



RASG-PA ESC/4
06-11-09

INTERNATIONAL CIVIL AVIATION ORGANIZATION

REGIONAL AVIATION SAFETY GROUP – PAN AMERICA (RASG-PA)

Fourth Meeting of the Executive Steering Committee

1. The ESC member from Airbus requested clarification about the creation of a finance committee and the objectives of the committee. Loretta Martin, RASG-PA Secretariat, explained that the main objective of the committee would be to find donors to support RASG-PA projects. The Airbus representative discussed the possibility of the finance committee also providing a supervisory role to make sure that available funds are used in line with the priorities of RASG-PA.
2. The Secretariat explained that at this point the finance committee's role would be limited to finding and soliciting funds but that the management of these funds would be a Secretariat responsibility.
3. Colombia discussed budgeting for RASG-PA activities. They mentioned however that due to their budget process, the budget request would need to be very specific in detail showing the specific activity or project that was being funded. It was not possible for them to contribute to a general account of RASG-PA, there would need to be specific deliverables tied to any donation. Also, Colombia noted that they would need any budget requests with the detailed information prior to March 2010. The Secretariat suggested that due to Colombia's interest in the financing process, the representative from Colombia would be an excellent candidate to lead the financial committee.
4. Colombia, Airbus and IFALPA all agreed that it was important to have transparency in the use of RASG-PA funds.
5. The Secretariat informed the ESC that COCESNA/ACSA was going to stop funding one regional initiative and move those resources to RASG-PA.
6. ICAO RD Lima, noted that to assist in funding efforts, it was important to have specific projects identified, and not the other way around by requesting funding and then identifying the project. Additionally, there needs to be clear accountability procedures to guarantee the transparency requested.
7. The Secretariat noted that the establishment of a finance committee would need to be delayed until ICAO finds a solution to establishing a RASG-PA account.

8. Mitch Fox, ICAO, explained that the IFFAS is not a road RASG-PA should take. He also highlighted the need to have all activities of RASG-PA in line with the Road Map.

DECISION RASG-PA ESC/4/1: RASG-PA DEDICATED FUNDS ACCOUNT

Secretariat will be responsible for identifying how to establish RASG-PA account.

DECISION RASG-PA ESC/4/2: ISSG FUNDING REQUEST FOR RASG-PA PROJECTS

It was decided that once the outcomes of RASG-PA/02 are clearly defined by the ESC and activities more clearly defined, then the ISSG could be informed about the needs for funds to implement RASG-PA projects.

9. It was also decided that ESC Meetings Reports should be available to all RASG-PA members.

DECISION RASG-PA ESC/4/3: ESC MEETING REPORTS

The RASG-PA website will be modified to make all reports available to all RASG-PA members.

10. The Meeting also concurred on the need to have at least two meetings a year for the ESC since just one meeting was not considered enough for expected activity level after RASG-PA/02. The meetings were tentatively scheduled for April and August 2010.

11. When discussing possible dates for the ESC, the representative from Colombia noted the advantages of preparing a working paper to be presented at the ICAO Assembly. The ESC supported this proposal as a way to get support from ICAO to formally recognize RASG-PA within ICAO.

DECISION RASG-PA ESC/4/4: RASG-PA WORKING PAPER

A working paper be prepared and presented at the next ICAO Assembly Meeting.

12. Boeing suggested that it would be convenient to have a monthly telcon conference using the Boeing teleconference system. The Meeting agreed on the proposal and it was decided to have the telcon every second Wednesday.

DECISION RASG-PA ESC/4/5 MONTHLY TELECONFERENCES

Monthly RASG-PA ESC teleconference be scheduled for the second Wednesday of the month.

13. There was a discussion on the importance of the RAST working group meeting as a whole and not only by teleconference. Boeing proposed that the RAST working group meet face to face possible in conjunction with the IXTAPA Safety Meeting in late January.

14. The Airbus representative asked whether the RAST meetings would be conducted in English or Spanish. The Secretariat noted that all RAST working group members are English speakers and asked the ESC for concurrence to have the meetings in English. There were no objections from the ESC.

15. The Airbus representative requested a clarification on the use of "Safety Enhancements" terminology versus "Safety Enhancement Initiatives". The representative requested that the ESC consider using "Safety Enhancements" as that is what is currently used in the industry. It would standardize RASG-PA terminology and therefore not cause confusion if a RAST member was represented by an alternate as the terminology would be more familiar.

Appendix**LIST OF PARTICIPANTS**

NAME	STATE/ORGANIZATION
Andreas Kohn	AIRBUS
Cindy Granda	ALTA
Gerardo Hueto	BOEING
Annie Parker	BOEING
Victor Zamora	COCESNA/ACSA
Donall Tascon	UAEAC Colombia
Sergio Paris Mendoza	UAEAC Colombia
Luz Marina Gonzalez	UAEAC Colombia
Oscar Derby	Jamaica CAA
German Diaz Barriga	IFALPA
Loretta Martin	ICAO
Franklin Hoyer	ICAO
Mitchell Fox	ICAO
Oscar Quesada	ICAO
Eduardo Chacin	ICAO
Adolfo Zavala	ICAO

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