.3	Development of Metrics of Institutional Strengthening of the Civil Aviation Authorities	15/06/15	Secretariat
WP/11	5.3	Sustaining Compliance; Tools and Assistance for Effective Safety Oversight	01/06/15	United States
WP/12	5.3	Runway Excursion Mitigation	01/06/15	United States
WP/13	5.3	Safe Integration of Unmanned Aircraft Systems into Non-Segregated Airspace	01/06/15	United States
WP/14	3.2	RASG-PA Safety Advisory (RSA)	09/06/15	Secretariat
NE/15	4.1	Aproximaciones Desestabilizadas a Pista 25 de MROC (<i>available only in Spanish</i>)	22/06/15	Costa Rica

INFORMATION PAPERS

Number	Agenda Item	Title	Date	Prepared and Presented by
IP/01	--	List of Working and Information Papers	18/06/15	Secretariat
IP/02	5.1	ICAO Second High-Level Safety Conference (HLSC) 2015	29/05/15	Secretariat
IP/03	5.2	RASG Activities in Other Regions	04/06/15	Secretariat
IP/04	5.3	Assuring Compliance with International Oversight Obligations without Duplication; Shared Surveillance of Approved Maintenance Organizations	01/06/15	United States
NI/05	5.3	Resultados de la Realización del Seminario/Taller Sobre Seguridad Operacional de la Aviación, La Habana, Cuba, 8 al 9 de abril de 2015 (<i>available only in Spanish</i>)	04/06/15	Cuba
NI/06	7	Estado de Cumplimiento por Cuba de las Metas Regionales de Seguridad Operacional acordadas en Puerto España (<i>available only in Spanish</i>)	03/06/15	Cuba
IP/07	5.3	Establishment and Management of the South American AIG Regional Cooperation Mechanism (ARCM)	16/06/15	Secretariat
IP/08	4.4	Global Safety Information Project Status Update	18/06/15	Flight Safety Foundation

PRESENTATIONS

Number	Agenda Item	Title	Presented by
1	4.4	Global Safety Information Project Status Update	Flight Safety Foundation
2	5.1	ICAO HLSC 2015 + Evolution of Annex 19	Secretariat

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Agenda Item 1: Approval of the Provisional Agenda

1.1 The Co-Chairperson, States and Territories, presented WP/01, inviting the Meeting to approve the provisional agenda and schedule. The Meeting approved the agenda as presented in the historical section of this report and the schedule outlined in Appendix B to WP/01.

Agenda Item 2: RASG-PA Activities

2.1 RASG-PA Report

2.1.1 The Secretariat presented WP/02, which provided the Meeting an update on the RASG-PA activities that have occurred since the RASG-PA/7 Annual Plenary Meeting held in Willemstad, Curacao, from 11 to 12 September 2014.

2.1.2 The Meeting was informed on the mission, vision, structure, work and projects being executed by RASG-PA and its teams.

2.1.3 The Secretariat highlighted that the RASG-PA safety goal is “using as reference the year 2010, reduce the operations fatality risk for Part 121 or equivalent to 50% for 2020 in Latin America and the Caribbean.” The RASG-PA risk analysis showed 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;
- d) the calculated risk reduction due to RASG-PA Safety Enhancement Initiatives (SEIs) implementation in the period 2010–2014 allowed to reduce the fatality risk in 25%;
- e) the fatality risk calculated through 2014 was 0.39; and
- f) the current fatality risk is 0.37 in Latin America and the Caribbean.

2.1.4 The Meeting was informed that the Fifth 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), and that Mid-Air Collision (MAC) was added to the list as the fourth risk area.

2.1.5 The Meeting was informed that the CAR and SAM Regions face many challenges to improve safety levels; however, both Regions have shown progress on safety in the recent years. The Meeting agreed that RASG-PA is one of the key contributors of the progress (see WP/02 Appendix B).

2.1.6 The Secretariat informed the Meeting that all RASG-PA training material and documentation is available on the RASG-PA webpage: www.icao.int/rasgpa.

2.1.7 The Meeting acknowledged the dedication of RASG-PA Secretariat, various teams and its members, and committed to:

- a) support RASG-PA work through major and effective participation in its activities;
- b) inform RASG-PA Secretariat of their organization's RASG-PA focal point;
- c) report progress on the implementation of Global Aviation Safety Plan (GASP) to RASG-PA Secretariat; and
- d) implement RASG-PA SEIs and report their progress to the RASG-PA Secretariat.

2.2 RASG-PA and Executive Steering Committee (ESC) Conclusions and Decisions

2.2.1 The Secretariat presented WP/03 on:

- a) the valid conclusions and decisions from the RASG-PA/7 Annual Plenary Meeting held in Willemstad, Curacao, from 11 to 12 September 2014;
- b) the valid conclusions and decisions from the RASG-PA/ESC Meetings; and
- c) all the conclusions and decisions from the RASG-PA and ESC Meetings.

2.2.2 The Meeting acknowledged the information provided by the Secretariat regarding the RASG-PA and ESC meeting conclusions and decisions. See **Appendices A** and **B** for the RASG-PA/8 conclusion and decisions and for the ESC valid conclusions and decisions.

STATUS AND FOLLOW-UP OF CONCLUSIONS (C) AND DECISIONS (D) OF THE RASG-PA

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	D	1	FS	RASG-PA/ESC/21, 22 AND 23 MEETING SUMMARIES OF DISCUSSIONS APPROVAL	The RASG-PA/8 Annual Plenary Meeting approved the RASG-PA/ESC/21, 22, and 23 Meeting Summaries of Discussions as presented in RASG-PA/8 WP/04.		RASG-PA/8 Meeting	25/06/15	RASG-ESC/21, 22 and 23 Meeting Summaries of Discussions	Completed
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.	A State Letter to be sent to RASG-PA Members to request the status of the RSAs adoption	RASG-PA Secretariat	30/06/16	Report on the adoption status	Valid
RASG-PA/8	D	3	FS	PA-RAST/18 AND 19 MEETING SUMMARIES OF DISCUSSIONS APPROVAL	The RASG-PA/8 Annual Plenary Meeting approved the PA-RAST/18 and 19 Meetings Summaries of Discussions as presented in RASG-PA/8 WP/05.		RASG-PA/8 Meeting	25/06/15	PA-RAST/18 and 19 Meeting Summaries of Discussions	Completed
RASG-PA/8	D	4	FS	RASG-PA ANNUAL SAFETY REPORT (ASR) - FIFTH EDITION APPROVAL	The RASG-PA/8 Annual Plenary Meeting approved the RASG-PA Annual Safety Report (ASR) – Fifth Edition.		RASG-PA/8 Meeting	25/06/15	RASG-PA Annual Safety Report (ASR) Fifth Edition	Completed
RASG-PA/8	D	5	FS	RASG-PA/ASTT/6 MEETING SUMMARY OF DISCUSSIONS APPROVAL	The RASG-PA/8 Annual Plenary Meeting approved the RASG-PA/ASTT/6 Meeting Summary of Discussions as presented in RASG-PA/8 WP/07.		RASG-PA/8 Meeting	25/06/15	RASG-PA/ASTT/6 Meeting Summary of Discussions	Completed
RASG-PA/8	C	6	FS	“RASG-PA TACTICAL GO-TEAM” VISIT TO COSTA RICA TO ASSIST THE CIVIL AVIATION AUTHORITY WITH THE MITIGATION STRATEGY FOR REDUCING UNSTABILIZED APPROACHES AT SAN JOSE INTERNATIONAL AIRPORT (MROC)	That a “RASG-PA Tactical Go-Team” visit Costa Rica to assist the civil aviation authority with the mitigation of unstabilized approaches at MROC International Airport.	Visit conducted on 15 July 2015 to Costa Rica.	RASG-PA Tactical Go-Team	15/07/15	Costa Rica DGAC was informed about the mitigation strategies for reducing unstabilized approaches at MROC.	Completed

STATUS AND FOLLOW-UP OF CONCLUSIONS (C) AND DECISIONS (D) OF THE RASG-PA

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	7	FS	DEVELOPMENT OF A METRIC ON INSTITUTIONAL STRENGTH OF CIVIL AVIATION AUTHORITIES	That ICAO develop a globally-acceptable methodology to measure the institutional strength of the CAAs; and whether ICAO or any other institution in cooperation with ICAO take note of the outcome of the RASG-PA project and identify improvement opportunities.	RASG-PA Secretariat will inform ICAO Headquarters about this conclusion and deliver the "Report of the results of the study on independence index of the Civil Aviation Regulatory Agencies in the Pan American Region"	ICAO Headquarters	25/06/15	Report of the results of the study on independence index of the Civil Aviation Regulatory Agencies in the Pan-American Region"	Completed
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.		Aviation Safety Training Team	30/06/16	Seminars and Workshops	Valid

STATUS AND FOLLOW-UP ON RASG-PA ESC 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/25 Meeting. FSF conducted a focus group meeting in Mexico and is planning to carry out others in Brazil, Jamaica, and Panama.	Flight Safety Foundation	11/12/15	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	11/12/15	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/25 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. Brasil, 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.	Brazil	11/12/15	RASG-PA Strategic Plan Document and Revised RASG-PA Procedural Handbook	Valid

STATUS AND FOLLOW-UP ON RASG-PA ESC 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	11/12/15	See remarks.	Valid

Agenda Item 3: RASG-PA ESC and Teams Reports

3.1 Executive Steering Committee (ESC)

3.1.1 The Secretariat presented WP/04 on the ESC activities that have occurred since the RASG-PA/7 Annual Plenary Meeting held in Willemstad, Curacao, 11-12 September 2014.

3.1.2 The Meeting was informed that the ESC has held the following meetings:

- RASG-PA/ESC/21 Meeting, Willemstad, Curacao, 8 September 2014
- RASG-PA/ESC/22 Meeting, Rio de Janeiro, Brazil, 5 to 6 November 2014
- RASG-PA/ESC/23 Meeting, Miami, United States, 19 to 20 March 2015

3.1.3 The Secretariat informed the Meeting that RASG-PA/ESC/21, 22 and 23 Meeting Summaries of Discussions are available at: www.icao.int/RASGPA/Pages/esc.aspx.

3.1.4 The Meeting approved the RASG-PA/ESC/21, 22 and 23 Meeting Summaries of Discussions as presented in WP/04, and adopted the following decision:

DECISION

RASG-PA/8/1 RASG-PA/ESC/21, 22 AND 23 MEETINGS SUMMARIES OF DISCUSSIONS APPROVAL

The RASG-PA/8 Annual Plenary Meeting approved the RASG-PA/ESC/21, 22, and 23 Meetings Summaries of Discussions as presented in RASG-PA/8 WP/04.

3.2 Pan America — Regional Aviation Safety Team (PA-RAST)

3.2.1 The Secretariat presented WP/05 on the PA-RAST activities that have occurred since the RASG-PA/7 Annual Plenary Meeting.

3.2.2 The Secretariat informed that the Information Analysis Team (IAT) holds its meetings one day before the PA-RAST meetings, to assess the progress of mitigation strategies applied in the Pan American Region and adjust them as necessary.

3.2.3 The Meeting was also informed that due to the confidentiality agreement between ALTA, Commercial Aviation Safety Team (CAST), International Air Transport Association (IATA) and RASG-PA, the details of the issues considered by the IAT may not be published; therefore, the outcomes of the IAT meetings are included in the Summaries of Discussions of the PA-RAST meetings.

3.2.4 The Meeting was informed that the IAT and PA-RAST held the following meetings:

- IAT/8 and PA-RAST/18 Meetings, Rio de Janeiro, Brazil, 3, 4 and 7 November 2014
- IAT/9 and PA-RAST/19 Meetings, Miami, United States, 16 to 18 March 2015

3.2.5 The Secretariat informed the Meeting that the PA-RAST/18 and 19 Meeting Summaries of Discussions are available at: www.icao.int/RASGPA/Pages/pa-rast.aspx.

3.2.6 Brazil and IATA, as PA-RAST Co-Chairpersons representing States/Territories and International Organizations/Industry, respectively, explained to the Meeting the progress reached by the Safety Enhancement Teams (SETs) 1, 2 and 3, in charge of the development of new Safety Enhancement Initiatives (SEIs) and their associated Detailed Implementation Plans (DIPs) for the following top risk areas as identified by RASG-PA: RE; CFIT, and LOC-I

3.2.7 The Meeting acknowledged the progress of the activities developed by the various SETs.

3.2.8 The Secretariat presented WP/14 related to the RASG-PA Safety Advisories (RSAs). The Meeting was informed that the RSAs are issued with the objective of encouraging States/Territories, international organizations and industry to adopt practices that mitigate the major aviation safety risks in the Pan American Region as identified through the analysis of regional data.

3.2.9 The Meeting was informed that RASG-PA has published the following RSAs by means of ICAO State Letters, which are available at: <http://www.icao.int/RASGPA/Pages/advisory.aspx>:

- RSA-001: Mode Awareness and Energy State Management Aspects of Flight Deck Automation
 - Required Action: Consider adoption of the subject RSA using the advisory circular on Mode Awareness and Energy State Management Aspects of Flight Deck Automation
- RSA-002: Closing of DIPs
 - Required Action: Adoption, as applicable, of the various SEIs developed by RASG-PA
- RSA-003: Closing of DIP RE/08 – *Guidance for Maintaining Runways in Accordance with ICAO Annex 14*
 - Required Action: Adoption, as applicable, of the SEI –DIP – RE/08 – developed by RASG-PA
- RSA-004: Standardization of Spanish and English ATC Phraseology in accordance with the ICAO PANS ATM (Doc 4444)
 - Required Action: Adoption, as applicable, of the standardization of Spanish and English ATC Phraseology in accordance with the ICAO PANS ATM (Doc 4444) developed by RASG-PA
- RSA-005: Closing of DIP RE/09 – *Specific Training for Pilots and Air Traffic Controllers to Avoid Unstabilized Approaches*
 - Required Action: Take note of the information provided

3.2.10 The Meeting discussed the closure of the DIPs as presented in several RSAs. The Secretariat informed that it was agreed that as soon as the outcome(s) of the DIP is or are completed, its champion has to report to the RASG-PA Secretariat; then a RASG-PA RSAs will be issued to inform the aviation community in the Pan American Region. The Secretariat clarified that the issuance of a RSA does not mean that the DIP is fully implemented by all the pertinent stakeholders; however, the DIP closure will indicate that the task was completed by the champion in charge of the DIP.

3.2.11 The Secretariat encouraged State/Territories and international organizations/industry stakeholders to provide additional resources by assigning experts to assist the IAT, PA-RAST and the SETs with their work programmes and to lead the implementation of DIPs.

3.2.12 The Meeting discussed, as part of the safety management process, the need to measure the level of implementation of the SEIs and associated DIPs by the States and related stakeholders.

3.2.13 In regard to the previous issue, the Secretariat agreed with the Meeting in the need of reporting to RASG-PA the level of adoption of the required actions published in the RSAs and their results. Therefore, the Meeting adopted the following conclusion:

CONCLUSION

RASG-PA/8/2

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.

3.2.14 The Meeting approved the PA-RAST/18 and 19 Meeting Summaries of Discussions as presented in WP/05, and adopted the following decision:

DECISION

RASG-PA/8/3

PA-RAST/18 AND 19 MEETINGS SUMMARIES OF DISCUSSIONS APPROVAL

The RASG-PA/8 Annual Plenary Meeting approved the PA-RAST/18 and 19 Meetings Summaries of Discussions as presented in RASG-PA/8 WP/05.

3.3 Annual Safety Report Team (ASRT)

3.3.1 The Secretariat presented WP/06 informing on the RASG-PA Annual Safety Report (ASR), Fifth Edition and activities of the ASRT.

3.3.2 The Secretariat reported that for the development of the ASR Fifth Edition, safety information provided by ICAO, Boeing, IATA and CAR/SAM Monitoring Agency (CARSAMMA) was used for the different sections of the report. In particular, this edition shows an increment of the predictive data section, in accordance with the maturity of the process for safety information capture and analysis in the Pan American Region.

3.3.3 The Meeting was informed that in the ASR, Fifth Edition, a change was produced regarding the previous versions, since proactive and predictive information precursors are highlighted for the categories of interest, such as:

- RE precursor: unstable approaches
- CFIT precursor: events related to Enhance Ground Proximity Warning System (EGPWS)
- MAC precursor: Traffic Collision and Avoidance System-Resolution Advisory (TCAS-RA)

3.3.4 Additionally, the Meeting was informed that the reactive section of the ASR, Fifth Edition, maintains valuable information on accidents statistics of the last ten years; and the proactive section contains the result of compliance by States with the ICAO Universal Safety Oversight Audit Programme (USOAP). Also, a section containing the results of the IATA Operational Safety Audit (IOSA) Programme is included.

3.3.5 The Meeting was informed that all the editions of the ASRs are available at: <http://www.icao.int/RASGPA/Pages/asrt.aspx>.

3.3.6 The Meeting was also informed that from 25 to 26 June 2015, the RASG-PA ASRT met at the ICAO South American Regional Office, Lima, Peru, to work in the preparation of the ASR Sixth Edition.

3.3.7 The Meeting acknowledged the participation of Chile, Boeing, IATA and ICAO NACC and SAM Regional Offices in preparing the ASRs along the years, and encouraged States to produce their annual safety reports following the same approach as RASG-PA does by including reactive, proactive and predictive sections.

3.3.8 The Meeting approved the RASG-PA Annual Safety Report (ASR), Fifth Edition, as presented in WP/06, and adopted the following decision:

**DECISION
RASG-PA/8/4**

**RASG-PA ANNUAL SAFETY REPORT (ASR) - FIFTH
EDITION APPROVAL**

The RASG-PA/8 Annual Plenary Meeting approved the RASG-PA Annual Safety Report (ASR) – Fifth Edition.

3.4 Aviation Safety Training Team (ASTT)

3.4.1 The Secretariat presented WP/07 to inform on the ASTT activities that have occurred since the RASG-PA/7 Annual Plenary Meeting.

3.4.2 The ASTT has held the following activities:

- RASG-PA Runway Excursion (RE) Prevention Seminar, ICAO SAM Regional Office, Lima, Peru, 9 to 10 October 2014
- First “Train-the-Trainer” ICAO RASG-PA Standard Phraseology in accordance with ICAO PANS-ATM (Doc 4444) Workshop, Mexico City, Mexico, 4 to 5 December 2014 (Hosted by CANSO)
- RASG-PA ASTT/6 Meeting, Miami, United States, 16 to 17 December 2014 (Hosted by ALTA)
- RASG-PA Aviation Safety Seminar, ICAO NACC Regional Office, Mexico City, Mexico, 14 to 15 January 2015
- RASG-PA Aviation Safety Seminar, Nova Southeastern University (NSU), Fort Lauderdale, United States, 20 to 21 May 2015 (Hosted by NSU and Embraer)

3.4.3 The Meeting was informed that the training material and information regarding the ASTT activities is available at: <http://www.icao.int/RASGPA/Pages/default.aspx>

3.4.4 The Meeting was also informed that the regional aviation safety seminars delivered by the ASTT to the aviation community in different locations, as requested by States and industry, as well as the aviation safety training material posted on the RASG-PA website, comply with the DIPs related to training as one of the mitigation strategies for the top data-driven aviation risk areas identified by RASG-PA.

3.4.5 The Secretariat informed that as part of the RASG-PA safety promotion activities, some universities, colleges with aviation careers, as well as aviation academies in the United States have been incorporated to the RASG-PA Aviation Safety Seminars activities as host, participants and speakers.

3.4.6 In this regard, Embraer informed that the RASG-PA Aviation Safety Seminar at the Nova Southeastern University (NSU) has also been recognized by the Federal Aviation Administration (FAA), United States, as having enough technical and professional credentials to receive the US FAA's Pilot Proficiency Program (Wings) credits, which promotes air safety and encourages aviation professionals to continue training and maintain proficiency; all of this in an effort to prevent aircraft accidents. The knowledge portion of the programme presents courses and seminars to maintain or increase an airman's knowledge. The event needs to be at a quality level found in college, air carrier or military education presentations to be accepted as an accredited "Wings Event", such is the honour received by the RASG-PA Aviation Safety Seminar.

3.4.7 Cuba also recognized the value of the aviation safety seminars, as presented in IP/05, in order to raise awareness on safety/operational issues among the participants and also to have the opportunity for networking with different organizations and areas of expertise.

3.4.8 The Secretariat acknowledged the permanent support from States, International Organizations and industry to the ASTT, and invited the Meeting to host or contribute for the carrying out of the ASTT activities.

3.4.9 The Meeting approved the RASG-PA/ASTT/6 Meeting Summary of Discussions as presented in WP/06, and adopted the following decision:

DECISION
RASG-PA/8/5 RASG-PA/ASTT/6 MEETING SUMMARY OF
DISCUSSIONS APPROVAL

The RASG-PA/8 Annual Plenary Meeting approved the RASG-PA/ASTT/6 Meeting Summary of Discussions as presented in RASG-PA/8 WP/07.

Agenda Item 4: RASG-PA Project Reports

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

4.1.1 Costa Rica presented WP/15 regarding the activities that the Civil Aviation Authority (DGAC) has carried out as result of the safety information obtained from the PASO Programme, particularly with unstabilized approaches to Runway 25 at San Jose International Airport (MROC).

4.1.2 In this regard and as per RASG-PA/ESC/23/D/1, Costa Rica requested assistance from a multidisciplinary RASG-PA Tactical Go-Team in order to visit Costa Rica and present the facts to the DGAC appropriate units and PASO members.

4.1.3 The Meeting acknowledged the value of the request from Costa Rica and adopted the following conclusion:

CONCLUSION

RASG-PA/8/6

“RASG-PA TACTICAL GO-TEAM” VISIT TO COSTA RICA TO ASSIST THE CIVIL AVIATION AUTHORITY WITH THE MITIGATION STRATEGY FOR REDUCING UNSTABILIZED APPROACHES AT SAN JOSE INTERNATIONAL AIRPORT (MROC)

That a “RASG-PA Tactical Go-Team” visit Costa Rica to assist the civil aviation authority with the mitigation strategy for reducing unstabilized approaches at MROC International Airport.

4.2 “Grupo Regional de Investigación de Accidentes Aéreos” (GRIAA) of Central American States

4.2.1 In the absence of COCESNA/ACSA, Costa Rica presented WP/09 with an update on the activities of the Regional aviation accident investigation group (GRIAA) as follows:

- a) assisting several Central American States with accident investigation workshops;
- b) ending an accident investigation for El Salvador, which was delegated to COCESNA/ACSA back in 2014;
- c) implementing operational safety initiatives; and
- d) assisting COCESNA Member States with ICAO Universal Safety Oversight Audit Programme – Continuous Monitoring Approach (USOAP-CMA) activities and accident prevention initiatives.

4.2.2 The Meeting acknowledged this initiative and committed to assist COCESNA/ACSA as required.

4.3 Development of Metrics to Measure the Institutional Strengths of Civil Aviation Authorities

4.3.1 The Secretariat presented the WP/10 related to the draft report on the metrics developed to measure the institutional strength of Civil Aviation Authorities (CAAs) for its analysis and corresponding comments.

4.3.2 The Meeting noted that the vision of the RASG-PA project has taken the initial steps to generate a globally-recognized metric on the institutional strength of a civil aviation authority, being understood that a stronger institutional strength will lead to more improvement in safety aviation. Therefore, the independence of the regulatory agencies is measured through the following five great variables:

1. Status of the agency head
2. Status of the members of the management board
3. Relationship with government and parliament
4. Financial and organisational autonomy
5. Regulatory competencies

4.3.3 The Meeting was informed that a survey to the NAM/CAR and SAM Regions States CAAs was conducted during 2014, collecting responses from 29 States (16 from the NAM/CAR Region and 13 from the SAM Region). The results are presented in the Appendix to WP/10 as "Report of the results of the study on independence index of the Civil Aviation Regulatory Agencies in the Pan American Region."

4.3.4 After discussion, and considering that in many parts of the world technical cooperation projects for institutional strengthening of CAAs are implemented, and that one of the fundamental pillars for the safe and ordered growth of the civil aviation for the benefit of the economy and society is the existence of a strong and independent aviation authority, and that at the moment there is a globally-recognized way of measuring it, the Meeting adopted the following conclusion:

CONCLUSION RASG-PA/8/7

DEVELOPMENT OF A METRIC ON INSTITUTIONAL STRENGTH OF CIVIL AVIATION AUTHORITIES

That ICAO develop a globally-acceptable methodology to measure the institutional strength of the CAAs; and whether ICAO or any other institution in cooperation with ICAO take note of the outcome of the RASG-PA project and identify improvement opportunities.

4.3.5 RASG-PA Secretariat will inform ICAO Headquarters about this conclusion and deliver the "Report of the results of the study on independence index of the Civil Aviation Regulatory Agencies in the Pan American Region."

4.4 CAR and SAM Regions Safety Information Project

4.4.1 Flight Safety Foundation (FSF) presented IP/08 and presentation P/01 in regard to the CAR and SAM Regions safety information project.

4.4.2 IP/08 summarized that FSF, with support from the FAA and CAST, both from United States, is leading an international initiative focused on the Latin American and Asia Pacific regions to identify and address issues surrounding the collection, analysis, protection and use of safety information. FSF also mentioned that the project assessment phase is currently underway through a series of focus groups in both regions during July and August 2015. For Latin America, these events are planned to be held in Mexico City, Mexico; Panama City, Panama; Rio de Janeiro or Brasilia, Brazil; and Kingston, Jamaica.

4.4.3 RASG-PA will continue supporting the project as per Decision RASG-PA/ESC/22/1 — *CAR and SAM Regions Safety Information Project*.

Agenda Item 5: Safety Initiatives

5.1 ICAO High-Level Safety Conference (HLSC2015)

5.1.1 The Secretariat presented IP/02 and P/02 on the outcomes of the ICAO Second High-Level Safety Conference (HLSC) 2015, held at ICAO Headquarters, Montreal, Canada, from 2 to 5 February 2015, which gathered more than 700 participants; and the evolution of Annex 19 to the *Convention on International Civil Aviation*.

5.1.2 The IP mentioned that the HLSC 2015 agenda included the following three main themes:

1. Reviewing the current situation
2. Future approach to manage aviation safety
3. Facilitating increased regional cooperation

5.1.3 The IP also highlighted some of the most important recommendations from the HLSC 2015, which are related to the following areas:

- a) improving the effectiveness of the implementation of the State safety oversight and the ICAO State Safety Programme (SSP) as well as developing new safety management provisions;
- b) the support of ICAO Regional Aviation Safety Groups (RASGs) to assist States in implementing Safety Management provisions in order to achieve ICAO Global Aviation Safety Plan (GASP) objectives; and
- c) supporting safety information protection, sharing and exchange, to ensure a safe international aviation system.

5.1.4 As conclusion, the IP mentioned that the HLSC 2015 stressed that the safety performance of the entire sector is a crucial prerequisite for the sustainable development of air transport, and the economic and social benefits that are fostered in States and regions. In addition, the HLSC acknowledged the decisive coordination role played by ICAO RASGs and formulated declarations that reaffirm the objectives that are currently pursued in each region, within the GASP framework. The *Montreal Declaration* on planning for aviation safety improvement, including the Conclusions and Recommendations of the HLSC 2015, and related documentation can be found on the following link: <http://www.icao.int/Meetings/HLSC2015/Pages/default.aspx>

5.1.5 In regard to Annex 19 to the *Convention on International Civil Aviation, Amendment 1*, the Meeting was informed by the Secretariat that a State Letter with proposal to amend Annexes 19, 8 and 6 Parts I and III would be issued mid-July 2015 that considers:

- a) Enhanced provisions for State safety management responsibilities in Chapter 3 that integrate the SSP provisions currently in Attachment A of the State Letter with references to the State safety oversight provisions in Appendix 1 of the State Letter;
- b) Enhanced provisions for Safety Management Systems (SMS) to facilitate implementation
- c) Extension of the applicability of SMS to engine and propeller design and manufacturing organizations
- d) Upgrade of the guidance material currently found in Attachment B to new Appendix 3, based on recommendations from the ICAO Safety Information Protection Task Force (SIP TF).

5.1.6 The Secretariat also informed the Meeting in regard to Annex 19 to the *Convention on International Civil Aviation, Amendment 1*, that the recommended applicability indicated as of November 2018; the guidance material to further support the implementation of Annex 19 is expected to be published no sooner than June 2017; and that the ICAO State letter requests the following:

- a) agreement to the proposed amendment;
- b) if a later applicability of November 2020 is preferred; and
- c) if the later applicability is preferred to indicate reasons.

5.1.7 The Meeting agreed that ICAO NACC and SAM Regional Offices coordinate with their respective States in order to send a NAM/CAR and SAM Regional position to ICAO Headquarter in regard to the applicability date.

5.2 ICAO Regional Aviation Safety Groups (RASGs)

5.2.1 The Secretariat presented IP/03 that included an update since the RASG-PA/7 Annual Plenary Meeting on the activities of the following RASGs:

1. RASG-AFI: African Region
2. RASG-APAC: Asia and Pacific Regions
3. RASG-EUR: European Region
4. RASG-MID: Middle East Region

5.2.2 Appendices A, B, C, and D to IP/03 present a summary of all RASGs activities.

5.3 Other Safety Initiatives

5.3.1 United States presented WP/11 on *Sustaining Compliance: Tools and Assistance for Effective Safety Oversight* to emphasize the importance of the eight Critical Elements (CEs) of safety oversight in the future of the aviation system, to identify the common deficiencies found in their implementation and sustainment around the world, and to note the tools and assistance available to States so that they may improve and enhance their safety oversight system. WP/11 stated that effective safety oversight can only be achieved when all CEs are implemented and integrated into a State's system.

5.3.2 The Meeting was informed about the various international organizations that offer a variety of technical assistance for States in safety oversight, such as ICAO and United States, which may include domestic or in-country technical training, seminars, and workshops.

5.3.3 The Meeting was also informed that United States has developed a guidance document, FAA Advisory Circular 129-5, to assist States in working with a technical assistance provider. Further information can be found at: http://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_129-5.pdf.

5.3.4 The Meeting noted that United States developed a series of Government Safety Inspector (GSI) courses, in compliance with ICAO Standards, in the areas of operations, airworthiness, and personnel licensing. These courses are offered at the FAA Academy, Oklahoma City, United States. United States has also entered into training agreements with Singapore Aviation Academy, Singapore; and the Superior Academy of Aeronautical Sciences in the Dominican Republic to offer courses at their facilities.

5.3.5 The Meeting was informed about the templates developed by the FAA in compliance with ICAO standards, such as the *Civil Aviation Safety Act* and the *Model Civil Aviation Regulations* (MCARs) available in English, French, and Spanish at: <http://www.faa.gov/about/initiatives/iasa/mcar/>

5.3.6 The Meeting acknowledged the safety benefits from the tools and assistance as presented by the United States in the WP, and adopted the following conclusion:

**CONCLUSION
RASG-PA/8/8**

**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.

5.3.7 United States presented WP/12 on Runway Excursion (RE) mitigation practices that an airport operator can implement. REs are a common problem with aviation accidents. There are design practices such as longitudinal grading, distance remaining signs, runway grooving and runway safety area enhancement; and operational practice measures such as rubber removal that help to reduce the risk of REs or the risk of personal injury and property damage when REs occur.

5.3.8 The Meeting noted the contents of WP, and considered the promotion of the implementation of the technologies and/or processes presented as mitigation strategy to address the on-going safety challenges faced by airports regarding REs.

5.3.9 United States presented WP/13 about the Safe Integration of Unmanned Aircraft Systems (UAS) into non-segregated airspace, considering that UAS are inherently different from manned aircraft; therefore, integrating them into a non-segregated airspace is challenging for civil aviation authorities, air navigation service providers and aviation community. Therefore, the FAA is taking an incremental risk-based approach to safe, efficient, and timely integration into its national airspace system as the agency acquires a better understanding of potential operational and technical issues associated with unmanned aircraft flight.

5.3.10 The Meeting acknowledged the regulatory developments in United States as they integrate UAS into its national airspace as presented in the WP; and the need that ICAO considers options for raising awareness of UAS matters in regional forums.

5.3.11 United States presented IP/04 related to *Assuring Compliance with International Oversight Obligations without Duplication; Shared Surveillance of Approved Maintenance Organizations*. Considering that due to the breadth of globalization across the international aviation industry, maintenance organizations are now transnational, and as such, are subjected to oversight and surveillance by a multitude of regulatory jurisdictions due to the number of different certifications they hold. As a result, surveillance activities have become increasingly frequent and additional audits do not necessarily increase the level of safety. Identifying ways to mitigate duplicative surveillance, while still remaining mindful of national oversight obligations, States and industry must work together to affect any significant change in this area. This concept was initially presented by United States at the Second ICAO HLSC in February 2015, and was met with significant support from the entire conference.

5.3.12 Cuba presented IP/05 related to the results obtained from the Aviation Safety Seminar/Workshop delivered by States, International Organizations and industry under the coordination of ICAO NACC Regional Office, in Havana, Cuba, from 8 to 9 April 2015. Cuba highlighted their permanent support to RASG-PA Aviation Safety Seminars with speakers, and that in the RASG-PA/7 Annual Plenary Meeting they requested a RASG-PA Aviation Safety Seminar to be conducted in Cuba in 2015. The Meeting was informed by the Secretariat that it was not possible to carry out the seminar under the RASG-PA auspices at that time; however, with the support of *Instituto de Aeronáutica Civil de Cuba* (IACC), ICAO NACC Regional Office, international organizations and industry, the Seminar was held successfully with the same characteristics and results.

5.3.13 As a conclusion, Cuba mentioned that the event was a great opportunity to exchange experiences and knowledge among aviation experts from the Pan American Region and Cuba; it also allowed to have a mixed audience from senior managers to simple students, future pilots and air traffic controllers, etc. The interaction between speakers and audience made possible a closer working relationship between safety key players of our Region. Cuba also expressed that it is willing to host other aviation safety seminars in the future.

5.3.14 The Meeting agreed with the value of the aviation safety seminars for any aviation community that due to financial constraints and other barriers does not have access to this kind of world-class events.

5.3.15 The ICAO SAM Regional Office presented IP/07 in regard to the Establishment and Management of the South American AIG Regional Cooperation Mechanism (ARCM) as the only solution for the SAM States to implement an effective system for the accidents and incidents investigation. The mission of the ARCM will be to provide support to the States in improving AIG Effective Implementation (EI) and contributing to the decrease of aviation accidents and incidents in the SAM Region.

5.3.16 The Meeting supported this regional initiative aligned with ICAO Regional Accidents and Incidents Investigation Organization (RAIO) concept, which eliminates duplication of efforts, achieve economies of scale, make investigators in the region gain experience more quickly, and help achieving independence of investigations.

Agenda Item 6: RASG-PA Activities Plan 2016

6.1 The Secretariat informed the Meeting that, due to the on-going development process of the RASG-PA Strategic Plan to be presented at the RASG-PA Executive Steering Committee (ESC/25), the RASG-PA Activities Plan for 2016 is on hold.

6.2 The Secretariat informed the Meeting that once the RASG-PA Strategic Plan is approved, the RASG-PA Activities Plan for 2016 will be posted in the RASG-PA website.

Agenda Item 7: Other Business

7.1 Cuba presented IP/06 regarding its status of compliance with the safety targets agreed in the *Port-of-Spain Declaration*, in particular to the encouraging results in the level of implementation of the ICAO State Safety Programme (SSP) by the *Instituto de Aeronáutica Civil de Cuba* (IACC) and the Safety Management Systems (SMS) by the service providers for the deadline of December 2016.

7.2 The Meeting was informed by Cuba that the collective effort made by the IACC and stakeholders was very useful for the sector, since it has allowed diagnosing strengths and weaknesses and consequently setting the strategy in line with current and future ICAO requirements. It has also allowed its progressive and successful integration into the regional and global scenario described in the GASP.

7.3 In regard to the RASG-PA Strategic Plan, Brazil reminded the Meeting that the RASG-PA ESC/23 Meeting held at ALTA's Office in Miami, United States, from 19 to 20 March 2015, adopted the following decision:

DECISION

RASG-PA/ESC/23/D/2

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).

7.4 Brazil, as rapporteur of the RSP-TF (composed by Chile, Costa Rica, Curacao, Honduras, United States, ALTA, Boeing, CANSO, and IATA) informed the Meeting that they met in Medellin, Colombia, on 24 June 2015, following the RASG-PA/ESC/23/Decision/2 – RASG-PA *Strategic Plan* to discuss the following issues:

1. the current strategies of RASG-PA and how to reflect them on the Strategic Plan of the Group;
2. enhancements to the processes and deliverables of the Group; and
3. ways to improve communications in a broad scale with all stakeholders, as ICAO Headquarters, States, industry representatives, etc.

7.5 Brazil informed the Meeting that the RSP-TF agreed to plan another meeting to finalize the deliverables (RASG-PA Strategic Plan and the revised RASG-PA Procedural Handbook), that will be presented for consideration of the RASG-PA/ESC/25 meeting.

7.6 The Meeting agreed with the information provided.