

FINAL VERSION



INTERNATIONAL CIVIL AVIATION ORGANIZATION

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

(RASG-PA/3)

FINAL REPORT

Punta Cana, Dominican Republic
27 to 29 October 2010

November 2010

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History of the Meeting

ii.1 Place and Duration of the Meeting

The Third Meeting of the Regional Aviation Safety Group – Pan America (RASG-PA/3) was held at the Moon Palace Hotel, Punta Cana, Dominican Republic, from 27 to 29 October 2010, hosted by the Civil Aviation Authority of Dominican Republic.

ii.2 Opening Ceremony

Mrs. Loretta Martin, Regional Director of the ICAO North American, Central American and Caribbean (NACC) Office and Secretary of the RASG-PA, greeted the participants of the meeting and highlighted the key tasks to be addressed related to regional operational safety in the NAM/CAR/SAM Regions. Mr. Franklin Hoyer, Regional Director of the ICAO South American Office, welcomed participants to the meeting; Mr. Oscar Derby, Director General of the Jamaica Civil Aviation Authority and Chairman of the RASG-PA, addressed the meeting; and Mr. Jose Tomás Perez, Director General of the Dominican Civil Aviation Institute, welcomed the participants to Punta Cana and officially opened the meeting.

ii.3 Organization, Officers and Secretariat

Mr. Oscar Derby chaired the meeting. Mrs. Loretta Martin, RASG-PA Secretary, acted as Secretary of the meeting and was assisted by Messrs. Franklin Hoyer, Michiel Vreedenburgh, Deputy Regional Director, ICAO NACC Regional Office, Miguel Marín, Technical Officer Flight Operations, ICAO Headquarters, Eduardo Chacín, Regional Officer Flight Safety and Adolfo Zavala, Regional Officer Air Traffic Management; both of the ICAO NACC Regional Office.

ii.4 Working Languages

The working languages of the meeting were English and Spanish. Meeting documentation and the report of the meeting were available 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 and Decisions from RASG-PA/2 Meeting and RASG-PA ESC/4, ESC/5 and ESC/6 Meetings |
| Agenda Item 3 | RASG-PA Regional Aviation Safety Team Pan America (RAST-PA) Report |
| Agenda Item 4 | RASG-PA Flight Safety Training Team (FSTT) Report |
| Agenda Item 5 | RASG-PA Annual Safety Report Team (ASRT) Report |
| Agenda Item 6 | RASG-PA GSI-3 Project: Protection of Safety Information Report |
| Agenda Item 7 | RASG-PA GSI-12 Project: Flight Data Analysis Report |
| Agenda Item 8 | Regional Flight Safety Initiatives |
| Agenda Item 9 | Industry Flight Safety Initiatives |
| Agenda Item 10 | Review and adoption of proposed RASG-PA Procedural Handbook |
| Agenda Item 11 | RASG-PA Plan of Activities for 2011 |
| Agenda Item 12 | Other Business: <ul style="list-style-type: none">• Host and Dates for the Next Meeting |

ii.6 Schedule

Sessions were held from 09:00 to 15:00 hours with two breaks.

ii.7 Attendance

52 delegates from 14 States/Territories of the NAM/CAR/SAM Regions, 6 International Organizations, 3 Regional Safety Oversight Organizations (RSOO), 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 Regional Aviation Safety Group – Pan America.

ii.9 List of Conclusions

NUMBER	TITLE	PAGE
3/2	Flight Safety Training Team (FSTT)	4-1
3/4	RASG-PA Points-of-Contact (PoCs)	6-1
3/5	Progress Report on the Implementation of Legislative Framework to Protect Safety Hazard Information	6-1
3/6	Protection of Safety Information Report	6-2
3/8	Second Pan American Aviation Safety Summit in 2011	11-2

ii.10 List of Decisions

NUMBER	TITLE	PAGE
3/1	Regional Aviation Safety Team – Pan America (RAST-PA) Detailed Implementation Plans (DIPs)	3-1
3/3	RASG-PA Annual Safety Report	5-2
3/7	RASG-PA Procedural Handbook	10-1

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LIST OF DOCUMENTATION

WORKING PAPERS

Number	Agenda Item	Title	Date	Prepared and Presented by
WP/01 Rev	1	Draft Agenda, Working Method and Schedule of the RASG-PA/03 Meeting	25/10/10	Secretariat
WP/02	2	Review of Conclusions and Decisions from RASG-PA/02 Meeting and RASG-PA ESC/04, ESC/05 and ESC/06 meetings	18/10/10	Secretariat
WP/03	3	Regional Aviation Safety Team – Pan America (RAST-PA) Report	18/10/10	Secretariat
WP/04 Rev	4	Flight Safety Training Team (FSTT) activities	25/10/10	Secretariat
WP/05	5	RASG-PA Annual Safety Report	15/10/10	Secretariat
WP/06	6	RASG-PA GSI-3 project report	18/10/10	Secretariat
WP/07	7	GSI-12 - FOQA Information Sharing Programme	15/10/10	COCESNA/ACSA
WP/08	8	Creation of a regional group of experts in charge of the investigation of accidents and serious incidents in Central America	13/10/10	COCESNA/ACSA
WP/09	10	Review and Adoption of Proposed RASG-PA Procedural Handbook	18/10/10	Secretariat
WP/10	11	RASG-PA Plan of Activities for 2011	19/10/10	Secretariat
WP/11	11	Second Pan American Aviation Safety Summit 2011	18/10/10	Secretariat
WP/12	6	Report of the RASG-PA GSI/3.A project	25/10/10	COCESNA/ACSA
WP/13	5	The Brazilian “ <i>decolagem certa</i> ” (DCERTA) system	25/10/10	Brazil

INFORMATION PAPERS

Number	Agenda Item	Title	Date	Prepared and Presented by
IP/01 Rev	---	General Information	21/10/10	Secretariat
IP/02 Rev. 2	--	List of Working and Information papers	26/10/10	Secretariat
IP/03	8	Continuous Monitoring Approach (CMA)	15/10/10	Secretariat

INFORMATION PAPERS

Number	Agenda Item	Title	Date	Prepared and Presented by
IP/04	8	ICAO State Safety Programme (SSP) and Safety Management Systems (SMS)	15/10/10	Secretariat
IP/05	2	Regional Aviation Safety Group – Pan American (RASG-PA) Activities Update	19/10/10	Secretariat
IP/06 Rev.	11	The establishment of the Safety Fund (SAFE)	22/10/10	Secretariat

PRESENTATIONS

Agenda Item	Title	Presented by
1	Pan-American Regional State of Safety brief	ICAO
8	Implementation of SMS	Dominican Republic
9	Runway Excursion “Brake to Vacate”	Airbus
9	CFIT	IFATCA

All working papers, information papers and presentations are available for download at:

<http://www.mexico.icao.int/Meetings/RASGPA3.html>

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 agenda and tentative schedule. The Meeting approved the Agenda as included in the historical section of this report and the Schedule in Appendix B to WP/01.

1.2 The Secretariat presented the *Pan American Regional State of Safety Brief* prepared by the Integrated Safety Management Section (ISM) of ICAO Headquarters. The presentation centered on GASP safety targets, using USOAP audit results as safety indicators, and safety improvement strategies.

1.3 The Global Aviation Safety Plan (GASP) includes three safety targets to be achieved by 2011:

- a) reduce the number of fatal accidents and related fatalities worldwide;
- b) achieve significant reductions in the global accident rate; and
- c) ensure that no ICAO Region has an accident rate more than double the world average.

1.4 The number of fatal accidents and related fatalities has been reduced in Pan America and, in addition, the accident rate target appears to be well below the target of double the world average. However, a State with high traffic volume and low accident rates may skew the results and hide potential problems. To address this, ICAO is looking at alternatives to analyze predictive safety factors. Initial studies have analyzed compliance with USOAP protocols as a key safety metric.

1.5 ICAO has classified States based on the lack of effective implementation (LEI) of the 970 protocols from the 8 critical elements of a safety oversight system audited by the USOAP. States exceeding 50% LEIs are classified red, States with LEIs between 30% and 50% are classified yellow, and States with an LEI lower than 30% are classified green.

1.6 The presentation highlighted the ability to present data in a graphical manner to produce more meaningful information and to analyze USOAP results as a potential indicator of safety performance. Research indicated that each Region has States with good safety performance, as well as those with poor safety performance. There is no strong correlation between Regional affiliation and accident rates or LEI rates with international standards. However, there is a need to improve all LEI's irrespective of traffic volume. ICAO is working on a framework with a strategy to prioritize global safety efforts and to develop appropriate solutions with priority given to States having high levels of implementation deficiencies combined with high traffic volume. The targeted goal for each State is to reduce LEI by 10% each year, assuming growth in traffic of 10% per year.

1.7 At the time of the meeting, there were eight Pan American States classified red. The **Appendix** to this part of the report shows the slide prepared by the ISM Section at ICAO Headquarters with the Pan American States whose USAOP results have been published. It is important to note that not all Pan American States are at the stage of publishing the USOAP results. In the proposed strategy, after one year, six States would move below 50% LEI, and after two years, there would be no Pan American State classified red. It was noted that five of the eight States classified red have a common regional civil aviation regulatory authority, which was audited by the USOAP, namely ECCAA. If ECCAA can achieve the 10% reduction in LEIs, five States will change classification from red to yellow.

1.8 The LEI Improvement Strategy addresses the proposed GASP Global Safety Initiatives recommending that:

- a) States classified red concentrate on the following GSIs:
 - GSI 1 - Consistent Implementation of International Standards
 - GSI 2 - Consistent Regulatory Oversight
 - GSI 3 - Effective Incident and Accident Investigation
 - GSI 4 - Sufficient Number of Qualified Personnel
- b) States classified yellow concentrate on the following GSIs:
 - GSI 5 - Effective Errors and Incidents Reporting
 - GSI 6 - Consistent Coordination of Regional Programmes
- c) States classified green concentrate on the following GSIs:
 - GSI 7 - State Safety Programme Implementation (proposed GASP GSI)
 - GSI 8 - Use of Technology to Enhance Safety
 - GSI 9 - Continuous Improvement (proposed GASP GSI)

1.9 In conclusion, the Secretariat recommended that Pan American States implement:

- a) realistic strategies to address safety issues;
- b) realistic LEI reduction according to customized plans for each State based on safety maturity and traffic mix; and
- c) continue regional collaboration, grouping States according to common areas of activity and relative strengths and weaknesses.

Agenda Item 2: Review of Conclusions and Decisions from RASG-PA/2 Meeting and RASG-PA ESC/4, ESC/5 and ESC/6 Meetings

2.1 Under this Agenda Item, the Secretariat presented WP/02 and the Meeting reviewed the current status of RASG-PA/2 and Executive Steering Committee (ESC) conclusions and decisions since RASG-PA/2, which was held in Bogota, Colombia, in November 2009.

2.2 The RASG-PA/2 Meeting approved one conclusion and four decisions. Of these, Conclusion RASG-PA/2/2, and Decisions RASG-PA/2/3, 2/4 and 2/5 have been completed. The remaining valid decision is RASG-PA/2/1, which is related to RASG-PA Project GSI/3.A, "*A legislative framework to protect safety information.*" The status of this decision was reviewed under Agenda Item 6, and Decision 2/1 was superseded and replaced by new Conclusion 3/5.

2.3 The Executive Steering Committee has held three meetings since the RASG-PA/2 meeting and has also held monthly teleconferences in order to complete its work programme. As a result of these meetings, the ESC recorded 16 decisions and one conclusion. Of these ESC conclusions and decisions, the ESC has completed 1 conclusion (ESC 6/1) and 10 decisions, namely ESC Decisions 3/2, 4/4, T/140410/01, 5/1, 5/2, 5/3, 5/7, 6/2, 6/6 and 6/7. Outstanding valid decisions are ESC 4/2, 6/1, 6/3, 6/4, 6/5, and 6/8.

2.4 The Meeting was also invited to take note of IP/05 presented by the Secretariat, which summarized RASG-PA activities undertaken since the RASG-PA/2 meeting.

Agenda Item 3: RASG-PA Regional Aviation Safety Team Pan America (RAST-PA) Report

3.1 Under this Agenda Item, the Secretariat presented WP/03Rev describing the establishment of achievable projects based on prioritized mitigation measures with well defined deliverables (including metrics to assess the effectiveness of the proposed mitigation actions) and clear timeframes developed by the Regional Aviation Safety Team – Pan America (RAST-PA) in the form of Detailed Implementation Plans (DIPs).

3.2 The RAST-PA has held three meetings since the RASG-PA/2 Meeting and numerous teleconferences to achieve its work programme. Using the Global Aviation Safety Roadmap (GASR) process and the three main data-driven risk areas identified by RASG-PA (Runway Excursion/RE, Controlled Flight into Terrain/CFIT and Loss of Control In-Flight/LOC-I), the RAST-PA prepared safety enhancement initiatives (SEI) for each risk area in Pan America. Subsequently, based on agreed upon priorities, the RAST-PA prepared DIPs for seven SEIs.

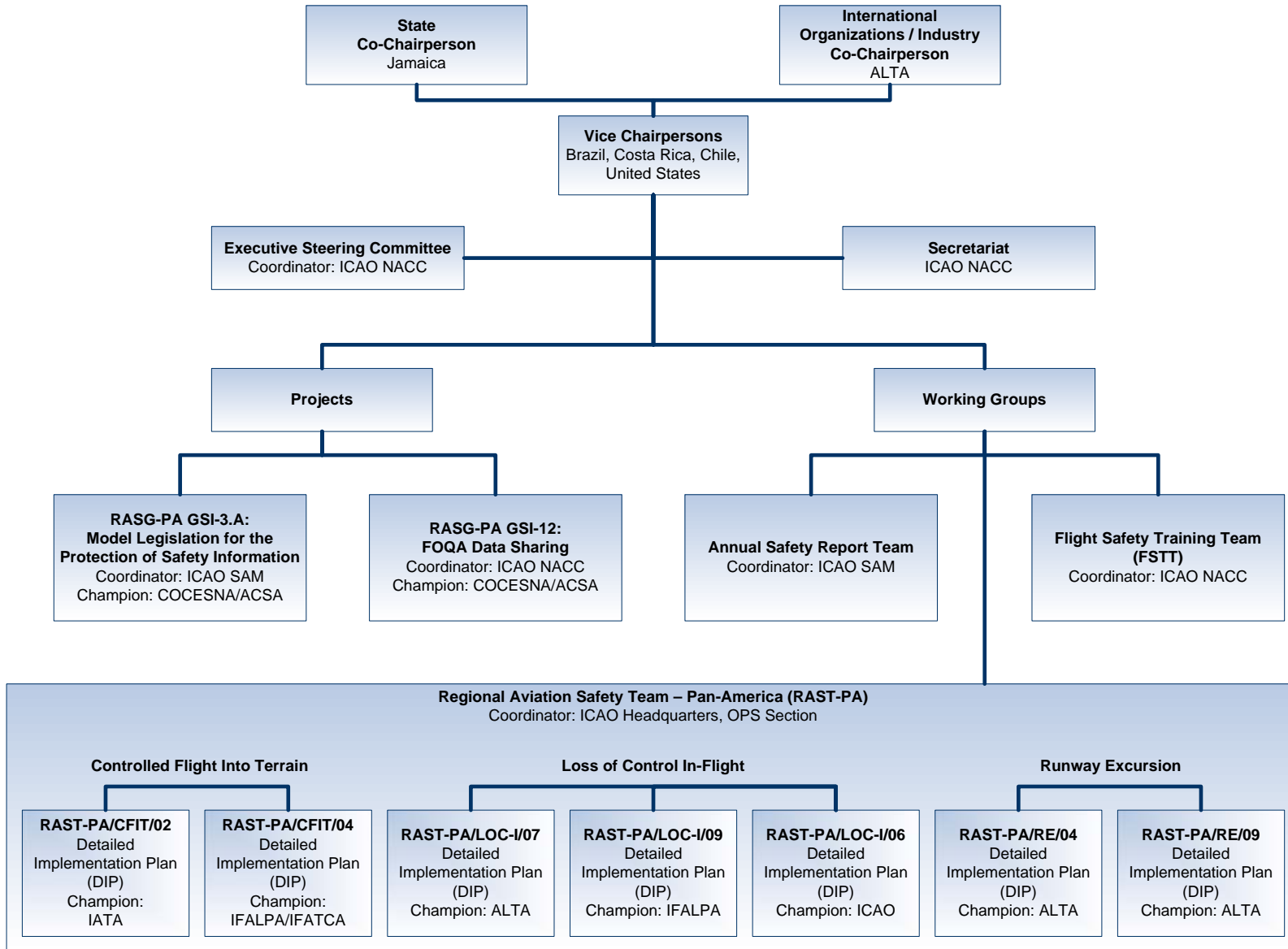
3.3 As DIPs are entering the implementation phase, RAST-PA is working with DIP Champions, shown in the RASG-PA organization included as an **Appendix** to this part of the report, to provide support and has scheduled follow-up teleconferences on a monthly basis to monitor said progress. In addition, RAST-PA will continue to prepare DIPs for the SEIs originally identified. In order to ensure the success of these initiatives, all stakeholders were requested to actively participate in RAST-PA activities. One area of concern is the low participation from Spanish-speaking States. To encourage additional participation, the Meeting was informed that DIPs would begin to be translated into Spanish by the Secretariat.

3.4 The Meeting commented that the DIPs prepared by RASG-PA are the best that have been produced in any region globally. The Meeting agreed to adopt the following decision:

DECISION RASG-PA/3/1 REGIONAL AVIATION SAFETY TEAM PAN AMERICA (RAST-PA) DETAILED IMPLEMENTATION PLANS (DIPs)

RASG-PA approved the Detailed Implementation Plans and time lines contained in Appendices B and C to WP/03Rev., which are posted on the RASG-PA website.

RASG-PA Organization



APPENDIX

Agenda Item 4: RASG-PA Flight Safety Training Team (FSTT) Report

4.1 Under this Agenda Item, the Secretariat presented WP/04Rev, which provided the current status and future activities of the Flight Safety Training Team (FSTT). The FSTT was established as the result of RASG-PA Decision 2/5. The Team was tasked with assessing, identifying and categorizing available flight safety training.

4.2 The FSTT held one meeting in March 2010 in the ICAO NACC Regional Office, Mexico City. The meeting was attended by participants from States, International Organizations and airport operators.

4.3 During this meeting, the FSTT identified available flight safety training, which was categorized and aligned with the top three data-driven risk areas as defined by RASG-PA. These risk areas are:

- a) Runway Excursions (RE)
- b) Controlled Flight into Terrain (CFIT)
- c) Loss of Control In-Flight (LOC-I)

4.4 The training material received by the Secretariat and the links to associated training material were uploaded and are available free of charge on the RASG-PA website: <http://www.mexico.icao.int/RASGPA.html>

4.5 During the RASG-PA ESC/5 meeting held in April 2010 in Sao Paulo, Brazil, the FSTT briefed the ESC not only on the work the Team had accomplished, but also on the limited free training available addressing the three risk areas. The ESC tasked the FSTT with linking additional work output with training requirements identified by RAST-PA during its development of DIPs.

4.6 The FSTT will continue to work with RAST-PA as new DIPs are developed and will continue to identify additional sources of flight safety training as they become available. FSTT is planning at least one meeting in 2011 to meet its work programme.

CONCLUSION RASG-PA/3/2 FLIGHT SAFETY TRAINING TEAM (FSTT)

That States/Territories/International Organizations/Industry support the Flight Safety Training Team (FSTT) by assigning appropriate representatives to participate in meetings and contribute through provision/identification of flight safety training courses, material and toolkits, as well as hosting its events.

4.7 United States briefed the Meeting on a developing training programme called “Blackboard.” This programme is tentatively scheduled to go online in November 2010. It is a web-based training programme that will be available to the public at a cost of approximately \$70 per web-based course. United States also mentioned the collaboration between the University of Oklahoma and the IDAC Superior Academy of Aeronautical Sciences (ASCA) in the Dominican Republic for mutual recognition of certificates issued to participants completing training in each training centre and the sharing of instructors.

4.8 The Secretariat informed the Meeting that the ICAO NACC Regional Office is surveying CAR States/Territories/International Organizations to collect information on short and medium-term (five year period from 2012 to 2016) training plans, both on the needs and the training provided by regional training centers. The planned product will be the Aviation Training Plan for the CAR Region (2012-2016). The results will assist with aligning the training provided in training centers with State/Territory regional training needs. Once the survey results are processed and presented to the NACC/DCA meeting to be held in Honduras in June 2011, a meeting among States who have TRAINAIR Centres will be scheduled to coordinate the activities and sharing of resources to avoid duplication of efforts and promote savings among the regional aviation community.

Agenda Item 5: RASG-PA Annual Safety Report Team (ASRT) Report

5.1 On behalf of the Annual Safety Report Team (ASRT), the Secretariat, with the support of Boeing, presented WP/05 and the final draft of the RASG-PA 2009 Annual Safety Report, which was prepared based on data provided by ICAO for States, IATA for airlines, and Boeing. The safety data analysis was performed by experts contributed in-kind by Argentina, Chile, Boeing and IATA, coordinated by ICAO, who compiled and produced the report.

5.2 The Meeting acknowledged the evolution from the simple format initially planned to this first comprehensive report compiling a consolidated view of safety from different stakeholder sources, a first of its kind globally for any region. The Secretariat and Boeing representative provided the meeting with a presentation to highlight the value and objective of the Annual Safety Report and strategic relationship between the work completed by the RAST-PA with Safety Enhancement Initiatives (SEIs) and Detailed Implementation Plans (DIPs), developed based on the outcome of the Annual Safety Report.

5.3 One of the outcomes of the Annual Safety Report is that statistics for controlled flight into terrain (CFIT) show notable improvement in the last five years. Another recommendation of the report suggests RASG-PA consider starting actions with regard to Global Safety Initiative #4 (GSI #4 – *Effective Incident and Accident Investigation*) of the Global Aviation Safety Plan (GASP). Brazil provided comments regarding the importance of applying the ICAO taxonomy and using ADREP/ECCAIRS and requested some additions to the safety report. The Secretariat highlighted that only 30% of Pan American States use the ADREP/ECCAIRS system and announced that an ECCAIRS course would be conducted in the ICAO NACC Regional Office by the end of November 2010.

5.4 Brazil presented WP/13 on its “Decolagem Certa” (DCERTA) System. Brazil’s CAA, *Agência Nacional de Aviação Civil* (ANAC) has identified a number of non-compliance trends with general aviation flights involving aircraft technical crew and aerodromes. The risk of these situations leading to an accident or an incident is considered unacceptable for ANAC. Therefore, they developed, in cooperation with the air navigation service provider, the Brazilian Airspace Control Department (DECEA), a programme called “Decolagem Certa” (DCERTA). The Meeting acknowledged Brazil’s efforts in implementing the DCERTA System for ANAC to mitigate some general aviation risks and agreed to include reference in the final version of the 2009 Annual Safety Report.

5.5 The Meeting agreed on the paramount importance for State Civil Aviation Authority (CAA) participation in the collaborative process with other aviation stakeholders focused on implementing the DIPs in order to effectively and efficiently meet the stated objectives of improving safety in the Region.

5.6 Therefore, the Meeting adopted the following decision:

DECISION RASG-PA/3/3

RASG-PA ANNUAL SAFETY REPORT

That:

- a) the RASG-PA 2009 Annual Safety Report was approved as amended;
- b) the Secretariat publish the final version, incorporating the amendments proposed by Brazil and post the Annual Safety Report on the RASG-PA website; and
- c) the ASRT further evolve and improve future safety data analysis and resulting annual safety reports based on comments received.

Agenda Item 6: RASG-PA GSI-3 Project: Protection of Safety Information Report

6.1 The Secretariat presented WP/06 on the progress of the RASG-PA GSI-3 Project on effective flow of hazard information.

6.2 The Meeting was informed that the project includes a review to identify legislative barriers to the flow of safety hazard information, the development of a legislative model and the provision of a workshop to enhance awareness of the issue for regulators, industry and other institutions from the States that could support the approval of legislative changes.

6.3 The Meeting noted the various steps that the RASG-PA has followed to complete the project in a timely manner as mandated, which included the dispersion of an ICAO State Letter requesting information about implementation plans for legislative changes to promote an open reporting system and to protect data exclusively collected to improve aviation safety.

6.4 The Secretariat presented the updated implementation plan with the information provided by States and highlighted its milestones. However, the Meeting noted that the response by States was extremely limited. Therefore, the Secretariat, as well as the Chairperson, encouraged States to take a proactive approach and fully support the activity. In this regard, the current RASG-PA Points-of-Contact List is attached as **Appendix A** to this part of the report and States were reminded of the importance to keep ICAO informed of changes and/or additions to this list. The Meeting therefore adopted the following conclusion:

CONCLUSION RASG-PA/3/4 RASG-PA POINTS-OF-CONTACT (PoCs)

That States/Territories/International Organizations/Industry inform/update ICAO of their RASG-PA Point-of-Contact details no later than **30 November 2010**, in order to complete the table attached in Appendix A to this part of the report.

6.5 The Meeting agreed that States that have not yet done so shall respond and inform on their legislative implementation plans as requested. The Meeting therefore adopted the following conclusion to replace Decision 2/1:

CONCLUSION RASG-PA/3/5 PROGRESS REPORT ON THE IMPLEMENTATION OF A LEGISLATIVE FRAMEWORK TO PROTECT SAFETY HAZARD INFORMATION

That States, that have not yet done so, inform their respective ICAO Regional Office on their progress with implementation of a legislative framework to protect safety hazard information no later than **31 December 2010**, in order to complete the table attached in **Appendix B** to this part of the report.

RASG-PA GSI-3.A Project: Model Legislation for the Protection of Safety Information

6.6 COCESNA/ACSA presented WP/12 on the progress of the RASG-PA GSI-3.A Project on effective flow of hazard information.

6.7 The Meeting was informed about the progress accomplished in the review of the document requested by the RASG-PA Executive Steering Committee (ESC) to clarify the difference between safety information and safety data and its treatment from the legal perspective. The Meeting noted that the main spirit of the proposal is to protect the information in the context of management systems; therefore, since the information is derived from data, it is not considered within legal purview and is treated differently, considering that laws postulate generic and not specific principles.

6.8 Considering the complexity of the issue, the Meeting supported the position of Airbus, ALTA, Boeing and IATA to extend the period of review of the framework document by their respective legal experts until 14 January 2011. The feedback will be compiled by the Secretariat and updated by COCESNA/ACSA as the final version of the first edition of the document. The Meeting therefore adopted the following conclusion:

CONCLUSION RASG-PA/3/6 PROTECTION OF SAFETY INFORMATION REPORT

That:

- a) RASG-PA accept the “*Proposal for amendment to the aeronautical legislation in order to protect safety information sources*” document prepared under the GSI-3.A Project and presented in the Appendix to WP/12;
- b) Airbus, ALTA, Boeing and IATA provide comments on the document to the RASG-PA Secretary by **14 January 2011**;
- c) the RASG-PA GSI-3.A Project team review the comments received, revise and submit the final document to the RASG-PA Secretary by **31 January 2011**; and
- d) the RASG-PA Secretary send the final document to States and International Organizations by **14 February 2011**, and recommend that States use the guidance material in their efforts to create legal protection for sources of safety hazard information.

6.9 The Meeting was also informed about other related activities such as the presentation of the document at the ALTA Aviation Law Americas Conference in Cancun, Mexico, held from 8 to 10 September 2010, and the International Confidential Aviation Safety System (ICASS) Group Meeting held in Brasilia, Brazil, from 18 to 21 October 2010. Similarly, RASG-PA will participate in the ICAO/AENA/AECI Safety Management System Seminar/Workshop that will be held in Cartagena de Indias, Colombia, from 2 to 5 November 2010, to further promote this proposal as well as other RASG-PA initiatives.

**RASG-PA POINTS OF CONTACT (POCs)
PUNTOS DE CONTACTO DEL RASG-PA (POCs)**

State / Territory / International Organization / Industry Estado / Territorio / Organización Internacional / Industria	Name, Position Nombre, Puesto	E-mail address Dirección de correo electrónico
Anguilla	Captain Margaret Wilson Manager Caribbean, Air Safety Support International <i>DCA Anguilla; British Virgin Islands; Montserrat</i>	Margaret.wilson@caribairsafety.aero
Argentina		
Aruba		
Bahamas		
Barbados		
Belize / Belice	Nigel Carter Operations Officer Belize Department of Civil Aviation	Nwac143@yahoo.com
Bermuda		
Bolivia		
Brazil / Brasil	Carlos Eduardo M. S. Pellegrino Director ANAC	rasgpa@anac.gov.br
British Virgin Islands / Islas Vírgenes Británicas	Captain Margaret Wilson Manager Caribbean, Air Safety Support International <i>DCA Anguilla; British Virgin Islands; Montserrat</i>	Margaret.wilson@caribairsafety.aero

State / Territory / International Organization / Industry Estado / Territorio / Organización Internacional / Industria	Name, Position Nombre, Puesto	E-mail address Dirección de correo electrónico
Canada	Shelly Chambers Director, International Operations, Civil Aviation, Transport Canada	shelly.chambers@tc.gc.ca
Cayman Islands / Islas Caimanes		
Chile	Fernando Bolton Jefe de Normas de Seguridad Operacional	fbolton@dgac.cl
Colombia	T.C. Donall H. Tascon Cardenas Colombia, Unidad Administrativa Especial de Aeronáutica Civil	Donall.tascon@aerocivil.gov.co
Costa Rica	Álvaro Vargas Subdirector DGAC	avargas@dgac.go.cr
Cuba	Pedro Luis Colmenero Lauredo Director de Operaciones y Seguridad Aeronáutica	Pedro.colmenero@iacc.avianet.cu
Curaçao		
Dominican Republic / República Dominicana		
Ecuador		
El Salvador		
Falkland Islands / Islas Falkland (Malvinas)		
France		
Guatemala		

State / Territory / International Organization / Industry Estado / Territorio / Organización Internacional / Industria	Name, Position Nombre, Puesto	E-mail address Dirección de correo electrónico
Guyana		
Haiti / Haití	Joseph Laurent Dumas Director of Flight Safety OFNAC	Ljdumas.hcaa@yahoo.com
Honduras		
Jamaica	Nari Williams-Singh Director Flight Safety Jamaica Civil Aviation Authority (JCAA)	nwilliams-singh@jcaa.gov.jm
México / Mexico	Ing. Christian Cedillo Jaime Subdirector de Seguridad Aérea DGAC, México	ccedillo@sct.gob.mx
Montserrat	Captain Margaret Wilson Manager Caribbean, Air Safety Support International <i>DCA Anguilla; British Virgin Islands; Montserrat</i>	Margaret.wilson@caribairsafety.aero
Netherlands /Países Bajos		
Nicaragua	Lic. Carlos Fernando Bonilla Vilchez Nicaragua	planificación@inac.gob.ni
Panama / Panamá		
Paraguay		
Peru / Perú	Andrés Villaverde Villaverde Ministerio de Transportes y Comunicaciones Lima, Perú	
Sint Maarten		

State / Territory / International Organization / Industry Estado / Territorio / Organización Internacional / Industria	Name, Position Nombre, Puesto	E-mail address Dirección de correo electrónico
Suriname	Mr. Vivian Hanenberg Civil Aviation Safety Authority Suriname	casasdir@casas.sr
Trinidad and Tobago / Trinidad y Tabago		
Turks and Caicos Islands / Islas Turcas y Caicos		
United Kingdom / Reino Unido	Captain Margaret Wilson Manager Caribbean, Air Safety Support International <i>DCA Anguilla; British Virgin Islands; Montserrat</i>	Margaret.wilson@caribairsafety.aero
United States & CAST / Estados Unidos & CAST	Dawn Veatch Director, Western Hemisphere Office Federal Aviation Administration (FAA)	dawn.veatch@faa.gov
Uruguay		
Venezuela		
ACI	Javier Martínez Botacio Secretario Regional, ACI-LAC	jmartinez@aci-lac.aero aci-lac@aci-lac.aero
Airbus	Andreas Kohn Director International Airworthiness Cooperation	Andreas.kohn@airbus.com
ALTA	Alex de Gunten Director Ejecutivo Asociación Latinoamericana de Transporte Aéreo	adegunten@alta.aero
Boeing	Gerardo M. Hueto Boeing Commercial Airplanes	Gerardo.m.hueto@boeing.com
CANSO		

State / Territory / International Organization / Industry Estado / Territorio / Organización Internacional / Industria	Name, Position Nombre, Puesto	E-mail address Dirección de correo electrónico
CASSOS	Gregory Fox Coordinator & CEO Caribbean Aviation Safety and Security Oversight	gfox@cwjamaica.com
CLAC/LACAC	Marco Ospina Secretario, CLAC	clacsec@lima.icao.int
COCESNA / ACSA	Jorge Vargas Director ACSA Costa Rica	jvargas@cocesna.org
ECCAA (Antigua and Barbuda, Grenada, Saint Kitts and Nevis, Saint Lucia and Saint Vincent and the Grenadines)	Donald McPhail Director General of Civil Aviation, a.i. Eastern Caribbean Civil Aviation Authority	oecs.dca@candw.ag contact@eccaa.aero;
Flight Safety Foundation		
GEASSA		
ICCAIA		
IATA	Peter Cerdá Director, Safety, Operation & Infrastructure	cerdap@iata.org navask@iata.org
IFALPA	German Diaz Barriga Executive Vice President CAR/SAM Region IFALPA	atecnicos@aspa.org.mx germandiazb@prodigy.net.mx
IFATCA		

**Mundial de Seguridad Operacional (GSI-3)/
Global Aviation Safety Initiative (GSI-3)
NOTIFICACIÓN EFICIENTE DE ERRORES E INCIDENTES/
EFFICIENT REPORTING OF ERRORS AND INCIDENTS**

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/
State implementation plan for legislative changes to promote an open reporting system and to protect data exclusively collected to improve aviation safety
Región Norteamérica, Centro América y Caribe (Región NACC)/ North American, Central American and Caribbean Region (NACC Region)

	Hitos/Milestones			
	1	2	3	4
	Establecimiento del equipo nacional GSI 3/ Establishment of GSI 3 national team	Propuesta de enmienda finalizada/ Amendment proposal concluded	Propuesta de enmienda enviada a las instancias legislativas correspondientes/ Amendment proposal sent to corresponding legislative authority	Aprobación de la propuesta de enmienda/ Approval of the amendment proposal
Estado/State				
Antigua and Barbuda / Antigua y Barbuda	Work in progress / Trabajo en desarrollo			
Bahamas				
Barbados	Jul 2010	Ene/Jan 2011	Abr/Apr 2011	Jun 2011
Belize / Belice				
Canada / Canadá				
Costa Rica				
Cuba				
Dominican Republic / República Dominicana				
El Salvador				
Grenada	Work in progress / Trabajo en desarrollo			
Guatemala				

Mundial de Seguridad Operacional (GSI-3)/ Global Aviation Safety Initiative (GSI-3) NOTIFICACIÓN EFICIENTE DE ERRORES E INCIDENTES/ EFFICIENT REPORTING OF ERRORS AND INCIDENTS				
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/ State implementation plan for legislative changes to promote an open reporting system and to protect data exclusively collected to improve aviation safety Región Norteamérica, Centro América y Caribe (Región NACC)/ North American, Central American and Caribbean Region (NACC Region)				
	Hitos/Milestones			
	1	2	3	4
	Establecimiento del equipo nacional GSI 3/ Establishment of GSI 3 national team	Propuesta de enmienda finalizada/ Amendment proposal concluded	Propuesta de enmienda enviada a las instancias legislativas correspondientes/ Amendment proposal sent to corresponding legislative authority	Aprobación de la propuesta de enmienda/ Approval of the amendment proposal
Estado/State				
Haiti / Haití	Work in progress / Trabajo en desarrollo			
Honduras				
Jamaica	Nov. 2010	Jun. 2011	Sep. 2011	Jun. 2012
Mexico	Marzo de 2009	Diciembre 2010	Enero de 2011	Junio de 2011
Nicaragua				
Saint Kitts and Nevis / San Kitts y Nevis	Work in progress / Trabajo en desarrollo			
Saint Lucia / Santa Lucia	Work in progress / Trabajo en desarrollo			
Saint Vincent and the Grenadines / San Vicente y las Grenadinas	Work in progress / Trabajo en desarrollo			
Trinidad and Tobago / Trinidad y Tabago				
United States / Estados Unidos				

Iniciativa Mundial de Seguridad Operacional (GSI-3)/ Global Aviation Safety Initiative (GSI-3) NOTIFICACIÓN EFICIENTE DE ERRORES E INCIDENTES/ EFFICIENT REPORTING OF ERRORS AND INCIDENTS				
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/ States implementation plan on legislation changes to promote an open reporting system and to protect data collected to exclusively improve aviation safety Región Sudamérica (Región SAM) / South American Region (SAM Region)				
	Hitos/Milestones			
	1	2	3	4
	Establecimiento del equipo nacional GSI 3/ Establishment of GSI 3 national team	Propuesta de enmienda finalizada/ Amendment proposal concluded	Propuesta de enmienda enviada a las instancias legislativas correspondientes/ Amendment proposal sent to corresponding legislative instances	Aprobación de la propuesta de enmienda/ Approval of the amendment proposal
Estado/State				
Argentina	23 Abr 2010	TBD	TBD	TBD
Bolivia				
Brasil / Brazil	21 Nov. 2007	Tres versiones/Three versions: 1. 14 Sep 2007 - CENIPA 2. 4 Mar. 2008 - CNPAA 3. 25 Mar. 2009 – CENIPA/ANAC	1. 14 Sep 2007 2. 4 Mar. 2008 3. 6 Apr. 2010	En proceso / In process Proyecto de Ley / Draft Law 2453/2007 El proyecto aprobado por las comisiones de la cámara de diputados. / The draft has been approved by the commissioners of the house of representatives
Chile				
Colombia	4 May 2010	TBD	TBD	TBD
Ecuador				
Guyana	Work in progress / Trabajo en desarrollo			

Iniciativa Mundial de Seguridad Operacional (GSI-3)/ Global Aviation Safety Initiative (GSI-3) NOTIFICACIÓN EFICIENTE DE ERRORES E INCIDENTES/ EFFICIENT REPORTING OF ERRORS AND INCIDENTS				
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/ States implementation plan on legislation changes to promote an open reporting system and to protect data collected to exclusively improve aviation safety Región Sudamérica (Región SAM) / South American Region (SAM Region)				
	Hitos/Milestones			
	1	2	3	4
	Establecimiento del equipo nacional GSI 3/ Establishment of GSI 3 national team	Propuesta de enmienda finalizada/ Amendment proposal concluded	Propuesta de enmienda enviada a las instancias legislativas correspondientes/ Amendment proposal sent to corresponding legislative instances	Aprobación de la propuesta de enmienda/ Approval of the amendment proposal
Estado/State				
Panama	30 Jun 2010	En proceso /In process	N/A	N/A
Paraguay				
Peru				
Suriname / Surinam	Work in progress / Trabajo en desarrollo			
Uruguay				
Venezuela	Establecido / Established	Nov 2010	Nov 2011	Nov 2011

Agenda Item 7: RASG-PA GSI-12 Project: Flight Data Analysis Report

7.1 COCESNA/ACSA presented WP/07 and reported on the progress achieved and status of the GSI-12 Project, which summarizes the initial steps carried out for the implementation of a Safety Action Programme, which is aligned with GSI-12: Use of Technology for Safety Enhancement.

7.2 The objective of the COCESNA/ACSA FOQA programme is to obtain flight data information from the operator for use by the Costa Rican DGAC and COCESNA/ACSA in order to reduce/eliminate safety risks identified by the programme.

7.3 COCESNA/ACSA presented the Safety Action Programme to the Meeting and described the obstacles that were faced with implementation of the programme. These were eventually resolved between the DGAC of Costa Rica and aircraft operator, with facilitation by COCESNA/ACSA.

7.4 COCESNA/ACSA reported that as a consequence of this campaign, the aircraft operator participating in this programme registered zero unstabilized approaches during the two-month period (August and September 2010), which applies to risk reduction of runway excursions during bad weather landings.

7.5 The Meeting recognized the efforts of all involved stakeholders to accomplish this task and the resulting achievement.

7.6 Brazil commented that it is implementing a similar programme in collaboration with ALTA and two airlines operating in Brazil. A business plan on the initiative will be presented by Brazil to the RASG-PA ESC.

Agenda Item 8: Regional Flight Safety Initiatives

8.1 COCESNA/ACSA presented WP/08, which informed the Meeting that the ICAO USOAP audits conducted in Central America showed that none of the States has an independent body responsible for the investigation of aviation accidents and incidents, and that civil aviation authorities (CAAs) do not have adequate financial resources and/or fully qualified personnel to perform accident investigation tasks.

8.2 In addition, these CAAs have a hierarchical organizational structure within their respective administrations that does not allow the necessary independence for an efficient and neutral investigation of an aviation accident/incident.

8.3 COCESNA/ACSA informed the Meeting on the proposed implementation of a pilot project to develop and establish an Accident/Incident Investigation Board whose objective and responsibility will be the investigation of accidents and serious incidents in Central America. This project will be coordinated with and supported by the RASG-PA.

8.4 COCESNA/ACSA explained that this project should include analysis of organizational agreements of co-operation with other States in the region and international aviation organizations and include the development and establishment of a harmonized regulatory framework among all COCESNA member States with respect to the requirements of ICAO Annex 13.

8.5 The Secretariat, States, International Organizations, and industry all recognized that the proposal was highly beneficial for the Region, welcomed this initiative and offered a variety of technical support for its implementation. In addition, CASSOS shared its experience with a similar initiative, which would be discussed further at the next CASSOS Board Meeting to be held in Barbados in November 2010 and COCESNA was invited and planning to attend that meeting.

8.6 In order to accomplish the implementation of the proposed Accident/Incident Investigation Board, RASG-PA would interact and coordinate actions and resources with the appropriate stakeholders as required, under the leadership of COCESNA/ACSA.

8.7 The Meeting agreed that the proposed new RASG-PA project be presented by COCESNA/ACSA, with the agreement of Central American States, to the RASG-PA Executive Steering Committee (ESC) for review and definition. If accepted, the ESC would present the proposed new project to RASG-PA for approval and support from States and International Organizations.

ICAO Universal Safety Oversight Audit Programme Continuous Monitoring Approach (USOAP CMA)

8.8 The Secretariat encouraged the Meeting to review IP/03 related to the ICAO USOAP Continuous Monitoring Approach (CMA).

8.9 CMA is the continuation of the USOAP programme, and ICAO has a detailed transition plan that covers the two-year period from 2011 to 2012. This transition period will lead to the gradual implementation of the full CMA beginning in January 2013.

8.10 ICAO expects that States will progress at their own pace in achieving the set deliverables identified in the transition plan. For this reason, ICAO will perform various intervention activities, including Comprehensive System Approach (CSA) audits, limited CSA audits and ICAO Coordinated Validation Missions (ICVM) in order to collect missing information or to validate information received.

8.11 ICAO has officially launched an interactive website called the CMA Forum that can be accessed at www.icao.int/cma.

8.12 The 37th Session of the ICAO Assembly endorsed the evolution of the Universal Safety Oversight Audit Programme to a Continuous Monitoring Approach.

ICAO SSP and SMS Evolution

8.13 The Secretariat encouraged the Meeting to review IP/04 on Safety Management System (SMS) and State Safety Programme (SSP) evolution.

8.14 ICAO is a great enabler in the strategic approach to safety management implementation projects around the world and supports Member States in their SSP implementation plans.

8.15 States that have not already done so should develop an SSP implementation plan. ICAO is willing to provide technical cooperation upon State request.

8.16 Member States desiring to obtain more information on this topic may contact the ICAO NACC and SAM Regional Offices or visit the ISM website at: <http://www.icao.int/anb/safetymanagement>

Presentation by Dominican Republic

8.17 Within the framework of the Third Regional Aviation Safety Group - Pan American (RASG-PA/03) Meeting, the Dominican Institute of Civil Aviation (IDAC) presented the international aviation community with its commitment to regional leadership in the implementation and compliance with the highest international standards of safety management in civil aviation. The following was provided to the Meeting:

- Kiosk representing the Academia Superior de Ciencias Aeronáuticas (ASCA), which was located in the registration area that provided images and brochures regarding courses and activities offered by ASCA.
- Presentations by a team of Dominican aviation professionals on the following issues:
 - Implementation of the Safety Management System (SMS) in the Dominican Republic

- Implementation of the State Safety Programme (SSP) in the Dominican Republic
- Information about Academia Superior de Ciencias Aeronáuticas (ASCA)
- Implementation of the Safety Management System (SMS) at Helidosa (helicopter ambulance company)

8.18 The Meeting was informed about ASCA, which is a branch of IDAC, whose purpose is to bring technical personnel to a higher level of competency to meet the global challenges of aeronautical technologies, communications, information and air transport in general.

8.19 The presenters highlighted that in the short-term, ASCA has become a leader in the education of aeronautical personnel at a national and international level noted for its academic excellence, technological advancement, professionalism and competitive programmes that promote the development of aeronautical sciences.

8.20 The Meeting was informed about the recent agreement for technical cooperation with the Panama Civil Aviation Authority (AAC). In addition, support has been offered to Haiti to train aeronautical personnel in the aftermath of the earthquake earlier this year. ASCA also offers an academic programme in partnership with the University of Oklahoma. ASCA was certified as a TRAINAIR Centre by ICAO.

8.21 The Meeting acknowledged that Dominican Republic has experienced a significant improvement in safety in the last years, due to the work of their technical personnel, the leadership of Lic. José Tomás Pérez, Director General of IDAC, and the oversight and support of the International Civil Aviation Organization (ICAO) and the United States Federal Aviation Administration (FAA).

8.22 The Chairperson encouraged the Meeting to contact ASCA regarding training and highlighted the relevance of this organization in the formation of the future aviation professionals in the Regions.

Agenda Item 9: Industry Flight Safety Initiatives

Airbus: Runway Excursion “Brake to Vacate”

9.1 Airbus provided a presentation on the Brake to Vacate (BTV) system, which includes the Runway Overrun Protection System (ROPS), a new Airbus system to prevent runway excursions. The BTV is certified on the A380.

9.2 One of the benefits of the system is the increased ability to exit the runway at a specified turnoff point. The second Airbus product to incorporate the BTV will be the Airbus A350. The ROPS will be incorporated on A320 and will also be made available for retrofit.

9.3 Other benefits of the BTV system includes reducing the time an aircraft spends on the active runway and enhancing the ability to predict required cool-down time on the brakes. The greatest potential advantage of the system is its ability to predict whether an aircraft will be able to stop safely on a specified runway and distance. The pilot selects the runway and enters the reported conditions (wind direction, wind speed, etc.) and the computer uses stored runway information, computed aircraft weights, required approach speeds, and computed flare/touchdown characteristics to predict whether the aircraft stopping point will extend beyond the runway end.

IFATCA: Controlled Flight Into Terrain Presentation

9.4 IFATCA provided a presentation on Controlled Flight into Terrain (CFIT). IFATCA seeks to assist in the reduction of CFIT, which is a RASG-PA initiative.

9.5 IFATCA stated that it is not always clear to aviation stakeholders who is responsible for separation from terrain. There are variations between different air traffic service providers as to when controllers are or are not responsible for separation from terrain. In general, the pilot is responsible for terrain separation, and the air traffic controller is responsible for terrain separation only in cases where the aircraft is being radar vectored. IFATCA also mentioned that as currently defined by ICAO, ATC is not responsible for separation from terrain during climb and decent phases, except when providing radar vectors.

9.6 IFATCA mentioned that the implementation of the Minimum Safe Altitude Warning Systems (MSAW), where appropriate, could significantly reduce the number of CFIT accidents worldwide. IFATCA also promoted the implementation of aircraft Ground Proximity Warning Systems (GPWS), which provide better performance than ATC MSAW systems.

Agenda Item 10: Review and adoption of proposed RASG-PA Procedural Handbook

10.1 Under this Agenda Item, the Secretariat presented WP/09 and the new RASG-PA Procedural Handbook.

10.2 The Secretariat reminded the Meeting that the original RASG-PA Terms of Reference (TORs) and organization were approved by RASG-PA during the first meeting held in November 2008.

10.3 In April 2010, during the fifth meeting of the RASG-PA Executive Steering Committee (ESC/5), held in Sao Paulo, Brazil, the ESC discussed the expansion of RASG-PA activities since its establishment. The ESC agreed that to ensure organizational goals were met and to ensure continuity and availability of resources, there was a need to review the original TORs and organizational structure. In addition, there was a need to clarify membership, term limits for officers and other organizational processes that were not included in the original TORs.

10.4 The ESC agreed to draft a RASG-PA Procedural Handbook that would include the TORs, roles and responsibilities, terms of office and other procedural processes that would support the work programme of RASG-PA and the ESC.

10.5 A draft of the RASG-PA Procedural Handbook was presented to the ESC/06 meeting. The ESC made several recommendations, which were incorporated into the final draft of the handbook and presented to the Meeting.

10.6 The Chairman and Secretariat advised the Meeting that the introduction of a Co-Chairperson from an International Organization/Industry was appropriate for the group in advancing aviation safety in a collaborative effort.

10.7 However, as a result of comments received and further consideration, it was recommended to retain the four regional Vice-Chairpersons representing States as provided for in the original ToRs.

10.8 The Meeting had no objections to this change to the final draft of the handbook and adopted the following decision:

DECISION RASG-PA/3/7 RASG-PA PROCEDURAL HANDBOOK

That:

- a) RASG-PA approved the RASG-PA Procedural Handbook;
- b) the Secretariat publish the final version, incorporating the amendment to retain regional Vice-Chairpersons, and post the handbook on the RASG-PA web site; and
- c) the ESC periodically review and revise the handbook based on proposed changes submitted to the Secretariat for approval by the RASG-PA.

Agenda Item 11: RASG-PA Plan of Activities for 2011

RASG-PA Plan of Activities for 2011

11.1 The Secretariat presented WP/10, which reported on RASG-PA activities undertaken since the RASG-PA/2 meeting, demonstrating to the Meeting that the RASG-PA objectives and work programme demand a combination of dynamic and diverse activities according to its mandate.

11.2 The Secretariat also expressed that RASG-PA funds and in-kind donations were managed accordingly and in close coordination with the RASG-PA ESC to cover all the activities that are necessary to efficiently accomplish RASG-PA objectives.

11.3 The Secretariat presented and explained the proposed RASG-PA Plan of Activities for 2011. The Meeting was informed that the proposal did not yet include any training activity for the period.

11.4 The Chairperson encouraged States/Territories/International Organizations and industry to sponsor RASG-PA activities for 2011 to enable the group to fulfill its objectives.

11.5 The Meeting approved the proposed RASG-PA Plan of Activities for 2011 presented in the **Appendix** to this part of the Report.

Second Pan American Aviation Safety Summit 2011

11.6 The Secretariat presented WP/11 and reviewed the success of the First Pan American Aviation Safety Summit held in Sao Paulo, Brazil, in 2010.

11.7 The Meeting was informed that based on the success of the 2010 Summit, the RASG-PA ESC/6 meeting agreed that RASG-PA propose the organization of a second Pan American Aviation Safety Summit to be held in 2011.

11.8 The Secretariat and ALTA informed that they had begun the preliminary planning for the next Summit. Several dates and venues have been discussed; possible venues are Mexico City, Mexico, and Bogota, Colombia, and the tentative dates are 8 - 10 June 2011. ALTA mentioned that the final location would be announced in November 2010.

11.9 ACI offered to collaborate on the event with ALTA and ICAO, which the Meeting appreciated as it further demonstrates the collaborative efforts among the partners represented by the respective international organizations.

11.10 The Meeting adopted the following conclusion:

**CONCLUSION RASG-PA/3/8 SECOND PAN AMERICAN AVIATION SAFETY
SUMMIT IN 2011**

That:

- a) ICAO, ALTA and ACI organize the Second Pan American Aviation Safety Summit in June 2011; and
- b) RASG-PA members provide financial and in-kind support for and participate in the Second Pan American Aviation Safety Summit 2011.

11.11 The Secretariat presented IP/06 Rev., which informed the Meeting of the ICAO establishment of a Safety (SAFE) Fund. The objective is to improve civil aviation safety through the use of a performance-based approach to the provision of assistance, which aims to limit administrative costs while ensuring that voluntary contributions to the Fund are used in a responsible, useful and timely manner.

11.12 The Assembly adopted Resolution A37-16 for the SAFE Fund, which provides a funding mechanism in support of projects that are consistent with the ICAO Strategic Objective on Safety and may include short-term assistance to States. In taking action on the Assembly Resolution, ICAO is currently investigating ways and means to encourage States to contribute to the SAFE Fund as well as the mechanism for projects to be presented and approved. RASG-PA will consider proposing projects for funding under the new SAFE Fund.

APPENDIX

**REGIONAL AVIATION SAFETY GROUP-PAN AMERICA (RASG-PA)
ACTIVITIES SCHEDULE – 2011**

ACTIVITY	DATES	LOCATION	PARTICIPANTS
Executive Steering Committee (ESC) Teleconferences	Monthly	Not applicable	ESC
Regional Aviation Safety Team – Pan America (RAST-PA) virtual meetings	Monthly	Not applicable	RAST-PA
Executive Steering Committee (ESC) Meeting	January	To be determined	ESC
Flight Safety Training Team (FSTT) Meeting	February	To be determined	FSTT
Regional Aviation Safety Team – Pan America (RAST-PA) Meeting	March	To be determined	RAST-PA
Annual Safety Report Team (ASRT) Meeting	April/May	To be determined	ASRT
Second Pan American Aviation Safety Summit	8-10 June	To be determined: Colombia or Mexico	RASG-PA Members and aviation community
Executive Steering Committee (ESC) Meeting	8-10 June	To be determined: Colombia or Mexico	ESC
Regional Aviation Safety Team – Pan America (RAST-PA) Meeting	8-10 June	To be determined: Colombia or Mexico	RAST-PA
Flight Safety Training Team (FSTT) Meeting	August	To be determined: Colombia or Mexico	FSTT
Regional Aviation Safety Team – Pan America (RAST-PA) Meeting	October	To be determined	RAST-PA
Fourth Regional Aviation Safety Group – Pan America (RASG-PA/4) Meeting	October	Tentatively, Miami, United States	RASG-PA Members
Executive Steering Committee (ESC) Meeting	October	Tentatively, Miami, United States	ESC

Agenda Item 12: Other Business

Host and Dates for the Next Meeting

12.1 The Meeting expressed support for conducting other stakeholders' meetings in conjunction with RASG-PA/3 this week and requested that this format be adopted for future annual RASG-PA meetings, i.e., convening Regional Safety Oversight Organization (RSOO) meetings – COCESNA/ACSA, CASSOS, and SRVSOP-RASG-PA Working Groups (ASRT, FSTT and RAST-PA), RASG-PA Executive Steering Committee (ESC), and RASG-PA meetings, as required and applicable, at the same venue during the same week in the interest of efficient use of travel budget and time. In relation to scheduling, the Meeting recognized that the annual ACI World and ACI-LAC Assembly and Conference, ALTA Airline Leaders Forum, FSF International Air Safety Seminar (IASS) and LACAC meetings are usually held in November, which should be considered in selecting the dates for future RASG-PA meetings in order to maximize participation from all members. If possible, holding RASG-PA meetings back-to-back with these other events could also be considered when feasible and convenient. However, it appeared likely that future RASG-PA meetings should be held in October to avoid conflicts with the other events usually held in November.

12.2 In relation to the place and dates for the next RASG-PA/4 Meeting, Airbus kindly offered in principle to host the next meeting in Miami, United States, subject to agreement with the Secretariat on the requirements and on dates to be coordinated, tentatively during the month of October 2011. The Meeting expressed its appreciation to Airbus for its important contribution to the RASG-PA activities for the benefit of all States/Territories/International Organizations and industry with a stake in aviation safety in the Pan America region.