



**Thirty Second Pan America — Regional Aviation Safety Team Meeting  
(PA-RAST/32)**

Ottawa, Canada, 8 to 10 May 2018

**Agenda Item 2: Review of PA-RAST Action Items and RASG-PA Valid Conclusions/Decisions**

**REVIEW OF PA-RAST ACTION ITEMS AND OTHER RASG-PA RELATED CONCLUSIONS**

(Presented by the Secretariat)

**EXECUTIVE SUMMARY**

This working paper presents the RASG-PA and ESC valid conclusions and decisions for the PA-RAST review, updates and actions.

The Regional Aviation Safety Group — Pan America (RASG-PA) and the Executive Steering Committee (ESC) record their activities as Conclusions and Decisions. Conclusions are RASG-PA actions requiring communication and action by ICAO, States/Territories, and/or international organizations/industry. Decisions are RASG-PA internal agreements.

**Appendix A** presents the action items from the PA-RAST/31 Meetings.

**Appendix B** presents the valid conclusions and decisions from the RASG-PA/ESC/30 Meeting.

<b>Action:</b>	Review and report follow-up to the valid conclusions and decisions of the RASG-PA Meetings.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> <li>• Safety</li> </ul>
<i>References:</i>	<ul style="list-style-type: none"> <li>• Thirty First Pan America — Regional Aviation Safety Team Meeting (PA-RAST/31) of the Regional Aviation Safety Group — Pan America (RASG-PA), Miami, United States, 20 to 22 February 2018</li> <li>• Thirtieth Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting (RASG-PA ESC/30) Summary of Discussions, Baltimore, United States, 22 to 23 March 2018</li> </ul>

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**APPENDIX A**  
**VALID ACTION ITEMS FROM PREVIOUS PA-RAST MEETINGS**

The PA-RAST/31 Meeting updated/followed-up the valid PA-RAST Conclusions/Action Items, where six Actions Items still remain valid:

<b>Reference</b>	<b>Action/deliverable</b>	<b>Follow-up action</b>
PA-RAST/20/A1	Loss of Control - In flight (LOC-I) workshops have been placed on hold due to pending coordination of dates with States and operators	New target date for PA-RAST/32 Meeting
PA-RAST/27/A1	The PA-RAST will develop data sets for small operators, and encourage the implementation of sound safety management practices for their fleets.	New target date for PA-RAST/32 Meeting
PA-RAST-30/2	Assist CANSO with Strategic Review	On-going
PA-RAST-30/3	Coordination of RE Activity with the SRVSOP	On-going task. Will also be coordinated with NACC RSTs
PA-RAST-30/4	Evaluation of Flight Safety Foundation Go-Around Decision Making and Execution Project	Ongoing
PA-RAST-26 (paragraph 8.3, no action item in report)	Incorporate AC90-48D (Pilot's Role in Collision Avoidance) contents into the flight crew training programmes. Launch a dedicated survey regarding the guidance material awareness among pilots.	Survey launched by IATA in January 2018. It will remain open until 30 April 2018.

**PA-RAST/31/01**  
**ACTION ITEM**

**GLOBAL AVIATION SAFETY PLAN (GASP)**  
**COMPLIANCE BY PA-RAST**

IATA will review by the RASG-PA ESC/31 meeting, the GASP Safety Performance Indicators (SPIs) and will propose a GASP-related response of RASG-PA data-driven analysis and the GASP SPIs.

**PA-RAST/31/02  
ACTION ITEM****RASG-PA INVITATION FOR CASSOS  
PARTICIPATION**

That, in order to ensure more participation of the Caribbean, the RASG-PA Secretariat will:

- a) present the benefits of participating in the PA-RAST events, by providing a presentation to CASSOS in coordination with the PA-RAST Co-Chair;
- b) support, together with United States, IATA's proposal on safety-data sharing/FDX MoU for CASSOS States signature; and
- c) provide outcomes to the upcoming CASSOS meeting.

**PA-RAST 31/03  
ACTION ITEM****PA-RAST DATA ANALYSIS**

That, in order to improve the data analysis presentation and seek to identify potential causes of safety matters, by PA-RAST/33 the PA-RAST will:

- segregate hot-spot data per flight level
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- work by data source providers in order to fusioning pilot reports
- seek to conduct tracking of the impact of mitigation actions to present the status of hot spots following a specific mitigation as in the case of Brazil and Cuba.

**PA-RAST 31/04  
ACTION ITEM****GENERAL AVIATION ACCIDENTS SAFETY  
ENHANCEMENT INITIATIVE**

Considering the high accident rate observed in general aviation (aviation sector of aircraft with less than 2500 Kg MTOW), the PA-RAST will analyze the potential general aviation accidents as a Safety Enhancement Initiative (SEI) by the PA-RAST/32 Meeting.

**PARAST 31/05  
ACTION ITEM****SAFETY ENHANCE INITIATIVE - DETAILED  
IMPLEMENTATION PLAN (DIP)**

That, in order to ensure the proper and accurate information to be loaded into the RASG-PA website, Brazil, IATA, and ICAO will review and collect all necessary DIP information to update the RASG-PA webpage by the PA-RAST/32 meeting.

**PARAST 31/06  
ACTION ITEM****DIP PRESENTATION TO ESC AND OTHER  
DC MEETINGS**

To follow the ESC mandate in order to clearly present the PA-RAST DIPs progress and deliverables, the PA-RAST shall prepare information packages on the accomplishments of PA-RAST DIPs for States' awareness, as well as for the Directors of Civil Aviation Meetings and Safety Directors Meetings, starting with the RASG-PA/ESC/30, the NACC/DCA, and SAM/DCA meetings through a working paper for each meeting.

**PA-RAST 31/07  
ACTION ITEM****MAC AND GTE JOINT ANALYSIS**

That, in order to optimize the joint work by GREPECAS GTE and the RASG-PA MAC DIP, both groups work to:

- a). carry out a teleconference on 22 March 2018 to identify the data that could be exchanged between both teams (CARSAMMA/GTE –PA-RAST);
- b). identify areas of joint work that could be addressed between both teams;
- c). prepare a working paper to be presented at the GREPECAS/18 meeting regarding the work that will be carried out by both groups (CARSAMMA/GTE –PA-RAST); and
- d). prepare a paper for the ESC identity meeting to present the work that will be carried out by both teams (CARSAMMA/ GTE -PARAST)

**PARAST 31/08  
ACTION ITEM****ESC APPROVAL OF PA-RAST TERMS OF REFERENCE (TORS)**

In order to define the PA-RAST functions and responsibilities, the PA-RAST requests the ESC the approval of its Terms of Reference as presented in Appendix E (RASG-PA Handbook Apendix B).

- b) RASG-PA website improvements: The Meeting reviewed RASG-PA website and its content identifying the following improvements:
  - update links to documents and meetings
  - need to update DIP information and work programme
  - revamp the news section, raising it to the front page and top of the left-side menu
  - include a current list of DIPs, in a similar way to that of Skybrary
  - identify and remove dead links

- include a link to all products, including information on data issued, current status (valid, surpassed, etc.), and other relevant remarks
- create a MAC SET area, together with the other SETs
- update the list of resources, including links to collaborative safety initiatives (CAST, BCAST, etc.)

**PARAST 31/09**

**ACTION ITEM**

**RASG-PA WEBSITE IMPROVEMENTS**

In order to improve the content and facilitate the use of the website for communicating RASG-PA deliverables so that it can be used by all RASG-PA members, ICAO in coordination with IATA, will implement the improvements identified under 9.1 item b) by RASG-PA ESC/31 meeting.

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**APPENDIX B**  
**VALID CONCLUSIONS FROM PREVIOUS REGIONAL AVIATION SAFETY GROUP — PAN AMERICA**  
**EXECUTIVE STEERING COMMITTEE MEETINGS**

**CONCLUSION****RASG-PA/ESC/29/3****ENHANCEMENT OF DATA COLLECTION**

That, in order to enhance data collection, the Flight Safety Foundation:

- a) work with the PA-RAST co-chairs to determine the gaps in data collection that will serve the PA-RAST processes,
- b) identify and prioritize desired information to be shared for effective safety improvements, and
- c) report the results of this task to the RASG-PA/ESC/31 Meeting.

**CONCLUSION****RASG-PA ESC/29/4****PA-RAST DELIVERABLES**

That, in order to make available and visible the deliverables accomplished by the RASG-PA PA-RAST:

- a) the PA-RAST shall prepare information packages on the accomplishments of PA-RAST DIPs for States awareness, as well as for DCA Meetings and Safety Directors Meetings;
- b) the PA-RAST to follow-up on the actions agreed by the ESC, as detailed in paragraph 5.6;
- c) the Secretariat shall publish all PA-RAST deliverables and DIP information in the RASG-PA website, and
  - d) PA-RAST and Secretariat to report the results of these tasks to the RASG-PA/ESC/30 meeting.

**CONCLUSION****RASG-PA/ESC/29/05****FEEDBACK ON THE IMPLEMENTATION OF GLOBAL AVIATION SAFETY PLAN GASP AND RASG-PA**

That, in order to seek feedback from States and Industry to identify actionable gaps in the implementation of ICAO Global Plans, following a more client-oriented and performance-based approach by the RASG-PA, the RASG-PA Secretariat (NACC and SAM Regional ICAO Offices):

- a) conduct a survey on the level of satisfaction and the performance results provided by RASG-PA;
- b) in consultation and agreement with the ESC Members, develop an action plan based on the survey results; and
- c) present the survey results and respective action plan to the RASG-PA Members by 30 June 2018 and inform them to the ICAO ANC.

- RASG-PA ESC/29/C/3 – Flight Safety Foundation will report to the RASG-PA ESC/31 Meeting
- RASG-PA ESC/29/C/4 – the PA-RAST is working on the requested actions
- RASG-PA ESC/29/C/5 – a survey will be conducted in coordination with the GREPECAS survey

**CONCLUSION**

**RASG-PA ESC/30/1**

**AN/13 WORKING PAPER ON FLIGHT DATA ANALYSIS PROGRAMME IMPLEMENTATION IN THE NACC AND SAM REGIONS**

That, in order to highlight the work achieved on the Flight Data Analysis Programme Implementation in the NACC and SAM Regions in the upcoming NACC/SAM DCAs and ANCONF/13 and other safety related events, the RASG-PA ESC Members will:

- prepare working papers for the 2018 DCAs Meetings and the AN/CONF/13; and
- report on this progress by RASG-PA ESC/31 Meeting

**DECISION**

**RASG-PA ESC/30/2**

**IDENTIFICATION OF SAFETY IMPROVEMENT AREAS FOR ANS SUPPORT ON RESOLUTION/ MITIGATION ACTIONS**

That, in order to seek solutions and mitigations actions pertaining the ANS involvement for improving safety matters, the PA-RAST:

- a) identify areas of safety improvements;
- b) notify those areas to the ICAO Regional Offices for ANS implementation support when required; and
- c) report to the RASG-PA ESC/31 Meeting on this progress.

**DRAFT CONCLUSION**

**RASG-PA ESC/30/3**

**SHARING OF SAFETY DATA ANALYSIS RESULTS FOR THE IMPLEMENTATION OF SAFETY IMPROVEMENTS**

That, in order for States/Industry to implement safety improvements based on the Safety Data Analysis from the PA-RAST Group, the PA-RAST will show the results of the FDX at the different Regional ANS Implementation Group Meetings in the NACC and SAM Regions.

**DRAFT CONCLUSION**

**RASG-PA ESC/30/4**

**PROJECT MANAGEMENT APPROACH FOR RASG-PA**

That, in order to effectively deliver what is required in RASG-PA and GREPECAS, and to use a common language for a better integration of RASG-PA and GREPECAS, ICAO will:

- a) analyze the available options to implement Project Management Techniques in the RASG-PA and GREPECAS work programme; and
- b) recommend the best option by the RASG-PA-ESC/32 Meeting.

**CONCLUSION****RASG-PA ESC/30/5****BASELINE ANALYSIS FOR RASG-PA TO ENHANCE ITS PERFORMANCE AND COORDINATION WITH GREPECAS**

That, in order to optimize RASG-PA performance and its coordination process with GREPECAS, that the ICAO NACC and SAM Regional Offices use the survey results and other means to:

- a) conduct a baseline analysis for RASG-PA;
- b) evaluate/propose a process to enhance this coordination between RASG-PA and GREPECAS; and
- c) report by the RASG-PA ESC/32 Meeting

**DRAFT CONCLUSION****RASG-PA ESC/30/6****IMPROVEMENT AND EXPANSION OF RASG-PA'S DATA SHARING PROCESS**

That, in order to improve and expand RASG-PA's data sharing process;

- a) PA-RAST develop a plan for sharing and storing appropriate safety data with the ICAO Regional Office in order to develop risk-based safety improvements/implementation actions in the region;
- b) ACI-LAC and CANSO seek the sharing of their safety data to enhance data analysis and precision; and
- c) PA-RAST, ACI-LAC, and CANSO report progress to the ESC/31 Meeting.

**DECISION****RASG-PA ESC/30/7 PA-RAST****FOLLOW-UP AND COORDINATING TELECONFERENCES**

That, in order to enhance the work and follow-up of the PA-RAST activities, the PA-RAST shall reestablish their follow-up teleconferences as soon as practical.

**DRAFT CONCLUSION****RASG-PA ESC/30/8 PA-RAST****HOSTING OF 2019 RASG-PA PLENARY**

That, in order to plan and prepare the successful execution of the Tenth RASG-PA Plenary in 2019, States are invited to present their offer to host this meeting to the ICAO Regional Offices by **30 November 2018**.