

FINAL VERSION



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

SECOND MEETING OF THE REGIONAL AVIATION SAFETY GROUP – PAN AMERICA
(RASG-PA/02)

REPORT

Bogota, Colombia
3 to 6 November 2009

November 2009

INTERNATIONAL CIVIL AVIATION ORGANIZATION

REPORT

**SECOND MEETING OF THE REGIONAL AVIATION SAFETY GROUP –
PAN AMERICA**

(RASG-PA/02)

BOGOTA, COLOMBIA, 3 TO 6 NOVEMBER 2009

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History of the Meeting

ii.1 Place and Duration of the Meeting

The Second Meeting of the Regional Aviation Safety Group – Pan America (RASG-PA/02) was held at the Hotel Casa Dann Carlton, Bogota, Colombia, from 3 to 6 November 2009, hosted by the Civil Aviation Authority UAEAC of Colombia.

ii.2 Opening Ceremony

Mrs. Loretta Martin, Regional Director of the ICAO North American, Central American and Caribbean (NACC) Regional Office and Secretary of the RASG-PA, greeted the participants of the meeting and highlighted the most key tasks to be addressed as related to regional operational safety in the NAM/CAR/SAM Regions. Mr. Franklin Hoyer, Regional Director of the ICAO South American Regional Office, welcomed participants to the meeting; Mr. Oscar Derby, Chairman of the Regional Aviation Safety Group – Pan America, addressed the meeting; and Mr. Fernando Sanclemente Alzate, Director General of Civil Aviation of Colombia, welcomed the participants to the Republic of Colombia and officially inaugurated the meeting.

ii.3 Organization, Officers and Secretariat

Mr. Oscar Derby, Chairman of the RASG-PA, chaired the meeting. Mrs. Loretta Martin, Regional Director of the ICAO NACC Regional Office, acted as Secretary of the meeting and was assisted by Messrs. Franklin Hoyer, Regional Director of the ICAO SAM Regional Office; Mitch Fox, Chief, ICAO Headquarters Flight Safety Section; Oscar Quesada, Flight Safety Regional Officer, SAM Office; Adolfo Zavala, Air Traffic Management/2 Regional Officer NACC Office; and Eduardo Chacín, Flight Safety Regional Officer, NACC Office.

ii.4 Working Languages

The working languages of the meeting were English and Spanish. Meeting documentation and the report of the meeting were issued in both languages.

ii.5 Agenda

The Meeting reviewed the agenda, which was adopted as follows:

Agenda Item 1: Review and Approval of the Draft Meeting Agenda and Schedule

Agenda Item 2: Review of Conclusions from the RASG-PA/01 Meeting

Agenda Item 3: RASG-PA Project(s) Status

- Report on RASG-PA GSI/3.A Project
- Use of Performance Framework Forms (PFFs)
- RASG-PA Funding and In-Kind Support

Agenda Item 4: RASG-PA Implementation Status and Perspectives on SMS/SSP's

- ICAO HQ/SSP Status
- Transport Canada
- IATA
- ALTA
- AIRBUS
- CASSOS
- Panel/Q&A Session

Agenda Item 5: Accident and Incident Trends

- Identification of Data-Driven Risk Areas
- Safety Information Report
- Aligning Safety Enhancements Initiatives to Incident and Accident Data

Agenda Item 6: Workshop on Next Steps for Global Aviation Safety Plan

- GSI-12 Use of Technology to Enhance Safety

Agenda Item 7: NAM/CAR/SAM Sub-Regional Flight Safety Initiatives

- Multi-National Recognition of AMO's
- Ramp Inspection Data Sharing

Agenda Item 8: Flight Safety Perspectives

- Airline Perspective
 - Airline Initiatives
 - ALTA Safety Meeting Results
- Airport Perspective
 - FAA

Agenda Item 9: Data Collection/Sharing Programme Models

- Air Transportation Oversight System (ATOS)
- Flight Operations Quality Assurance (FOQA)
- Civil Aviation Safety System (CASS)
- Fatigue Risk Management (ICAO)

Agenda Item 10: Available Flight Safety Training

- General Flight Safety Training
- Targeted Flight Safety Training

Agenda Item 11: Other Business**ii.6 Schedule and Working Methods**

Sessions were held from 0830 to 1530 hours with two breaks.

ii.7 Attendance

72 delegates from 16 States/Territories of the NAM/CAR/SAM Regions, 7 International Organizations, 5 airlines, 1 airport and 2 aircraft manufacturers attended the Meeting.

ii.8 Conclusions and Decisions

The Regional Aviation Safety Group – Pan America recorded its activities as Conclusions and Decisions as follows:

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

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

ii.9 **List of Conclusions**

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2/2	RASG-PA FUNDING MECHANISM	3-3

ii.10 **List of Decisions**

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2/4	ESTABLISHMENT OF A REGIONAL AVIATION SAFETY TEAM	5-5
2/5	AVAILABLE FLIGHT SAFETY TRAINING	10-2

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LIST OF WORKING PAPERS AND INFORMATION PAPERS

WORKING PAPERS				
Number	Agenda Item	Title	Date	Prepared and Presented by
WP/01 REV	1	Approval of the draft agenda and meeting work schedule	04/11/09	Secretariat
WP/02	2	Review of Conclusions from the RASG-PA/01 Meeting	06/10/09	Secretariat
WP/03	3	Report on RASG-PA GSI- 3.3A Project	15/10/09	Secretariat
WP/04	3	Use of Performance Framework Forms (PFFs)	12/10/09	Secretariat
WP/05	3	Funding	12/10/09	Secretariat
WP/06	4	ICAO SMS/SSP Evolution and Current Status	20/10/09	Secretariat
WP/07	4	Pilot Project for SMS Implementation in Aircraft Maintenance Organizations of the Regional Safety Oversight Cooperation System in Latin America	20/10/09	Secretariat
WP/08	4	The Challenge of Regulating in an SMS Environment	26/10/09	Canada
WP/09	5	Safety Information Report	29/10/09	Secretariat
WP/10 REV	7	Multi National Recognition of AMO's	30/10/09	Secretariat
WP/11	7	Ramp Inspection Data Sharing (IDISR) of the Regional Safety Oversight Cooperation System in Latin America	20/10/09	Secretariat
WP/12	5	Alignment of Safety Enhancement Initiatives (SEIs) against Incident/Accident Data	20/10/09	United States
WP/13	10	Targeted Training Programmes	23/10/09	Secretariat
WP/14 REV	9	Civil Aviation Security System (CASS)	04/11/09	Dominican Republic, Costa Rica and COCESNA
WP/15 REV	9	GSI-12 Report	04/11/09	COCESNA/ ACSA
WP/16	9	Prevention of Incidents AT CDM	2/11/09	Colombia
WP/17	3	Performance Framework Forms (PFFs)	04/11/09	Rapporteur of the Ad-hoc Working Group
WP/18	6	Workshop on Next Steps for Global Aviation Safety Plan	04/11/09	Secretariat

INFORMATION PAPERS

Number	Agenda Item	Title	Date	Prepared and Presented by
IP/01 REV	--	General information	22/10/09	Secretariat
IP/02 REV2	--	List of Working and Information Papers	04/11/09	Secretariat
IP/03	4	Status of Implementation of RASG-PA Recommendations in CASSOS <i>(available in English only)</i>	20/10/09	CASSOS
NI/04	10	Entrenamiento sobre Seguridad Operacional <i>(available in Spanish only)</i>	29/10/09	COCESNA/ ACSA
IP/05	8	Airfield Safety in the United States <i>(available in English only)</i>	30/10/08	United States
IP/06	4	Safety Quality Management System – ATM Procedures Group	02/11/09	Colombia

Agenda Item 1: Review and Approval of the Draft Meeting Agenda and Schedule

1.1 The Secretariat presented WP/01 inviting the Meeting to approve the draft meeting agenda and schedule. The meeting agenda and schedule was reviewed and amended. The approved version is presented in the historical section of this Report (paragraph ii.5 refers).

Agenda Item 2: Review of Conclusions from the RASG-PA/01 Meeting

2. Introduction

2.1 Under this agenda item the Meeting reviewed the status of Conclusions and Decisions of the RASG-PA/01 Meeting. The Meeting noted that three of the action items under the Conclusions and Decisions had been completed, that the remaining items continued to be valid and that work was progressing to achieve completion. The **Appendix** to this part of the Report presents the status of RASG-PA/01 Conclusions and Decisions.

STATUS OF OUTSTANDING CONCLUSIONS (C) AND DECISIONS (D) OF THE FIRST REGIONAL AVIATION SAFETY GROUP – PAN AMERICA MEETING (RASG-PA/01)

C/D No.	Area	Title of Conclusion/Decision	Text of Conclusion/Decision	Follow-up and Remarks	Responsibility	Deliverable	Target Completion Date	Status (Valid, Completed, Superseded)
C	1/1	RECOMMENDATIONS OF THE RASG-PA/01 CONCERNING (GSI/7) - THE CONSISTENT IMPLEMENTATION OF SAFETY MANAGEMENT SYSTEMS	That: a) the RASG-PA/01 forward the recommendations at the Appendix to this part of the Report concerning the implementation of Safety Management Systems (SMS) for consideration and prioritization by the RASG-PA Executive Steering Committee; and b) the RASG-PA Executive Steering Committee afford the recommendations a high priority, bearing in mind the low level of SMS implementation maturity in the regions, the impending applicability date of the SMS SARPs, and importance of SMS.	Recommendations were forwarded to Executive Steering Committee members, which developed several projects and deliverables from the recommendations.	RASG-PA Executive Steering Committee	Status on SMS & SSP Implementation in NACC and SAM Regions	Several projects were developed as a result of this Conclusion. This Item was reported to membership at RASG-PA/02	Completed
D	1/2	SUPPORT TO THE PILOT SMS IMPLEMENTATION PROJECT IN THE AMOs OF THE SRVSOP	That, taking into consideration the best practices of the Global Aviation Safety Roadmap, RASG-PA supports the pilot SMS implementation project for Aircraft Maintenance Organizations of the Regional Safety Oversight System.	SRVSOP	RASG-PA Members	Regional Safety Oversight Organisation (RSOO) Support from RASG-PA	Ongoing – RASG-PA supports pilot project and will continue to monitor progress	Valid
C	1/3	FUNDING OPTIONS FOR RASG-PA PROJECTS	That the RASG-PA Executive Steering Committee pursue alternative options for financial/other support for RASG-PA projects, including but not limited to the ISSG and other industry partners, IFFAS, aviation insurance providers, GEASSA/Transport Canada, the U.S. Trade Development Association, and other institutions and organizations having a vested interest in aviation safety; results to be reported at the next RASG-PA Meeting in 2009.	RASG-PA/02	ICAO/RD/Lima	WP on Alternative Funding Options	RASG-PA/02 WP presented at RASG-PA/02	Completed

C/D No.	Area	Title of Conclusion/Decision	Text of Conclusion/Decision	Follow-up and Remarks	Responsibility	Deliverable	Target Completion Date	Status (Valid, Completed, Superseded)
C	1/4	REGIONAL APPROACH TOWARDS THE IMPLEMENTATION OF THE GLOBAL AVIATION SAFETY PLAN	<p>That:</p> <p>a) the Executive Steering Committee adopt the performance framework forms (PFF) at the Appendix to this part of the Report and establish overarching timeframes for completion of the short, medium and long-term objectives of GASP/GASR, in consultation with all members of the RASG-PA; and</p> <p>b) the RASG-PA use the performance framework forms as a management tool for use by States, sub-regional organizations and the region to track the progress of implementation of the GASP/GASR.</p>	<p>It was agreed that PFFs should be used to establish RASG-PA overarching objectives, track the progress in achieving the objectives of the Global Safety Initiatives (GSIs), and used as documentation to attain funding from outside sources and in-kind support. To be considered completed.</p>	Executive Steering Committee	<p>PFF used for RASG-PA Projects</p> <p>A WP on PFF's for RASG-PA drafted for RASG-PA Projects under Agenda Item 3</p>	<p>PFF's for projects on GSI's 3, 7 and 12 completed, reviewed and amended during RASG-PA/02. PFF's to be completed for additional GSI's as projects developed.</p>	Completed
C	1/5	ALTA INITIATIVE FOR INCREASING OPERATIONAL SAFETY	<p>That, in order to avoid duplicity of efforts, the RASG-PA Executive Steering Committee analyze the scope and objectives of the safety enhancement initiatives (SEI) of ALTA with IATA safety initiatives and make appropriate recommendations.</p>	<p>ALTA: Briefed that their SEI focus is training and SMS to see how carriers can exceed ICAO Standards and Recommended Practices (SARPs). Initiatives were dependent on industry funding; however, due to world economics, ALTA has had to reduce the scope of the initiatives, ALTA will provide SEI's related to training and SMS for review of possible overlap with other organizations.</p>	ALTA/IATA/ICAO	<p>Review of common SEI's to ensure no duplication of efforts</p>	<p>RASG-PA will continue to coordinate SEI's developed through ALTA and IATA to avoid duplication of efforts</p>	Valid

Agenda Item 3: RASG-PA Project(s) Status

Report on RASG-PA GSI-3.3a Project

3.1 Under this agenda item, the Meeting reviewed the results of RASG-PA Project GSI-3/3a. This project is related to the third Global Safety Initiative (GSI-3) – *Effective Errors and Incidents Reporting* from the ICAO Global Aviation Safety Plan (GASP) and the Global Aviation Safety Roadmap (GASR). The review consisted of guidance on best practices and model legislative frameworks for the protection of safety information, including guidance on the protection of privacy, prevention of self-incrimination and proper apportionment of criminal liability. The Meeting agreed on the need for States to introduce legislative changes to provide a legal umbrella to promote the free flow of safety hazard information, open reporting and protection of safety information that is used exclusively to improve flight safety.

3.2 The Meeting also noted that the GASR called upon ICAO to implement mechanisms to monitor the progress of State activities to determine existing legislative gaps in order to encourage an open reporting system and the development of a plan to address existing gaps.

3.3 The Meeting recalled that RASG-PA/01 developed an action plan to address recommendations made during the first GASR Workshop (Bogotá, Colombia, 19-23 May 2008). This plan was identified as Project RASG-PA GSI-3, comprising identification of legislative gaps, development of model legislation, and conducting a workshop for regulators, industry and other institutions within States that could support the approval of legislative changes. The initial stages of this project were made possible with funding received from the Boeing Company as well as in-kind support from COCESNA (ACSA), Jamaica Civil Aviation Authority and IFALPA who provided legal experts to develop the legislative model.

3.4 The Meeting noted that despite the fact that Attachment E of Annex 13 contains legal guidance for the protection of safety information obtained through flight safety data collection and processing systems, the exercise of translating this guidance into an amendment of national civil aviation legislation can be a challenge for any professional, particularly in the legal arena.

3.5 The Meeting reviewed the legal experts' report and related appendix containing the legal guidance in the form of an amendment to civil aeronautical law that can be used by States as additional guidance material for the development of their own legislative proposal.

3.6 In order to comply with objective 3b of the GASP, the Meeting agreed on an implementation plan that will be periodically updated by the ICAO Regional Offices through State Letters and reviewed at RASG-PA annual meetings (see **Appendix A** to this part of the Report). This plan includes the formation of a national team led by each Civil Aviation Authority, supported by industry, to develop and promote approval of their own proposal. The Meeting adopted the following decision to support regular reporting needed to assess the progress of implementation:

DECISION RASG-PA/02/1

**PROGRESS REPORT ON THE IMPLEMENTATION
OF LEGISLATIVE FRAMEWORK TO PROTECT
SAFETY HAZARD INFORMATION**

That States document their progress with the implementation of a legislative framework to protect safety hazard information and provide regular progress reports to their respective ICAO Regional Office.

3.7 During the deliberations on this item, a participant from Colombia explained some of the potential difficulties faced in implementing this new legislation. The participant further expressed a desire for the guidance to be accepted as ICAO guidance material.

Use of Performance Framework Forms (PFFs)

3.8 The Meeting reviewed a management tool, referred to as Performance Framework Forms (PFFs), which were proposed and accepted during the RASG-PA/01 Meeting. These forms outline global objectives, completion dates and responsible parties as a means to set overarching goals for the implementation of GSIs within the RASG-PA. This tool, developed by ICAO, is widely used in the air navigation area to assist the regions of the world with the development of air navigation plans in accordance with the Global Air Navigation Plan (GANP).

3.9 RASG-PA/01 concluded that this form should be used as a management tool to establish a general framework to align RASG-PA activities for consistency with global and regional plans, including estimated dates for these activities.

3.10 The Secretariat prepared a PFF for GSIs 3, 7 and 12. The Meeting agreed to form an ad hoc working group to review the forms in detail and amend them as necessary. Following the ad hoc working group meeting, the amended forms at **Appendices B, C and D** to this part of the Report were reviewed and adopted by the Meeting.

Funding for RASG-PA Projects

3.11 The Meeting noted that GASR methodology has been used to analyze 4 of the 12 focus areas. As a result of analysis of Focus Area 5, the RASG-PA was created. Plans of action or projects were developed to address the three remaining focus areas.

3.12 The initial activities of these projects were implemented without requiring additional resources. The Meeting noted that funds would be required for subsequent project activities.

3.13 In the case of project GSI-3, the Meeting was informed that a contribution of USD \$50,000 was obtained from the Boeing Company and deposited into an account of the ICAO South American (SAM) Regional Office. With these funds, it was possible to cover the costs for legal specialists to develop draft model civil aviation legislation for the protection of safety hazard information.

3.14 The Meeting was informed of the following three alternatives to mobilize funds for the implementation of projects, as follows:

- a) ICAO Regional Office managed accounts;
- b) implementation of an ICAO regional technical cooperation project; and
- c) grants from the International Financial Facility for Aviation Safety (IFFAS).

3.15 The Meeting considered the different alternatives and agreed that ICAO should find a straightforward mechanism that would allow donors to deposit their contributions. The Meeting supported the implementation of such projects directly by the Regional Offices concerned. However, the Meeting also noted that the existing mechanism being managed by the ICAO SAM Office required that all funds provided by donors be spent within a financial year. This imposed a limitation that would not allow the carry-over of funds. A donor stated that they did not have a mechanism for the return of unspent funds. This created an artificial constraint that required spending all funds provided by donors within the year and greatly reduced the flexibility needed to best meet RASG-PA membership identified projects. The Meeting adopted the following Conclusion:

CONCLUSION RASG-PA/02/2 RASG-PA FUNDING MECHANISM

That a RASG-PA dedicated funding account be created for management by the Secretariat (Regional Office) of the RASG-PA to support RASG-PA projects that would allow for the flexible use of donor funding and allow funds to be carried over from financial year to financial year.

**Global Aviation Safety Initiative (GSI-3)
Iniciativa Mundial de Seguridad Operacional (GSI-3)/**

**EFFICIENT REPORTING OF ERRORS AND INCIDENTS
NOTIFICACIÓN EFICIENTE DE ERRORES E INCIDENTES/**

State implementation plan for legislative changes to promote an open reporting system and to protect data exclusively collected to improve aviation safety

Plan de implementación en los Estados sobre cambios en su legislación para promover un sistema de notificación abierto, y proteger los datos recopilados exclusivamente con la finalidad de mejorar la seguridad operacional de la aviación/

*North America, Central America and the Caribbean (NACC Region)
Región Norteamérica, Centro América y el Caribe (Región NACC)/*

	Milestones/Hitos			
	1	2	3	4
	Establishment of GSI 3 national team Establecimiento del equipo nacional GSI 3/	Amendment proposal concluded Propuesta de enmienda finalizada/	Amendment proposal sent to corresponding legislative authority Propuesta de enmienda enviada a las instancias legislativas correspondientes/	Approval of the amendment proposal Aprobación de la propuesta de enmienda/
State/Estado				
Antigua and Barbuda				
Bahamas				
Barbados				
Belize				
Canada				

<p align="center">Global Aviation Safety Initiative (GSI-3) Iniciativa Mundial de Seguridad Operacional (GSI-3)/</p> <p align="center">EFFICIENT REPORTING OF ERRORS AND INCIDENTS NOTIFICACIÓN EFICIENTE DE ERRORES E INCIDENTES/</p>				
<p>State implementation plan for legislative changes to promote an open reporting system and to protect data exclusively collected to improve aviation safety</p> <p>Plan de implementación en los Estados sobre cambios en su legislación para promover un sistema de notificación abierto, y proteger los datos recopilados exclusivamente con la finalidad de mejorar la seguridad operacional de la aviación/</p> <p align="center"><i>North America, Central America and the Caribbean (NACC Region)</i> <i>Región Norteamérica, Centro América y el Caribe (Región NACC)/</i></p>				
	Milestones/Hitos			
	1	2	3	4
	Establishment of GSI 3 national team Establecimiento del equipo nacional GSI 3/	Amendment proposal concluded Propuesta de enmienda finalizada/	Amendment proposal sent to corresponding legislative authority Propuesta de enmienda enviada a las instancias legislativas correspondientes/	Approval of the amendment proposal Aprobación de la propuesta de enmienda/
State/Estado				
Costa Rica				
Cuba				
República Dominicana				
El Salvador				
Grenada				
Guatemala				
Haití				

**Global Aviation Safety Initiative (GSI-3)
Iniciativa Mundial de Seguridad Operacional (GSI-3)/**

**EFFICIENT REPORTING OF ERRORS AND INCIDENTS
NOTIFICACIÓN EFICIENTE DE ERRORES E INCIDENTES/**

State implementation plan for legislative changes to promote an open reporting system and to protect data exclusively collected to improve aviation safety

Plan de implementación en los Estados sobre cambios en su legislación para promover un sistema de notificación abierto, y proteger los datos recopilados exclusivamente con la finalidad de mejorar la seguridad operacional de la aviación/

*North America, Central America and the Caribbean (NACC Region)
Región Norteamérica, Centro América y el Caribe (Región NACC)/*

	Milestones/Hitos			
	1	2	3	4
	Establishment of GSI 3 national team Establecimiento del equipo nacional GSI 3/	Amendment proposal concluded Propuesta de enmienda finalizada/	Amendment proposal sent to corresponding legislative authority Propuesta de enmienda enviada a las instancias legislativas correspondientes/	Approval of the amendment proposal Aprobación de la propuesta de enmienda/
State/Estado				
Honduras				
Jamaica				
Mexico				
Nicaragua				
Saint Kitts and Nevis				
Saint Lucia				
Saint Vincent and the				

Global Aviation Safety Initiative (GSI-3) Iniciativa Mundial de Seguridad Operacional (GSI-3)/ EFFICIENT REPORTING OF ERRORS AND INCIDENTS NOTIFICACIÓN EFICIENTE DE ERRORES E INCIDENTES/				
State implementation plan for legislative changes to promote an open reporting system and to protect data exclusively collected to improve aviation safety Plan de implementación en los Estados sobre cambios en su legislación para promover un sistema de notificación abierto, y proteger los datos recopilados exclusivamente con la finalidad de mejorar la seguridad operacional de la aviación/ <i>North America, Central America and the Caribbean (NACC Region)</i> <i>Región Norteamérica, Centro América y el Caribe (Región NACC)/</i>				
	Milestones/Hitos			
	1	2	3	4
	Establishment of GSI 3 national team Establecimiento del equipo nacional GSI 3/	Amendment proposal concluded Propuesta de enmienda finalizada/	Amendment proposal sent to corresponding legislative authority Propuesta de enmienda enviada a las instancias legislativas correspondientes/	Approval of the amendment proposal Aprobación de la propuesta de enmienda/
State/Estado				
Grenadines				
Trinidad and Tobago				
United States				

**Global Aviation Safety Initiative (GSI-1)
Iniciativa Mundial de Seguridad Operacional (GSI-3)/**

**EFFICIENT REPORTING OF ERRORS AND INCIDENTS
NOTIFICACIÓN EFICIENTE DE ERRORES E INCIDENTES/**

States implementation plan on legislation changes to promote an open reporting system and to protect data collected to exclusively improve aviation safety

Plan de implementación en los Estados sobre cambios en su legislación para promover un sistema de notificación abierto, y proteger los datos recopilados exclusivamente con la finalidad de mejorar la seguridad operacional de la aviación/

*South American Region (SAM Region)
Región Sudamérica (Región SAM)/*

	Hitos/Milestones			
	1	2	3	4
	Establishment of GSI 3 national team Establecimiento del equipo nacional GSI 3/	Amendment proposal concluded Propuesta de enmienda finalizada/	Amendment proposal sent to corresponding legislative instances Propuesta de enmienda enviada a las instancias legislativas correspondientes/	Approval of the amendment proposal Aprobación de la propuesta de enmienda/
Estado/State				
Argentina				
Bolivia				
Brasil/Brazil				
Chile				
Colombia				
Ecuador				
Guyana				

<p align="center">Global Aviation Safety Initiative (GSI-1) Iniciativa Mundial de Seguridad Operacional (GSI-3)/</p> <p align="center">EFFICIENT REPORTING OF ERRORS AND INCIDENTS NOTIFICACIÓN EFICIENTE DE ERRORES E INCIDENTES/</p>				
<p>States implementation plan on legislation changes to promote an open reporting system and to protect data collected to exclusively improve aviation safety</p> <p>Plan de implementación en los Estados sobre cambios en su legislación para promover un sistema de notificación abierto, y proteger los datos recopilados exclusivamente con la finalidad de mejorar la seguridad operacional de la aviación/</p> <p align="center"><i>South American Region (SAM Region)</i> <i>Región Sudamérica (Región SAM)/</i></p>				
	Hitos/Milestones			
	1	2	3	4
	Establishment of GSI 3 national team	Amendment proposal concluded	Amendment proposal sent to corresponding legislative instances	Approval of the amendment proposal
	Establecimiento del equipo nacional GSI 3/	Propuesta de enmienda finalizada/	Propuesta de enmienda enviada a las instancias legislativas correspondientes/	Aprobación de la propuesta de enmienda/
Estado/State				
Panama				
Paraguay				
Peru				
Suriname/Surinam				
Uruguay				
Venezuela				

GSI-12 USE OF TECHNOLOGY TO ENHANCE SAFETY				
Objectives				
12a	Define proven technology gaps. Industry works together to identify areas where technology might provide significant safety benefits.			
12b	Deploy proven technologies that have been developed to enhance safety.			
12c	Integrate measures to close technology gap.			
Benefits				
<ul style="list-style-type: none"> States and industry with clear guidance on targeted technology to improve aviation safety 				
<i>Strategy</i>				
<i>Short Term (2008-2010)</i>				
<i>Long Term (2011-2015)</i>				
Task	Description	TIMEFRAME	RESPONSIBILITY	STATUS
GSI 12 a)	12a1) Reactive, proactive and predictive safety information gathered and shared annually from different institutions/industry and consensus reached on the main safety concerns for the region	2008-Updated annually June each year.	RASG-PA	In progress
	12a-2-3 Available technologies to target safety concerns identified and informed to all stakeholders	2009-Updated annually at RASG-PA	RASG-PA	In progress
GSI 12 b)	12 b 1-2-3 Business cases and financial sources made available to industry/service providers to implement proven technologies needed to enhance safety.	2009-Updated	RASG-PA	In progress
GSI 12 c)	12 c GREPECAS, ICAO Regional Offices, Regional Technical Cooperation Projects, ALTA and IATA forums, aircraft and air navigation equipment manufacturers inform on events and media about technology available to improve safety	2010-On going	All stakeholders	

GSI-12 USE OF TECHNOLOGY TO ENHANCE SAFETY				
Objectives				
12a	Define proven technology gaps. Industry works together to identify areas where technology might provide significant safety benefits.			
12b	Deploy proven technologies that have been developed to enhance safety.			
12c	Integrate measures to close technology gap.			
Benefits				
<ul style="list-style-type: none"> States and industry with clear guidance on targeted technology to improve aviation safety 				
<i>Strategy</i>				
<i>Short Term (2008-2010)</i>				
<i>Long Term (2011-2015)</i>				
Task	Description	TIMEFRAME	RESPONSIBILITY	STATUS
	12 c) Working papers presented at RASG-PA meetings informing on technology implementation that enhance safety	2009-On going	RASG-PA members.	In progress
References	GSI-12; and Focus Area 12 of the GASR			

(GSI-7) CONSISTENT USE OF SAFETY MANAGEMENT SYSTEMS (SMS)				
Objectives				
7a	ICAO SMS standards published. Confirm need for formal (mandated) SMS across all sectors and disciplines of the industry.			
7b	Develop a plan for incorporation of SMS into audit processes.			
7c	Develop audit processes to assess operation of SMS function.			
7d	Implement review of SMS during audits.			
7e	Define interface points between industry focus areas and develop a plan for SMS program integration across all interface points.			
Benefits				
<ul style="list-style-type: none"> • Every aviation professional will understand the operation and importance of Safety Management Systems • Safety is continuously enhanced by consistent use of SMS 				
<i>Strategy</i>				
<i>Short Term (2008-2010)</i>				
<i>Long Term (2011-2015)</i>				
Task	Description	TIMEFRAME	RESPONSIBILITY	STATUS
GSI 7 a)	Incorporation of SMS ICAO Framework required by SARPS into national aviation regulations	2009-2010	States	
GSI 7 a)	All States from the Region have received ICAO SSP training and ICAO Regional Offices organized workshops for sharing experiences in SSP implementation.	2009-2011	ICAO	
GSI 7 b-c-d	Next stage of ICAO USOAP incorporates the auditing of SMS standards as per ICAO SARPS	2010-2015	ICAO	Completed
GSI 7 b-c-d	IOSA incorporates auditing of SMS implementation per State of Operator Aviation Standards	2010-2015	IATA	

(GSI-7) CONSISTENT USE OF SAFETY MANAGEMENT SYSTEMS (SMS)				
Objectives				
7a	ICAO SMS standards published. Confirm need for formal (mandated) SMS across all sectors and disciplines of the industry.			
7b	Develop a plan for incorporation of SMS into audit processes.			
7c	Develop audit processes to assess operation of SMS function.			
7d	Implement review of SMS during audits.			
7e	Define interface points between industry focus areas and develop a plan for SMS program integration across all interface points.			
Benefits				
<ul style="list-style-type: none"> • Every aviation professional will understand the operation and importance of Safety Management Systems • Safety is continuously enhanced by consistent use of SMS 				
<i>Strategy</i>				
<i>Short Term (2008-2010)</i>				
<i>Long Term (2011-2015)</i>				
Task	Description	TIMEFRAME	RESPONSIBILITY	STATUS
GSI 7 b-c-d	RASGPA to develop a model safety inspector competency requirements support the implementation of SMS/SSP.	First draft 2010, then on going	RASG-PA	
GSI 7 d	Operators and Service providers required to implement SMS mechanisms to share safety information.	2013-2015	Industry	
References	GSI-7 and Focus Area 7 of the GASR.			

GSI-3: Effective Errors and Incidents Reporting				
Objectives				
3a	States introduce legislative changes to support the “just culture,” encourage open reporting systems and protect data collected solely for the purpose of improving aviation safety.			
3b	ICAO implements a review of States’ activities to identify gaps in their legislation to encourage open reporting systems. Develop a plan to address gaps.			
3c	Collate regional safety data.			
3d	Implement international sharing of a data/global data reporting system.			
Benefits				
<ul style="list-style-type: none"> • Encourages personnel to report errors. • A free flow of data will exist that is required to assess aviation system safety on a continuous basis and correct deficiencies when warranted. • Proactive and predictive approach towards safety management implemented. 				
<i>Strategy</i>				
<i>Short Term (2008-2010)</i>				
<i>Long Term (2011-2015)</i>				
Task	Description	TIMEFRAME	RESPONSIBILITY	STATUS
GSI # 3 a)	3a1) Development of a model proposal for amendment of Civil Aviation Act/Civil Aviation Law including clauses for the protection of safety data.	2008-2010	RASG-PA	In progress
	3a2) CAAs appoint an officer in charge of developing the national amendment proposal.	2009-2010	CAAs	
	3a3) CAAs create national teams (including various stakeholders) in charge of moving the amendment proposal forward.	2009-2010	CAAs	
	3a4) Regional awareness Seminar for implementing legislative changes	2010	RASG-PA/CAAs	
	3a5) National teams supports congressional decision making process.	2011-2015	ROs	

GSI-3: Effective Errors and Incidents Reporting				
Objectives				
3a	States introduce legislative changes to support the “just culture,” encourage open reporting systems and protect data collected solely for the purpose of improving aviation safety.			
3b	ICAO implements a review of States’ activities to identify gaps in their legislation to encourage open reporting systems. Develop a plan to address gaps.			
3c	Collate regional safety data.			
3d	Implement international sharing of a data/global data reporting system.			
Benefits				
<ul style="list-style-type: none"> • Encourages personnel to report errors. • A free flow of data will exist that is required to assess aviation system safety on a continuous basis and correct deficiencies when warranted. • Proactive and predictive approach towards safety management implemented. 				
<i>Strategy</i>				
<i>Short Term (2008-2010)</i>				
<i>Long Term (2011-2015)</i>				
Task	Description	TIMEFRAME	RESPONSIBILITY	STATUS
GSI # 3b3)	3b1) RASG-PA approves implementation plan of legislative changes.	2009	RASG-PA	Completed
	3b2) RASG-PA plenary meetings review implementation plan status.	On going	RASG-PA	
	3b3) ICAO ROs prepare and distribute recurrent surveys about plan implementation	On going	ROs-CAAs	
	3b4) States inform ROs on implementation difficulties.	On going	CAAs-ROs	
	3b5) Regional solutions to implementation difficulties defined.	On going.	RASG-PA	

GSI-3: Effective Errors and Incidents Reporting				
Objectives				
3a	States introduce legislative changes to support the “just culture,” encourage open reporting systems and protect data collected solely for the purpose of improving aviation safety.			
3b	ICAO implements a review of States’ activities to identify gaps in their legislation to encourage open reporting systems. Develop a plan to address gaps.			
3c	Collate regional safety data.			
3d	Implement international sharing of a data/global data reporting system.			
Benefits				
<ul style="list-style-type: none"> • Encourages personnel to report errors. • A free flow of data will exist that is required to assess aviation system safety on a continuous basis and correct deficiencies when warranted. • Proactive and predictive approach towards safety management implemented. 				
<i>Strategy</i>				
<i>Short Term (2008-2010)</i>				
<i>Long Term (2011-2015)</i>				
Task	Description	TIMEFRAME	RESPONSIBILITY	STATUS
GSI 3 3c3)	3c1) Sources of safety data to be collated identified and categorized as reactive, proactive or predictive.	2010-2015	RASG-PA-ESC	Addressed by RASG-PA Annual Safety Report
	3c2) Agreements on mechanisms for regional sharing and collection of safety data	2010-2015	ROs, RASG-PA ESC	
	3c3) Owners of safety data share information on agreed routine basis.	2010-2015	RASG-PA members	
GSI 3 d)	BP 3d-1-2 – CAAs and industry implement common taxonomy for safety data bases and exchange information in an open environment.	2015	CAAs-Industry	

GSI-3: Effective Errors and Incidents Reporting				
Objectives				
3a	States introduce legislative changes to support the “just culture,” encourage open reporting systems and protect data collected solely for the purpose of improving aviation safety.			
3b	ICAO implements a review of States’ activities to identify gaps in their legislation to encourage open reporting systems. Develop a plan to address gaps.			
3c	Collate regional safety data.			
3d	Implement international sharing of a data/global data reporting system.			
Benefits				
<ul style="list-style-type: none"> • Encourages personnel to report errors. • A free flow of data will exist that is required to assess aviation system safety on a continuous basis and correct deficiencies when warranted. • Proactive and predictive approach towards safety management implemented. 				
<i>Strategy</i>				
<i>Short Term (2008-2010)</i>				
<i>Long Term (2011-2015)</i>				
Task	Description	TIMEFRAME	RESPONSIBILITY	STATUS
	BP 3d-1-2-3 International agreements among States for sharing of de-identified safety data using a common taxonomy.	2016	CAAs	
	BP 3 d-4 Implementation of a Seminar/Workshop to assist States and industry and share experiences with analysis of safety data in an objective and scientifically sound manner.	2014	RASG-PA	
	BP 3 d-4 States and industry with a developed capacity for analysing safety data in an objective and scientifically sound manner.	2015	CAAs-Industry	
	BP 3d-4 An open environment implemented for national and regional sharing of safety data.	2016	CAAs-Industry	
References	GSI-3; and Focus Area 3 of the GASR			

Agenda Item 4: RASG-PA Implementation Status and Perspectives on SMS/SSPs

ICAO SMS/SSP Evolution and Current Status

4.1 Under this agenda item, the Meeting recalled that in order to support the implementation of Safety Management Systems (SMS) and State Safety Programmes (SSPs), the ICAO Safety Management Systems Programme was launched in 2004. To further assist States and their service providers with the implementation of SMS, ICAO developed training courses related to the implementation of SMS. In this context, the Safety Management Manual (SMM) (Doc 9859) was also developed and first published in 2006. The second edition of this manual was published in March 2009 and is currently available at www.icao.int/anb/safetymanagement.

4.2 The Meeting noted that Safety Management Standards and Recommended Practices (SARPs) were first introduced in Annexes 11 and 14 (Air Traffic Services and Aerodromes, respectively) with an applicability date of November 2001. During 2005, the SMS SARPs were expanded to include air operators and approved maintenance operators (Annex 6 refers) and harmonized across Annexes 6, 11 and 14. The harmonized requirements for air navigation service providers and aerodromes became applicable in November 2006. The new requirements for air operators and approved maintenance organizations became applicable as a Recommended Practice in November 2006 and as a Standard on 1 January 2009. These amendments included the requirement for States to establish Safety Programmes to achieve an acceptable level of safety. The establishment of SMS by operators and service providers was considered an integral part of State Safety Programmes.

4.3 The Meeting was advised that during 2009, the SMS provisions were further amended and expanded to include Annex 1 (Personnel Licensing), Annex 8 (Airworthiness), and Annex 13 (Accident Investigation). The harmonized SMS provisions now cover approved training organizations that are exposed to safety risks during the provision of their services; aircraft operators; approved maintenance organizations; organizations responsible for type design and/or manufactures of aircraft; air traffic service providers; and certified aerodromes. The amendment added an SMS framework as an appendix to each Annex that provides regulators, operators and service providers with the minimum requirements for SMS. The Meeting recalled that an Appendix to an Annex carried the strength of a Standard. The Meeting noted that the amended provisions will become applicable in November 2010, with the exception of Annex 8, as it pertains to type design and/or aircraft manufacturers. The Meeting was advised that the Annex 8 amendment would become applicable in November 2013, and that given the complexity of the aircraft manufacturing environment, the SMS framework for this aviation sector was still under development.

4.4 The Meeting noted that the amendments to Annexes 1, 6, 8, 11, 13 and 14 included harmonized Standards for SSPs. While the requirement for States to establish SSPs had been in existence in Annexes 6, 11 and 14 since 2006, the Meeting was advised that these provisions had been expanded to the other Annexes and broadened to provide additional information needed for uniform implementation in all States. The amended SSP provisions are applicable for all affected Annexes in November 2010. The Meeting also noted that the amendment added an attachment to the Annexes that provides an SSP framework. The Meeting was advised that such an attachment constituted guidance material and would be further amended, as needed, as States gain experience with the implementation of their SSPs.

Pilot project for SMS implementation in Aircraft Maintenance Organizations of the Regional Safety Oversight System in Latin America (SRVSOP)

4.5 The Meeting noted the progress achieved by the Regional Safety Oversight System in Latin America (SRVSOP) concerning a pilot project for SMS implementation for Aircraft Maintenance Organizations.

4.6 The Meeting was informed of the development and harmonization of Latin American Aeronautical Regulations, LAR 145, that addresses approved maintenance organizations (AMOs), including SMS requirements. The Meeting was also informed that the plan will follow phased-in implementation of SMS for AMOs, and that LAR 145, Third Edition, incorporates ICAO SMS framework.

4.7 The following AMO's agreed to be part of the implementation pilot project:

- ✓ *AEROMAN (El Salvador)*
- ✓ *ATSA (Peru)*
- ✓ *COOPESA (Costa Rica)*
- ✓ *DIGEX (Brazil)*
- ✓ *LAN (Chile)*
- ✓ *SEMAN (Peru)*
- ✓ *El Peregrino (Peru)*
- ✓ *Royal Class (Argentina)*

4.8 The Meeting noted that Transport Canada had offered its support for the implementation of the pilot project consisting of advice, training of inspectors, experience exchange, lessons learned and the identification of opportunities for improvement.

4.9 It was noted that SMS implementation can constitute a challenge for regulators as well as for industry. Phased SMS implementation made it possible for regulators and industry to make the necessary changes in a timely manner for the operation of an SMS. The Meeting noted the advantages of joining efforts with industry for SMS implementation so that lessons learned could be incorporated into regulations and guidance material as a way to ensure consistent use of SMS. The Meeting also noted that the pilot programme for SMS implementation, as well as the assistance provided by Transport Canada, is a good example of implementing GASR best practices.

The Challenges of Regulating in an SMS Environment

4.10 Presentations by Transport Canada, IATA and ALTA were provided under this item concerning the challenges associated with implementing an SMS/SSP. Transport Canada's presentation focused on the challenges faced as one of the first regulators to require operators to establish an SMS. The Meeting was informed of Transport Canada's approach to regulating SMS, initiated ten years ago, which at first appeared to be a simple task to develop a set of regulatory instruments and the supporting tools to facilitate implementation of SMS in Canadian aviation. The Meeting noted the process of discovery, the challenge of implementing change and the major activities Transport Canada undertook to facilitate successful implementation of SMS.

4.11 It was noted that for an SMS to be effective there has to be a willingness to change the way *both* the regulator and industry conduct their business. From the outset, it became clear that even with the best of intentions and appropriate resources a compliant, let alone effective, SMS could not be built overnight.

4.12 It was also noted that establishing an effective SMS requires more than regulatory compliance. A safety culture was a prerequisite for an effective SMS and no regulation could adequately prescribe a safety culture. To the contrary, a safety culture was considered an expected outcome of compliance. If the organizations have involved the appropriate parties, incorporated their input into the development of the SMS, encouraged people to report safety hazards, incidents, accidents and errors without fear of retribution, and continuously improve the system based on multiple inputs, they would be well on the way to having a SMS that is supported by a healthy culture. Transport Canada stated that safety inspectors have received specialized training in SMS to take a systems approach to oversight rather than individual compliance, and that Transport Canada has moved to an enterprise approach where companies with multiple certificates are managed by a multi-disciplinary group of specialists.

4.13 The Meeting took note of Canada's continuing commitment to SMS implementation and lessons learned. The Meeting also committed to continued sharing of best practices and lessons learned on SMS and SSP implementation as a way to ensure consistency of its use.

4.14 The presentations provided by IATA and ALTA focused on the status by implementation of their members within the region. A presentation by Airbus reiterated their commitment to providing SMS training to members of RASG-PA. The Meeting was advised that the training programme was being revised and enhanced and would become available after the second quarter of 2010. A presentation was also made on behalf of CASSOS covering safety enhancement initiatives in the Caribbean, including SMS/SSP implementation support provided by CASSOS to its member States. The Meeting was advised that the presentations made by Transport Canada, IATA, ALTA and CASSOS would be posted on the RASG-PA website at www.mexico.icao.int.

4.15 Following the presentations, a panel consisting of regulators, manufacturers and international organizations answered questions from the RASG-PA/02 participants. The objective of the panel was to focus on the most significant challenges faced with the implementation of a SMS/SSP by both government and industry. Highlights of the panel discussions included the need for inspector training, the commitment needed on the part of government and industry for effective implementation, the implementation of SMS by type certificate design organizations/manufacturers, and the responsibilities of the States of Registry and States of the Operator.

Agenda Item 5: Accident and Incident Trends

Safety Information Report

5.1 Under this agenda item, the Meeting recalled that the ICAO Global Aviation Safety Plan (GASP) highlights that “*a most effective quantitative risk management programme would be one in which information sharing is the norm.*” The Meeting agreed that RASG-PA should take a proactive and/or predictive approach to risk assessment that requires an innovative safety-related data collection and analysis approach to formulate safety strategies.

5.2 It was also noted that Objective 3c of the Global Aviation Safety Roadmap (GASR) indicates that in many States the level of aviation activity is too low to permit reliable safety analysis. In addition, it was more difficult to establish an open reporting system in smaller States where the aviation community was made up of a small group of individuals who knew each other personally. The Meeting agreed that the collation of data at the regional level would overcome this problem. Moreover, many of the safety problems were regional in nature and were best addressed at the regional level.

5.3 The Meeting noted that GASR Best Practices 3 to 3C-1 call for an entity to be designated in each region as the focal point for collating safety data using common methodologies, analyzing and taking action at regional and State levels to correct deficiencies, and categorizing safety data based on the ICAO common taxonomy. In addition, Best Practice 12a-1 calls for the establishment of a data-driven, prioritized list of known and highly likely regional aviation safety threats.

5.4 The Meeting was informed that at the request of the RASG-PA Vice-Chairman from Brazil, a teleconference was held between several members of the RASG-PA Executive Steering Committee (ESC) including Brazil, United States, ACSA, IATA, ALTA, ICAO, and Boeing to discuss the different sources of safety data and how this data could be used by civil aviation authorities. Several of the participants in the teleconference offered safety data information, and it was agreed that the results of an analysis of this safety data would be presented to RASG-PA for its consideration. The objective would be to illustrate a method that could be used to analyze and categorize safety data and provide RASG-PA with a valuable tool for decision-making.

5.5 An initial working paper was presented to the 2nd RASG-PA Executive Steering Committee (ESC) Meeting (Lima, Peru, 24-25 March 2009) and the ESC concluded that the working paper should continue as a “living document” to assist RASG-PA in the development of future work programmes and to prioritize RASG-PA efforts based upon data-driven identified risks. Moreover, this document would form the basis for a future RASG-PA Annual Safety Report. The ESC agreed that the data gathered and analyzed should create a more proactive and predictive approach towards risk analysis; that the Regions should increase the rate of reporting accidents and serious incidents through the use of ECCAIRS; and RASG-PA members should use the CAST/ICAO common Taxonomy.

5.6 The RASG-PA/02 Meeting reviewed the results of the analysis completed during the ESC Meeting held in March 2009. While the results were based strictly on forensic information, it was agreed that the analysis gave sufficient information for the Meeting to consider the high risk safety issues in the regions that had caused the greatest loss of life. The Meeting also agreed that a proactive and predictive approach toward the identification of risk should be taken.

5.7 Based on the data provided, the Meeting agreed that the top three data-driven risk areas based on the data from ICAO, IATA, Boeing and CAST are:

- Runway Excursions
- CFIT (controlled flight into terrain)
- LOC-I (loss of control in-flight)

5.8 The Meeting agreed that the next step for RASG-PA was to determine mitigation strategies for these risk areas and to prioritize implementation of these strategies.

5.9 The Meeting then considered a proposed layout for the RASG-PA Annual Safety Report. The Meeting appreciated the importance of aggregating the regional accident and incident data into a standardized format and the need to migrate from the use of purely forensic data to a combination of forensic, proactive and predictive data and adopted the following decision:

DECISION RASG-PA/02/3: STANDARDIZED LAYOUT FOR THE RASG-PA ANNUAL SAFETY REPORT

That a RASG-PA Annual Safety Report be developed for presentation at the regular annual meetings of RASG-PA to support a data-driven approach using forensic, proactive and predictive information for the identification, prioritization and implementation of safety mitigating measures within the region using the format as shown in **Appendix A** to this part of the Report.

5.10 A working group was formed to review the safety report and to recommend future improvements. The following RASG-PA members volunteered to participate in the working group:

- Brazil
- Colombia
- CASSOS
- CAST
- IATA
- Boeing

5.11 The Secretary will send formal letters to all volunteers confirming their participation and requesting the names and contact information for their participants. Another letter will be sent to States, international organizations and other aviation safety stakeholders that did not attend RASG-PA/02 to enquire as to their interest in providing participants.

Identification of Data-Driven Risk Areas

5.12 The Industry Strategy Safety Group (ISSG) member presented industry data providing global accident and serious incident data on a world-wide basis. The data was also presented by region and phase of flight. The Meeting noted that the fatal accident rate for the NAM/CAR/SAM region had increased from 2.1 fatal accidents per million departures to 2.3 from 2008 to 2009 (using a sliding 10 year average). The Meeting also noted that the highest likelihood of a fatal accident occurrence by phase of flight was from the top of descent to landing.

Alignment of Safety Enhancement Initiatives (SEIs) Against Incident/Accident Data

5.13 The Meeting recalled that an analysis of accidents and incidents provides a historic study of data that enables the development of risk mitigation strategies that can be used to reduce/eliminate future events. The Meeting noted that there were many sources of data, thus it was important to define predominant threats and to target safety enhancement initiatives against those threats. In order to provide the information needed, the data should be categorized and processed using ICAO Common Taxonomy. The Meeting was advised that it was important that the aviation category to be targeted should be defined, e.g., commercial operators only, all operators, large transport aircraft, VFR as well as IFR operations, etc. A strategy that may be useful for commercial operators may not be useful or economically feasible for all operators.

5.14 The Meeting recalled that ICAO, IATA, CAST and Boeing were requested to provide their safety data statistics for analysis by the RASG-PA Executive Steering Committee. The ESC/02 made a comparative analysis of accidents and incidents that occurred most often using the four data sets presented to the ESC and the results showed a significant degree of commonality. The three primary risk factors for fatal accidents in the NAM/CAR/SAM regions were runway excursions (RE), controlled flight into terrain (CFIT) and loss of control in-flight (LOC-I). It was agreed during the ESC that implementation of safety mitigation strategies against these three areas should be a priority in the development of a regional plan. Additional risk areas existed and should be addressed if feasible, but the initial focus should be on the top three areas.

5.15 The Meeting noted that a traditional method in the development of mitigation strategies was to develop problem statements based on accident and incident data. After that was accomplished, risk analysis of the problems would be undertaken to ensure that any developed strategies would work as designed and that actions taken would be economically feasible based on the risk. Safety enhancements to target the known risk would then be developed for implementation. The Meeting agreed that this entire process would take years to accomplish, thus consideration should be given to using proven strategies that already exist. The Meeting noted that individual airlines, the FAA, EASA, Boeing, Airbus, the Flight Safety Foundation and the Commercial Aviation Safety Team (CAST) all had safety strategies developed based on extensive data studies. It was agreed that the RASG-PA should examine these enhancements for possible application within the region.

5.16 The Meeting noted that safety mitigation strategies already existed that could be considered or adapted for implementation against the primary risk factors within the region. The following safety mitigation measures were identified against the identified risks in the Region as a starting point:

Runway Excursions (RE)

Boeing - Landing on Slippery Runways
Flight Safety Foundation - Runway Excursion Toolkit
Flight Safety Foundation - Approach and Landing Accident Reduction (ALAR) Toolkit
Airbus - Tools for Landing Distance Determination
FAA Advisory Circular - AC 121-195-1A, Landing on Wet Runways
FAA Advisory Circular - AC 120-71A, SOPS for pilots (Appendix 2, Stabilized Approaches)

Controlled Flight into Terrain (CFIT)

CAST - Numerous CAST Safety Enhancements have been developed:

- SE-1, Implementing TAWS
- SE-2, SOPs for Flight crews
- SE-9, MSAW for Air Traffic Controllers
- SE-10, FOQA and ASAP programs
- SE-11, CRM Training for Pilots
- SE-12, CFIT Training for Pilots

Boeing, CFIT Training for Pilots
Flight Safety Foundation, ALAR Toolkit
Honeywell, Stabilized Approach Monitor for Pilots

Loss of Control In-Flight (LOC-I)

CAST; Numerous CAST Safety Enhancements have been developed

- SE-26, SOPs for Pilots
- SE-27, Risk Assessment for Pilots
- SE-28, Policies and Procedures
- SE-30, Human Factors/CRM for Pilots

Boeing - Airplane Upset Training
Airbus - Abnormal Aircraft Operation

5.17 A Global Aviation Safety Roadmap (GASR) Workshop was scheduled to follow immediately after consideration of this agenda item that would focus on GSI/12, *Use of Technology to Enhance Safety*.

5.18 During the ESC held prior to the RASG-PA plenary, it was agreed that the workshop should focus on the identification and prioritization of mitigating measures to address the identified data driven risk areas for the region(s). The Meeting further agreed to consider available safety mitigation measures, including the ones listed above.

5.19 The Meeting recognized that the format of future RASG-PA meetings would evolve. The workshops conducted in conjunction with RASG-PA meetings 01 and 02 had progressed 5 of the 12 GSIs to date. The Meeting agreed that the combination of a RASG-PA meeting and workshop conducted on a yearly basis was not the most efficient way to progress through the GSIs nor would it provide the necessary timely results. It was recognized that RASG-PA was best suited to monitor, follow-up and coordinate safety projects. However, it was also recognized that the GASR workshop processes could be advanced in a more efficient and timely basis through the establishment of a smaller working group. Prioritized projects could be developed by such a group and then proposed to the RASG-PA for further action. The Meeting agreed that there was a need for such a working group and adopted the following Decision:

DECISION RASG-PA/02/4: ESTABLISHMENT OF A REGIONAL AVIATION SAFETY TEAM

That the RASG-PA establish a working group (Regional Aviation Safety Team – RAST) to analyze safety risks using the Global Aviation Safety Roadmap process; recommend mitigation measures to address identified risks; prioritize the mitigation measures; and recommend the establishment of projects to RASG-PA for further action.

5.20 RASG-PA members were then asked to volunteer to participate in the RAST. The following States, international organizations, service providers and air operators volunteered to become RAST members:

- Brazil
- Colombia
- CASSOS
- COCESNA (ACSA)
- ALTA
- IFALPA
- Airbus
- Boeing
- Mechtronix
- Aero Republica

5.21 The Secretary will send formal letters to all volunteers confirming their participation and requesting the names and contact information for their participants.

20XX

**RASG-PA
Annual Safety Report**

Regional Aviation Safety Group-
Panamerican (RASG-PA)

1.	Introduction.....	xx
2.	Executive Summary	xx
3.	Analysis of Safety Data	xx
3.1.	Reactive Safety Data.....	xx
3.1.1.	ICAO.....	xx
3.1.2.	IATA	xx
3.1.3.	CAST	xx
3.1.4.	BOEING	xx
3.2.	Proactive Safety Data.....	xx
3.2.1.	NAM/CAR/SAM ICAO USOAP Results Summary	xx
3.2.2.	NAM/CAR/SAM IOSA Results Summary.....	xx
3.2.3.	SRVSOP IDISR Results Summary	xx
3.3.	Predictive Safety Data.....	xx
4.	Conclusions.....	xx
5.	Recommendations.....	xx

Agenda Item 6: Workshop on Next Steps for Global Aviation Safety Plan

6.1 Under this agenda item, a workshop was conducted using the Global Aviation Safety Roadmap (GASR) process to develop and prioritize recommended safety risk mitigation actions to address the identified top three data-driven risk areas within the regions. Each of the workshops' recommended actions were evaluated relative to their safety impact and implementation feasibility.

6.2 The workshop first analyzed runway excursions. This topic proved to be of great interest and concern to the workshop participants and resulted in a robust discussion concerning this risk area. The participants identified a wide range of mitigation strategies. A main area of concern involved factors in a pilot's decision to avoid a go-around maneuver when necessary. Another debate focused on runway conditions and maintenance within the regions. Following this lengthy discussion, the workshop agreed to the recommended actions and prioritization indicators as outlined in **Appendix A** to this part of the Report. The Meeting noted that GREPECAS and its AGA/AOP/SG, AIM/SG and ATM/CNS/SG may have already progressed some of the recommended actions and that coordination was needed to avoid duplication of effort.

6.3 Following the analysis of runway excursions, the workshop began analysis of loss of control in-flight (LOC-I) accidents. The workshop was unable to complete this analysis as there was need for a better understanding of what constituted LOC-I, the type of accidents occurring in the regions and the contributory factors of those accidents. The workshop agreed that the Regional Aviation Safety Team (RAST) established under Agenda Item 5 would further analyze the available data for LOC-I and CFIT accidents, and using the GASR methodology would propose an action plan for consideration by the ESC and approval of the RASG-PA.

6.4 Airbus provided information on their guidance material on different safety issues that could be downloaded from www.airbus.com/en/corporate/ethics/safety_lib/. Information for future analysis of LOC-I and CFIT is available on this website and will be made freely available to all RASG-PA members. Additional information was available concerning mitigation strategies for unstabilized approaches.

6.5 IFALPA presented information to the Meeting giving a detailed definition of loss of control in-flight including different examples of accidents that fall within the LOC-I category. This information was considered to be of great value as it provided insight necessary to understand this type of accident and its contributory factors. The Meeting agreed that this material will be useful to the RAST in its analysis of LOC-I using the GASR methodology.

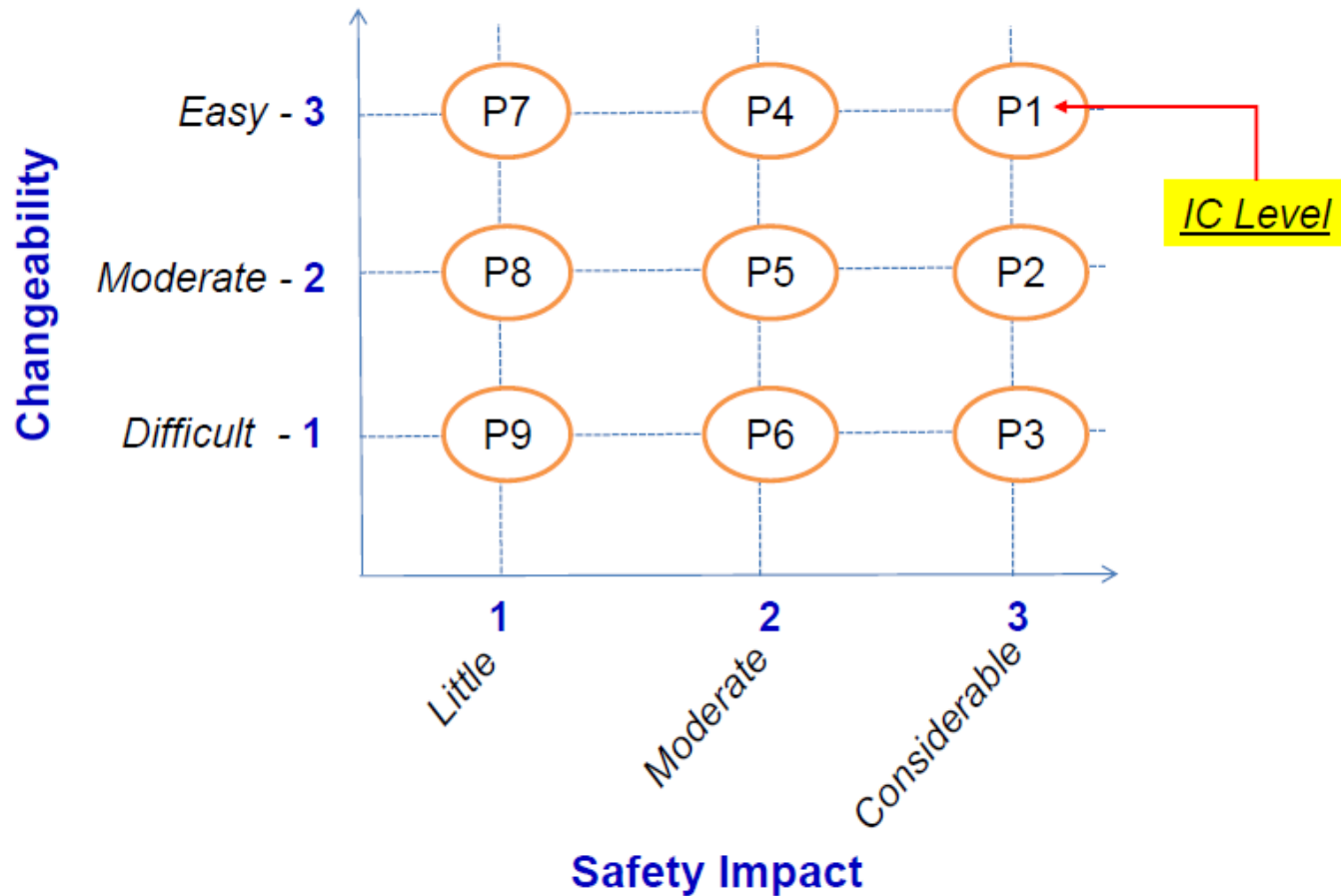
6.6 Training needs were also discussed during the workshop. The Secretary suggested that associated training could be included in the RASG-PA Safety Risk Mitigation Training Conference that was proposed during the RASG-PA ESC/3 Meeting held on Monday, 2 November 2009, and which was included in Decision RASG-PA ESC/3/3 of the ESC minutes. The outcome of this decision will be to look into the feasibility of providing a safety risk mitigation training conference for the NAM/CAR/SAM regions during 2010.

Runway Excursions						
	Recommended Action	Impact	Feasibility	Indicator	Priority	Champion
1.	Stabilized approaches (PBN Implementation)	High	Moderate	P2		
2.	Implement RESA (Where possible)	High	Moderate	P2		
3.	Implement EMAS (Where possible)	High	Moderate	P2		
4.	Adhere to approach procedures including GO-AROUND decision	High	Easy	P1		
5.	Timely notification about runway conditions by AIS	Medium	Easy	P4		
6.	Improve runway conditions in accordance with Annex 14	High	Difficult	P3		
7.	Implement risk management measures taking into consideration the ones contained in ALAR	High	Easy	P1		
8.	Maintain runways in accordance with Annex 14	High	Easy	P1		

Determining the Changeability

- Using the group knowledge, determine the difficulty in implementing each recommended action.
- Rate each action according to the following scale:
 1. Difficult to Implement
 2. Moderate Effort Required to Implement
 3. Little or No Effort Required to Implement
- When rating each item, consider the following:
 - Political Will/Commitment/Consensus
 - Resource Requirements/availability for implementation
 - Potential Blockers – what conditions exist that could prevent implementation

Determine the Impact-Changeability Level Using the Chart



Agenda Item 7: NAM/CAR/SAM Sub-Regional Flight Safety Initiatives

Multi-national Recognition of Approved Maintenance Organizations (AMOs)

7.1 The Meeting recalled that aircraft maintenance had become a global industry, and that at any time a single approved maintenance organization (AMO) could be performing maintenance on aircraft from around the world. This had resulted in a thriving industry that benefited both air operators and consumers. The Meeting also noted that AMOs are burdened by a multiplicity of inspections by States, yet there is a single set of international Standards that addresses the approval of an AMO.

7.2 The Meeting noted that the Standards for the approval of maintenance organizations were contained in Annex 6 — Operation of Aircraft, Part I — International Commercial Air Transport — Aeroplanes and Part III — International Operations — Helicopters, Section II, International Commercial Air Transport. Guidance material for the certification of AMOs also existed in Airworthiness Manual (Doc 9760). While these Standards guided the approval of AMOs, the Meeting also noted that numerous States have chosen to apply their own requirements. Meeting the requirements of multiple States represented a significant burden to an AMO as multiple procedures manuals, quality assurance systems and personnel requirements had to be maintained, and the AMO had to undergo multiple inspections from the various States whose operators use its services. The Meeting agreed that the burden to an AMO was not only expensive, it also meant that AMO personnel were required to use different procedures and quality assurance systems depending upon the State of Registry of the aircraft being maintained. As a result, they could not rely on a single set of standard operating procedures (SOPs) and, consequently, that this introduced a safety hazard.

7.3 The Meeting noted that the State of Registry was responsible for the approval of a maintenance organization. However, this approval did not necessarily require regular inspections on the part of each State of Registry. If the State of Registry was satisfied that the State in which the AMO is located had issued the approval based upon sound implementation of the international Standards, the approval could be recognized as valid by the State of Registry. The Meeting considered this as an acceptable way to reduce the significant and growing burden to the industry. The Meeting was also reminded that that recognition and validation of an approval of a maintenance organization by the State in which the AMO is located did not abrogate the State of Registry and/or the State of the Operator of their respective responsibilities.

7.4 The Meeting was advised that the approval of an AMO is based upon adherence to Annex 6 requirements, including the establishment of an organization's operating procedures and quality assurance systems. The responsibilities concerning maintenance control and specific maintenance procedures for each aircraft type remain the responsibility of the State of Registry. An air operator is required to provide concerned maintenance and operational personnel with a maintenance control manual that is acceptable to the State of Registry. This manual includes a description of the administrative arrangements between the operator and the approved maintenance organization and a description of the maintenance procedures to be used. An air operator is also required to provide concerned maintenance and operational personnel with a maintenance programme, approved by the State of Registry, which contains the maintenance tasks and intervals for each aircraft that they operate.

7.5 The Meeting noted that the approval by one State of another State's AMO through recognition and validation could eliminate the need for a multiplicity of procedures and quality assurance processes, as well as considerably reduce the numbers of inspections. However, the Meeting also agreed that this approach would not eliminate the requirement for due diligence by the State of Registry or the State of the Operator. It would be essential to ascertain if the issuing State has the capability and procedures necessary to approve a maintenance organization in accordance with the international Standards and provide continuing surveillance of that organization. In this respect, the Meeting noted that some inspections would be required to verify that an AMO meets international requirements.

7.6 The Meeting agreed that some strengthening of the existing Standards and guidance material in respect to AMOs would be needed to ensure global uniformity and to build the confidence needed for States to recognize and validate other States' approvals. This would require further detail on the contents of a maintenance organization's procedures manual including its quality assurance system. At present, detailed information concerning a maintenance organization's procedures manual was described only in the form of guidance material (the *Airworthiness Manual*, Volume I — *Organization and Procedures* refers). The Meeting also noted the *Airworthiness Manual* would require amendments in order to provide the appropriate guidance to States concerning recognition and validation of the approval given to a maintenance organization by another State.

7.7 The Meeting noted that several CAR/SAM sub-regional organizations had successfully implemented systems in which a State could perform an inspection of an AMO and the other member States of the sub-regional organization would recognize this inspection for purposes of approval and continued surveillance of an AMO. The member from ACSA cited the need for harmonized regulations to support such a system. ACSA, in June 2006, had also established provisions within their existing treaty to support the inspection of AMOs by one State on behalf of other member States. The participant from CASSOS cited the advantages of a sub-regional approach for the approval of maintenance organizations given the shortages of manpower within the member States and the current economic situation. CASSOS has established a system in which all member States recognize the approval of a maintenance organization made by another of the member States. Member States of the Regional Safety Oversight System in Latin America had also established a multi-national system for approval and surveillance of maintenance organizations in which all member States validate the results of the certification and surveillance carried out by a multi-national team from their member States. In all three of the examples, the need for harmonized regulations was cited as a pre-requisite.

7.8 The Meeting also considered the possibility of States recognizing and validating approvals issued by other States outside of the context of sub-regional organizations. The participant from Canada indicated that bilateral agreements were used to enable the recognition and validation of approvals of maintenance organizations by other States. In some cases, the bilateral agreements between States were enacted through treaties requiring parliamentary approval and other bilateral agreements were treated as administrative agreements.

7.9 The Meeting agreed that the experience gained by RASG-PA members in the recognition and validation of other States' approvals of maintenance organizations would be a valuable contribution to the ICAO High Level Safety Conference where this subject will be raised on a global level. The Secretary advised the Meeting that the High Level Safety Conference would be held in Montreal during the last week of March 2010 and encouraged the RASG-PA members to participate.

Ramp Inspection Data Sharing (IDISR) of the Regional Safety Oversight System in Latin America (SRVSOP)

7.10 The Meeting reviewed the progress made by the Ramp Inspection Data Sharing Programme (IDISR) created by the Regional Safety Oversight System (SRVSOP) in Latin America. The Meeting recalled that the RASG-PA ESC/2 (Lima, Peru, 24 to 25 March 2009) adopted a conclusion to encourage States to share ramp inspection data through IDISR as a means of identifying hazards and trends using the standard format as provided in ICAO Doc 8335. - *Manual of Procedures for Operations Inspection, Certification and Continued Surveillance.*)

7.11 The Meeting noted that several courses had been held to train safety inspectors on the use of the web-based application and the performance of ramp inspections. Approximately 300 ramp inspections had been uploaded to date and trends could already be identified.

7.12 The Meeting noted that the SRVSOP IDISR Programme is contained within Focus Area 3, Objective 3d – *Implement international sharing of data/Global data reporting system* of the GASR for global flight operational safety. The Meeting agreed that this type of data could be used as a source of proactive information to identify aviation safety hazards. The IDISR programme permitted collection and sharing information among the SRVSOP States. The information will be used to plan regional strategies aimed at resolving possible operational safety deficiencies within a framework of a unified regional strategy.

7.13 The Federal Aviation Administration (FAA) of the United States advised the Meeting that they had developed agreements for the sharing of ramp inspection data and would like to explore the possibility of sharing information with the IDISR program. However, the FAA also emphasized that it would be necessary to ensure that the data gathering systems are compatible to enable the exchange of information. The Meeting noted the proposal and was advised that any decision in this respect would require a decision on the part of the next General Board Meeting of the Regional System on Safety Oversight in Latin America scheduled for the first quarter of 2010.

Agenda Item 8: Flight Safety Perspectives

8.1. Under this agenda item, presentations were made concerning relevant flight safety issues by IATA, ALTA and the FAA.

8.2. IATA presented their safety enhancement initiatives aligned with the best practices of the Global Aviation Safety Roadmap. The presentation included information on a Runway Excursion Tool Kit, their seminar programme to assist operators with the implementation of SMS, sources of safety information and the implementation of a secure web-based database for the dissemination of this information.

8.3. ALTA gave a presentation on the status of the Latin American air transport industry. The presentation provided statistics on the volume and size of the industry in the Caribbean and Latin America. The Meeting noted that overall the regional fleet was more modern as compared to other regions. However, there was a notable gap in safety performance compared to global accident statistics. The Meeting noted the level of commitment by the Chief Executive Officers of the ALTA member airlines to improve safety, including implementation of safety enhancement initiatives addressing unstabilized approaches. The Meeting also noted key safety concerns identified by ALTA members in a survey conducted during 2009.

8.4. The Meeting was also informed of FAA initiatives to improve safety at airports implemented by its Runway Safety Action Teams. The initiatives focused on mitigation measures for runway incursions, runway excursions, wildlife hazards and prevention of foreign object damage (FOD). While several measures involved the implementation of high technology solutions, the FAA also provided examples of mitigation actions that were simple to implement at a low cost.

8.5. A question and answer panel session followed the presentations.

Agenda Item 9: Data Collection/Sharing Programme Models

Air Transportation Oversight System (ATOS)

9.1 Under this agenda item, the FAA/CAST member provided a briefing on the FAA's Air Transportation Oversight System (ATOS). ATOS implements FAA policy by providing safety controls, i.e., regulations and their application, for business organizations and individuals that fall under FAA regulation.

9.2 Three major functions further define the oversight system: design assessment, performance assessment, and risk management.

- Design assessment is the ATOS function that ensures an air carrier's operating systems comply with regulations and safety standards.
- Performance assessments confirm that an air carrier's operating systems produce intended results, including mitigation or control of hazards and associated risks.
- Risk management deals with hazards and associated risks. The risk management process is used to manage FAA resources according to risk-based priorities.

9.3 The Meeting discussed the possibility of providing ATOS training for the region(s). It was noted that ATOS training consist of a five-day course that may need to be adapted for use outside of the FAA. The training has recently been revised by the FAA and the CAST member will notify the RASG-PA Secretariat on the future possibility of offering this training to the region(s).

Flight Operations Quality Assurance (FOQA)

9.4 The Meeting was briefed on the progress achieved by ACSA on the implementation of a pilot project for the sharing of FOQA data. The Meeting also took note of the difficulties that were identified by ACSA during the process of implementing this task under GSI-12. Some of the issues identified include:

- the need for clear rules for the sharing of data to be established;
- a resistance by operators to share requested information;
- lack of interest by air operators to participate in FOQA data sharing project;
- operators lack of confidence regarding the ultimate use of data;

- difficulty in making a clear distinction between the position of operators and the regulatory authority regarding their roles in this programme;
- increased workload for operators; and
- the need to have a proper legal framework in place for the protection of safety hazard information.

9.5 The difficulties mentioned above persuaded ACSA to work on mechanisms that would generate more confidence on the part of operators. ACSA will take the following actions to facilitate the sharing of FOQA data:

- collaborate on a MOU between the operators, COCESNA/ACSA and the CAA that guarantees the confidentiality of FOQA data;
- include language in the MOU between the operators, ACSA and the CAA that will guarantee that information provided will not be used to penalize the operators;
- study the possibility of issuing legislation for protecting voluntary reporting of safety hazard information;
- implement a performance-based surveillance concept that would reduce the number of safety inspections for operators who contribute to voluntary reporting; and
- include a mechanism for the classification of events indicating which events should be reported to the authority.

9.6 The Meeting also noted that Airbus and ALTA joined the working group in order to support its activities, create more confidence with the operators, and strengthen the project.

Civil Aviation Safety System (CASS)

9.7 The Meeting was briefed by Costa Rica on an initiative to develop a coordination system that permits real-time access to flight information by different national agencies. This initiative was developed as a response to optimize security and safety of aircraft operations.

9.8 The detection of safety issues, such as flights operated by pilots without appropriate licensing, rating, or with an expired medical certificate, in addition to other safety issues such as the use of aircraft grounded by airworthiness issues or with expired insurance coverage, etc., motivated the search for a solution to detect such regulatory violations prior to acceptance of respective flight plans.

9.9 The Meeting noted that this initiative has also identified the relevance of sharing data related to pilots, aircraft and aircraft operators with other State agencies that regularly request information of this nature.

9.10 A Comprehensive Coordination System is under development through a cooperative effort among the Dominican Civil Aviation Institute (IDAC), COCESNA/ACSA, who developed the technology platform underlying the system, and the DGCA of the Republic of Costa Rica who led the effort in Central America. Guatemala is anticipated to join the effort later this year.

9.11 The Meeting noted that the information will be available for civil aviation authorities and all other national agencies such as customs, immigration, drug enforcement and other security agencies, etc. The system architecture was designed to allow exchange of data via the internet to other countries of the region by assigning a password, which gives an operational advantage by permitting users access from multiple points.

9.12 The Colombian Civil Aviation Administration gave a presentation concerning their accident and incident statistics followed by a presentation on integration of Collaborative Decision Making (CDM) with an Incident Prevention Initiative known as IPI.

9.13 A question and answer panel session followed the presentations.

Fatigue Risk Management

9.14 A progress report was given by ICAO on the development of Fatigue Risk Management Standards and guidance materials. The Meeting was advised that a Fatigue Risk Management System Task Force was formed during August 2009 consisting of regulators, international organizations, air operators and scientists to advance this task using an interdisciplinary approach. The difference between traditional flight and duty time limits and fatigue risk management was explained to the Meeting. The traditional approach was designed to address only fatigue associated with time on duty. Fatigue risk management was designed to address all of the variables that could induce fatigue and reduce crew performance. The approach is based upon the use of applied scientific research, fatigue measurement and risk mitigation. The Meeting was advised that the approach closely mirrors the four basic pillars of a safety management system.

9.15 Since the establishment of the ICAO Fatigue Risk Management System Task Force, the work has been advanced through virtual meetings. The first face-to-face meeting was held in Montreal at the same time as the RASG-PA meeting. The Meeting was advised that the Task Force had developed Standards that stipulate the minimum requirements for a regulator to approve an operator's fatigue risk management system, detailed implementation guidance material and specific examples of fatigue risk management systems to assist an operator in developing their systems. It is expected that the proposal for fatigue risk management Standards will be considered by the ICAO Air Navigation Commission during its winter session.

Agenda Item 10: Available Flight Safety Training

10.1 The Meeting reviewed the status of the RASG-PA initiative to develop a catalogue of available training programs that are aligned with the Global Aviation Safety Plan.

10.2 The Meeting noted that during the RASG-PA/01 Meeting, the status of GSI-12, Project 2 – *Elimination of Gaps in the Use of Technology to Enhance Safety* was discussed and technological options to enhance safety were identified.

10.3 The Meeting also noted that training, procedure modifications and/or safety awareness information are specifically identified as initiatives under the use of technology as part of the best practices identified in the GASR and could accomplish much of the safety benefits at lower cost with faster/wider implementation.

10.4 During the RASG-PA ESC/2 Meeting, there was a discussion related to funding projects addressing the GSIs of the GASP. Through this discussion, it was noted that there are various computer-based and live-training programmes available as in-kind donations. As a result of this discussion, the following conclusion was formulated during the RASG-PA ESC/2 Meeting:

“Conclusion RASG-PA ESC/2/6 - Targeted Training Programmes

That available training programmes be assessed, selected and used by RASG-PA members to address identified safety risks and then aligned with the corresponding GSIs of the Global Aviation Safety Plan (GASP).”

10.5 The Meeting also recalled that during subsequent teleconferences of the ESC, the conclusion was clarified to advance the initiative as not only a product that would provide safety training for identified safety risks in the region, but a product that would also provide a source for “one-stop shopping” of generic safety training available to States.

10.6 As a result of this initiative, a request was made to the members of RASG-PA to provide the RASG-PA Secretariat with a list of any available aviation safety training for assessment and alignment with corresponding GSIs of the GASP.

10.7 Several sources of available safety training are identified in **Appendix A** to this part of the Report. However, in the course of completing this initiative, the ESC discovered that listings of flight safety training are not readily available and, therefore, further action was needed to identify a comprehensive listing of all available training courses. The identified training would be assessed, catalogued and provided on the RASG-PA website for all members and would include but not be limited to training specific to the three data-driven risk areas (runway excursions, LOC-I and CFIT). The ESC agreed that this initiative needed to be expanded and advanced as a living document consisting of available safety training readily available for RASG-PA members. Based on the above information, the Meeting formulated the following Decision:

DECISION RASG-PA/02/5

AVAILABLE FLIGHT SAFETY TRAINING

That a working group be established to assess, identify and categorize available flight safety training, which will be made available to all RASG-PA members through the RASG-PA website. Identified training will also be aligned to the three data-driven risk areas as identified by the RASG-PA ESC and catalogued by regional needs. The following Organizations/States volunteered to be members of the Safety Training Working Group:

Airbus
Brazil
Boeing
FAA
COCESNA/ACSA
CASSOS
MECHTRONIX
Mexico
IFALPA
ALTA
SENASA/SPAIN

**REGIONAL AVIATION SAFETY GROUP – PAN AMERICA - (RASG-PA)
LIST OF AVAILABLE AVIATION SAFETY TRAINING COURSES**

NAME	PRESENTED BY	WEBSITE
IFALPA Safety School	IFALPA	http://www.ifalpa.org/ifalpa-training/alert.html
Controlled Flight into Terrain.	ICAO	http://www.icao.int/icao/en/cd_pub_list.htm
CFIT: An encounter avoided	ICAO	http://www.icao.int/icao/en/cd_pub_list.htm
Government Safety Inspector Operations – Air Operator Certification	National Aviation University (NAU)	http://www2.icao.int/en/gsi/Pages/default.aspx
Government Safety Inspector Airworthiness – Air	Netherlands Luchtvaart College (NLC)	http://www2.icao.int/en/gsi/Pages/default.aspx
ICAO SMS Module 10 – SMS Phased Approach.	ICAO	http://www.icao.int/anb/safetymanagement/training/training.html
ICAO SMS Module 09 – SMS Operation.	ICAO	http://www.icao.int/anb/safetymanagement/training/training.html
ICAO SMS Module 08 – SMS Planning.	ICAO	http://www.icao.int/anb/safetymanagement/training/training.html
ICAO SMS Module 07 – Introduction to SMS.	ICAO	http://www.icao.int/anb/safetymanagement/training/training.html
ICAO SMS Module 06 – SMS Regulation.	ICAO	http://www.icao.int/anb/safetymanagement/training/training.html
ICAO SMS Module 05 – Risks	ICAO	http://www.icao.int/anb/safetymanagement/training/training.html
ICAO SMS Module 04 – Hazards	ICAO	http://www.icao.int/anb/safetymanagement/training/training.html
ICAO SMS Module 03 – Introduction to safety management.	ICAO	http://www.icao.int/anb/safetymanagement/training/training.html
ICAO SMS Module 02 – Basic safety concepts.	ICAO	http://www.icao.int/anb/safetymanagement/training/training.html
ICAO SMS Module 01 – SMS Course introduction.	ICAO	http://www.icao.int/anb/safetymanagement/training/training.html
Aviation Safety Management – Case Course.	EMBRY-RIDDLE	
OSHA and Aviation Ground Safety for Managers – Case Course.	EMBRY-RIDDLE	
CAST CD; contains reports, data and safety power points.	Commercial Aviation Safety Team (CAST)	
FSF Approach and Landing Accident Reduction (ALAR) Toolkit.	Flight Safety Foundation (FSF)	
Runway Safety Action Plan.	EASA/ Eurocontrol	
ICAO Runway Safety Toolkit.	ICAO	
FAA Runway Safety FAA a) Runway Incursion Prevention program b) Was that for Us c) Listen up, Readback, Fly Right d) Heads up, Hold short	FAA/CAST	

FAA Air Traffic Safety Culture Training; initial training on the Implementation of Safety Culture.	FAA/CAST	
FAA Airspace and Procedures Training Course; A&P Training for Air Traffic Specialists.	FAA/CAST	
FAA Quality Assurance Training Course; Air Traffic Training for QA Specialists.	FAA/CAST	
FAA Introduction to SMS.	FAA/CAST	
Gate to Gate; Runway Incursion prevention for pilots.	FAA/CAST	

Agenda Item 11: Other Business

11.1 The RASG-PA Chairman requested the Meeting to consider the venue for the next RASG-PA meeting that should be held in the NAM/CAR Region. Dominican Republic graciously offered to host the next meeting, which was unanimously accepted with appreciation by the Meeting.