



**RASG-PA ESC/13**

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

**THIRTEENTH RASG-PA EXECUTIVE STEERING  
COMMITTEE MEETING  
(RASG-PA ESC/13)**

**FINAL REPORT**

**Bogotá, Colombia**

**19 June 2012**

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## **History of the Meeting**

### **ii.1 Place and Duration of the Meeting**

The Thirteenth RASG-PA Executive Steering Committee Meeting (RASG-PA ESC/13) was held at the Holiday Inn, Bogota, Colombia, on 19 June 2012.

### **ii.2 Organization, Officers and Secretariat**

Mr. Oscar Derby, RASG-PA Co-Chairperson (States/Territories) and Mr. Alex de Gunten, RASG-PA Co-Chairperson (Industry), led the discussions conducted under the agenda items. Mrs. Loretta Martin, Regional Director of the ICAO NACC Regional Office, served as RASG-PA Secretary and was assisted by Messrs. Franklin Hoyer, Regional Director, ICAO SAM Regional Office; Oscar Quesada, Deputy Regional Director, ICAO SAM Regional Office; Mr. Adolfo Zavala, ATM/2 Officer, ICAO NACC Office; and Mr. Eduardo Chacin, Flight Safety Officer, ICAO NACC Office.

### **ii.3 Working Languages**

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

### **ii.4 Agenda**

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

**Agenda Item 1: Review and approve the RASG-PA ESC/13 Meeting Draft Agenda and Schedule**

**Agenda Item 2: Review and approve the RASG-PA May Teleconference Summary of Discussion, including follow-up of RASG-PA Decisions and Conclusions**

- 2.1 Approve May Teleconference Summary of Discussion
- 2.2 Review list of RASG-PA Decisions and Conclusions

**Agenda Item 3: Status/update of RASG-PA Working Groups and Projects**

- 3.1 Pan America - Regional Aviation Safety Team (PA-RAST)
  - Status/Update
- 3.2 Annual Safety Report Team (ASRT)
  - Status/Update – 3rd Edition Report
- 3.3 Aviation Safety Training Team – Pan America (ASTT)
  - Status/update
  - RASG-PA Aviation Safety Workshop – Bogota, Colombia

- 3.4 Project GSI/3 – Protection of Safety Information
  - Status/update
- 3.5 Project GSI/12 – FOQA Data Sharing of Information Safety Data
  - Status/update
- 3.6 Project GSI/4 – Central America Accident and Incident Prevention Investigation Commission - Accident/Incident Regional Board
  - Status/update
- 3.7 Project GSI/1 - ICAO Spanish standard phraseology project
  - Status/update
- 3.8 Bird Strike Risks Reduction Programme

**Agenda Item 4: GREPECAS Programmes and Projects Review Committee (PPRC) Coordination Outcomes**

- 4.1 RASG-PA Spanish Phraseology Project
- 4.2 ALTA/IATA Bird Strike Project

**Agenda Item 5: RASG-PA/5 Meeting**

- 5.1 Agenda and Logistics
- 5.2 RASG-PA presentation at FSF IASS

**Agenda Item 6: Other matters**

- 6.1 RASG-PA Work Programme
- 6.2 RASG-PA Safe Fund Application
- 6.3 RASG-PA Brochure
- 6.4 RASG-PA Newsletter

**ii.5 Schedule and Working Methods**

Meeting sessions were held from 08:30 to 16:30.

**ii.6 Attendance**

The meeting was attended by 30 members and staff of the RASG-PA Executive Steering Committee (ESC) including 7 observers.

ii.7 **Conclusions and Decisions**

The Regional Aviation Safety Group – Pan America (RASG-PA ESC) records its activities as Conclusions and Decisions.

ii.8 **List of Decisions**

The RASG-PA ESC/13 Meeting formulated 6 Decisions.

<b>No. RASG-PA ESC</b>	<b>Title</b>	<b>Page</b>
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<b>RASG-PA ESC/13/05</b>	PA-RAST, in coordination with project champions, will develop next steps and/or recommendations regarding the proper use of Spanish phraseology, to be completed based on project outcomes	3-6
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**Agenda Item 1:        Review and approve the RASG-PA ESC/13 Meeting Draft Agenda and Schedule**

1.1            Mr. Oscar Derby, Jamaica, RASG-PA Co-Chairperson for States, presented WP/01 and invited the ESC to approve the draft agenda.

1.2            The agenda was modified and approved and is included in the historical section of this report.

**Agenda Item 2: Review and approve the RASG-PA May Teleconference Summary of Discussion, including follow-up of RASG-PA Decisions and Conclusions**

**2.1 Approve May Teleconference Summary of Discussion**

2.1.1 The ESC reviewed and approved the May teleconference Summary of Discussion.

**2.2 Review list of RASG-PA Decisions and Conclusions**

2.2.1 The ESC reviewed the list of RASG-PA Decisions and Conclusions. The following remain valid and were updated: C3/6, C4/6 and D4/7.

2.2.2 The following ESC Decisions remain valid and were updated: ESC 10/5, ESC 10/7.

2.2.3 All other RASG-PA Decisions and Conclusions in Appendices B and C of WP/2 were marked as completed or superseded.

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**Agenda Item 3: Status/update of RASG-PA Working Groups and Projects**

**3.1 Pan America – Regional Aviation Safety Team (PA-RAST)**

3.1.1 Mr. Gerardo Hueto, PA-RAST Rapporteur, presented the draft PA-RAST/09 Report to the ESC, which included the current status of all DIPs and a PA-RAST Executive Progress Report. The PA-RAST also developed a list of PA-RAST deliverables to date, which was presented to the ESC. The draft report, DIP status update, and PA-RAST Executive Summary report will be included in the final report of the PA-RAST/09 Meeting.

3.1.2 The PA-RAST requested that the ESC approve a structure similar to the ESC by approving the election of a State Co-Chair and Industry Co-Chair to lead the PA-RAST. In addition, two Vice-Chairs were elected to support the Co-Chairs. The PA-RAST Co-Chairs and Vice-Chairs were elected as follows:

PA-RAST Co-Chairs

State: Mexico DGAC  
Industry: Boeing

PA-RAST Vice-Chairs

State: Brazil, ANAC  
Industry: IATA

3.1.3 The ESC approved the new organizational structure for PA-RAST and supported the election of tCo-Chairs and Vice-Chairs as presented.

**RASG-PA ESC Decision 13/1 New organizational structure for PA-RAST**

The ESC approves the election of State and Industry Co-Chair and Vice-Chair positions to support and lead PA-RAST activities.

3.1.4 The PA-RAST proposed establishment of an Issue Analysis Team (IAT) to to conduct directed studies and provide reports as required for the ASIAs initiative and other PA-RAST programs. The IAT will meet and report to PA-RAST as required. The ESC approved this proposal.

**RASG-PA ESC Decision 13/2 Establishment of an Issue Analysis Team (IAT) to conduct directed studies and report to PA-RAST**

The ESC approves the establishment of an Issue Analysis Team, which will conduct directed studies and support the ASIAs initiative. The IAT will report directly to the PA-RAST Co-Chairs.

3.1.5 An updated outline for PA-RAST Terms of Reference (TORs) was developed. A draft TOR document will be developed and distributed for comment. The Meeting agreed to prepare a final draft for submission to the ESC during the ESC/14 Meeting in Seattle for approval.

**RASG-PA ESC Decision 13/3                      Update PA-RAST Terms of References (TORs)**

PA-RAST will update the group's TORs and present them to the RASG-PA ESC during the RASG-PA ESC/14 Meeting in Seattle.

**3.2                      Annual Safety Report Team (ASRT)**

3.2.1 The Meeting received a progress report on the RASG-PA Annual Safety Report (ASRT), Third Edition, recommendations for the structure of the Fifth edition of the report, and ASRT TORs.

3.2.2 Presently, the ASRT has developed the first draft of the report's third edition. The report still identifies the Loss of Control – In Flight (LOC-I), Runway Excursion (RE) and Controlled Flight into Terrain (CFIT) as the main categories of fatal accidents for the period 2001-2011.

3.2.3 It was noted that LOC-I, RE and CFIT occurrences indicate a decreasing trend over the last several years; however, continued monitoring is recommended in order to be able to determine the impact of mitigation strategies.

3.2.4 Traffic information provided by States was entered into the iSTARS site on 7 June 2012. The availability of this information in June each year should be taken into consideration by the RASG-PA ESC or ASRT as the limit for producing the report earlier in the year.

3.2.5 During the RASG-PA ESC/12 Meeting held in Jamaica (12-15 March 2012) the following ASRT work programme was presented; current status is indicated in parentheses.

- ✓ Collection and submission of safety information (2001-2011) by ICAO, IATA and Boeing before 15 April 2012 (**completed**)
- ✓ Working session of the ASRT for the production of the report in June 2012 (exact dates to be determined); Participants (ICAO, Boeing, IATA, Chile, Brazil); place: ICAO SAM Regional Office (**held on 22 and 23 May 2012**)
- ✓ Tentative date for first draft (15 July 2012) (**on track**)
- ✓ Revision period by the ASRT (15 July to 15 August) (**on track**)

- ✓ Fine-tuning and final draft edition (15 August to 15 September) (**on track**)

3.2.6 For the Fifth Edition structure, the Meeting agreed on the following:

- ✓ Maintain the report structure based on sections: reactive, proactive and predictive information
- ✓ Keep length to 30 pages, and establish a maximum of 10% additional space in order to incorporate new information
- ✓ Incorporate new safety graphics/metrics/information as long as the information is sustainable and can be maintained

3.2.7 During the ASRT meeting held in Lima, Peru, from 22 to 23 de May 2012, the team also discussed the ASRTs terms of reference. The terms of reference that were agreed upon to present to the ESC for approval are included as Appendix B to WP/05.

3.2.8 The ESC reviewed the TORs presented by the ASRT and approved them as presented.

**RASG-PA ESC Decision 13/4                      Terms of Reference (TORs) for the RASG-PA Annual Safety Report Team**

The RASG-PA ESC approves the ASRT TORs as presented and included as Appendix B to WP/05.

**3.3                      Aviation Safety Training Team - Pan America (ASTT)**

3.3.1 The fourth RASG-PA Aviation Safety Workshop will take place in Bogota, Colombia, on 21 and 22 June 2012, immediately following the Third Pan American Aviation Safety Summit, at the same venue.

3.3.2 The ICAO NACC Regional Office was coordinating with Cuba for delivery of the fifth RASG-PA Aviation Safety Workshop later this year; however, they have advised they are unable to sponsor the event this year and wish to be considered in 2013.

3.3.3 Aviation safety training material has been posted and is available to the aviation community for downloading on the RASG-PA website: <http://www.rasg-pa.org/#TrainingRefs>

3.3.4 The Flight Safety Foundation (FSF), as an in-kind contribution to RASG-PA, provided CD-ROMs of the ALAR Toolkit, Version 5.0, in English, which were distributed to the CAAs and stakeholders in the region. The Toolkit is also available as a free download on the RASG-PA website.

**3.4 Project GSI/3 – Protection of Safety Information**

3.4.1 Ms. Sagrario Padilla (COCESNA/ACSA) and Capt. Fernando Perfecto (IFALPA) met at the ICAO Mexico City Office during the last week of March to incorporate the comments provided by Airbus and Boeing during February 2012 meeting into the draft document, which was also held at the ICAO NACC Regional Office.

3.4.2 During this week, two teleconferences were held with Boeing legal representatives to clarify points made during the February meeting.

3.4.3 The document was prepared in Spanish and then translated into English by COCESNA/ACSA as in in-kind contribution.

3.4.4 The translated document was provided on the 3 May to Ms. Marva Gordon, Jamaica CAA for review.

3.4.5 During the 10 May 2012 RASG-PA ESC teleconference, it was decided to allow the stakeholders until the August 2012 RASG-PA ESC/14 Meeting to provide final comments.

3.4.6 The document was forwarded to Airbus and Boeing on 5 June 2012, for review and comment.

**3.5 Project GSI/12 - Sharing of Information Safety Data**

3.5.1. Mr. Victor Zamora, COCESNA/ACSA, provided the ESC with the current status of the GSI/12 Project. The objective is to share safety information obtained from the FOQA systems of the participating airlines with the Civil Aviation Authorities participating in the program, in order to better understand associated risks with daily normal operations and implement mitigation actions to the identified risks.

3.5.2. The ESC was briefed on the latest achievements attained through the program, which includes the formal inclusion of another regional operator, who has been actively participating in the program, and the inclusion of another operator from outside the region; the publication of a new visual approach procedure for Runway 25 at Juan Santamaría International Airport in San José, Costa Rica (MROC); and the broadening of the program to include bird strike reduction, which is a problem encountered at all Central American airports that will be coordinated through a RASG-PA initiative on bird strike reduction championed by ALTA and IATA.

3.5.3. In addition, the ESC was briefed on the necessity of the program to initiate the establishment of a database to store safety information obtained from all participants in order to have a readily available data base to obtain statistics on aviation safety risks that threatens the region. The database would also serve to evaluate respective mitigation actions implemented as a result of safety information sharing.

### **3.6 Project GSI/4 - Accident/Incident Regional Board**

3.6.1 To date the regional group led by COCESNA/ACSA has assisted Belize, Costa Rica, Guatemala, and Honduras. Belize and Guatemala requested assistance with the installation and induction of ECCAIRS software, which will assist them with reporting accident and incident reports (ADREP) more efficiently while at the same time creating a State database system required by ICAO Annex 13, under element 1.3, of the ICAO State Safety Programme (SSP).

3.6.2 At present, only Costa Rica has signed an official MOU with COCESNA/ACSA. The States of Belize, El Salvador and Honduras have shown interest, but at this point have not established any agreements with the COCESNA/ACSA Regional Group. Other States are expected to participate; however, due to political changes in government, those agreements have been delayed.

3.6.3 Despite the lack of formal agreements with many States, the Regional Accident Investigation Group, led by COCESNA/ACSA, continues to work and assist Member States with the conduct of accident investigations and Annex 13 material. Accidents and incidents in certain Central American States (private sector) still remain at a record high. A well noted contributing factor to fatal accidents is Loss of Control in Flight (LOC-I), mostly due to improper training and procedures used by pilots. Another factor is the lack of proper maintenance done on privately owned aircraft.

3.6.4 COCESNA/ACSA reminded the ESC of its need and previous request for accident and incident investigation equipment and training. These resources will assist COCESNA/ACSA to fully develop the initiative and will foster additional services to States.

3.6.5 The ESC advised COCESNA/ACSA that the request had been previously coordinated with other RASG-PA members but it was necessary for COCESNA/ACSA to follow-up with additional information or requests. Previous contact information will be provided so that COCESNA/ACSA may follow-up with previous requests.

### **3.7 Project GSI/1 - ICAO Spanish Standard Phraseology**

3.7.1 The ESC was reminded that the RASG-PA Secretariat was tasked with coordinating the GSI/1 Project with the GREPECAS Programmes and Projects Review Committee (PPRC), which met 25-27 April 2012, at the ICAO NACC Regional Office.

3.7.2 After reviewing the status of the project, the PPRC agreed that RASG-PA should continue to promote the consistent use of ATC Spanish phraseology by air traffic controllers and pilots using ICAO standardized phraseology and keep GREPECAS informed through the Secretariat coordination mechanism.

3.7.3 The preliminary results of a pilot survey indicated that a considerable number of pilots from different nationalities and experience agreed on the lack of application of ICAO Standard Phraseology, Doc 4444, and/or lack of knowledge of Doc 4444. These results were presented in Montego Bay at RASG-PA ESC/12.

3.7.4 ALTA, with the assistance of COCESNA/ACSA, developed and expanded the phraseology survey to air traffic controllers in the region to increase the span of responses and determine the extent of the problem involving standardized ATC Spanish phraseology.

3.7.5 Limited data has been collected from air traffic controllers to evaluate ATC results; however, it was noted that pilot/controller phraseology is regularly cited as a contributing factor in accident reports.

3.7.6 The ESC agreed that it would be beneficial to coordinate the Spanish Phraseology Project recommendations and next steps through PA-RAST to develop and ensure continuity in how RASG-PA proceeds with RASG-PA project recommendations.

**RASG-PA ESC Decision 13/5**

**PA-RAST, in coordination with project champions, will develop next steps and/or recommendations regarding the proper use of Spanish phraseology based on project outcomes**

RASG-PA ESC approves development of RASG-PA Project GSI/1 recommendations based on available data and coordinated through PA-RAST oversight mechanism.

3.7.7 Under this agenda item, IATA presented a working paper based on the 2011 IATA/IFALPA/IFATCA Pilots/Air Traffic Controllers Phraseology Study.

3.7.8 The report of this study is a first step in reducing the incidence of communication problems as it is aimed at identifying the types of events and locations where they occurred. The survey was organized within the framework of identifying categories of events and recommendations from pilots and controllers to improve communications. This report presents the analysis of survey responses from 2070 pilots and 568 air traffic controllers.

3.7.9 Noting that voice communications will remain the industry's primary means of air traffic control communications, and air traffic is forecast to increase at a very high rate for the foreseeable future, this survey is intended to identify areas for further research and potential communications improvements and harmonization.

3.7.10 Factors such as the use of non-standard phraseology, local accents, and the use of local languages (language other than English) in radio communication are frequently reported as contributing factors to incidents and accidents.

3.7.11 The fact that local language was used between local pilots was felt to reduce situational awareness by non-native pilots. Pilots also expressed difficulty in knowing when to transmit because they were unable to determine if the conversation between controllers and local pilots was over. However, the vast majority of survey respondents stated that these factors were a concern and routinely caused misunderstanding.

3.7.12 Based on the phraseology survey, IATA requested that the RASG-PA ESC promote the following phraseology initiatives:

- When possible, States mandate English only, to be used in airspace associated with international operations.
- In-line with ICAO SARPs, seek adherence to English as the international language for stations serving routes and airports used by international air services.
- Where it is not feasible to mandate English only, the situational awareness of local pilots be supported by the provision of relevant traffic information in English.
- Air navigation service providers and airline operators continue to stress the importance of good speaking technique, particularly when addressed to non-native language speakers.
- That all States adopt standard ICAO phraseology as a matter of priority.

### **3.8 Bird Strike Risk Reduction Programme**

3.8.1 The ESC was briefed that the local DGCAs, airport concessionaires and Local Airlines Association of Ecuador and Panama approved the project and have provided the necessary support and funding to carry out the first phase of the project.

3.8.2 The United States Department of Agriculture (USDA) has assigned two experienced biologists (who are fluent in Spanish) and set the tentative dates and schedule for the first visit for late June 2012. Local champions are collecting and coordinating the information, which will be needed by the biologists.

3.8.3 A request for 2008-2011 bird strike data was sent to the airlines the first week of May.

3.8.4 The FAA, USDA, ALTA and IATA believe that this industry/state cooperative model will become a standard to follow for future initiatives in the region.

3.8.5 Based on the activities of the project and the coordination outcome between RASG-PA and GREPECAS, the Bird Strike Reduction Programme was approved as a standing project of RASG-PA.

**RASG-PA ESC Decision 13/6**

**The Bird Strike Risk Reduction Programme will be included in the RASG-PA work programme as a standing project to be championed by ALTA/IATA**

The Bird Strike Risk Reduction Programme will be championed by ALTA/IATA and will coordinate recommendations based on project outcomes through PA-RAST.

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**APPENDIX B (WP/05)**

**TERMS OF REFERENCE – RASG-PA ANNUAL SAFETY REPORT TEAM (ASRT)**

**1. Purpose of the RASG-PA ASRT**

- Gather safety information concerning the Pan American Region from the stakeholders, to develop an integrated view, determining and highlighting the main safety risks in the Pan American Region, through an analysis process, based upon valid safety data.
- Develop and organize an Annual Safety Report in three main Sections, one for each safety information category:
  - a. Reactive Information
  - b. Proactive Information
  - c. Predictive Information
- To be the focal point for safety information validation in the Pan American Region.
- Evolve the Annual Safety Report according to the evolution of the Region from reactive to proactive/predictive Safety Management Processes, maintaining the basis of the Report structure (sections by reactive, proactive and predictive information).

**2. Membership:**

- RASG-PA Partners.

**3. Workgroup Partners:**

- Vice-Chairperson – ICAO
- Vice-Chairperson – Industry
- Core Team of the ASRT are:
  - a. ANAC (Brazil)
  - b. Boeing
  - c. DGCA of Chile
  - d. IATA
  - e. ICAO NACC FLS RO
  - f. ICAO SAM FLS RO

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**4. Responsibilities:**

ICAO HQ	Support
ICAO NACC and SAM Regional Offices	Support
Workgroup Partners	Provide technical expertise and collaborate in the development of the Annual Safety Report
Core Team	To validate safety data and develop the Annual Safety Report

— END —

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**Agenda Item 4: GREPECAS Programmes and Projects Review Committee (PPRC)  
Coordination Outcomes**

**4.1 RASG-PA Spanish Phraseology Project**

4.1.1 During the RASG-PA/04 Meeting, a proposal was presented to develop and implement a plan to promote and ensure that air traffic controllers and pilots comply with ICAO Spanish standard phraseology when using Spanish for radio telephony (R/T). The Meeting recalled a GREPECAS initiative to streamline ICAO phraseology, which culminated with an amendment to Chapter 12, Phraseologies (Spanish only), of the PANS/ATM (Doc 4444). The GREPECAS initiative focused on researching terms used in Spanish phraseology that were ambiguous among Spanish speaking States and amending them with terms that could be understood by all. This effort lasted more than ten years and has been applicable since 2009. However, the amendments to phraseology have not been widely adopted by the Spanish speaking community.

4.1.2 The RASG-PA/04 Meeting held in Miami, United States, on 19-21 October 2011, accepted the project and formulated the following decision:

***Decision RASG-PA/4/4 Standard Spanish Phraseology***

*That the RASG-PA ESC create a project to promote and develop an implementation strategy for the consistent use of ATC standard Spanish phraseology in accordance with the ICAO PANS-ATM (Doc 4444) by 15 December 2011.*

4.1.3 During the RASG-PA ESC/12 Meeting held in Montego Bay, Jamaica, 14-15 June, the project champion provided a progress report on the current status of activities.

4.1.4 The ESC agreed that prior to moving forward with the phraseology initiative it was necessary to coordinate the initiative with GREPECAS during the Programmes and Projects Review Committee (PPRC/1) Meeting being held 25-27 April 2012, at the ICAO NACC office.

4.1.5 During the first meeting of the PPRC/1, the RASG-PA Secretariat presented WP/17 on the lack of application of Spanish phraseology in accordance with ICAO Doc 4444 among ICAO Spanish-speaking States of the CAR/SAM regions.

4.1.6 The PPRC agreed that a GREPECAS initiative to standardize Spanish phraseology that concluded with an amendment to Chapter 12, Phraseologies (Spanish only), of the PANS/ATM (Doc 4444) is not sufficiently familiar to pilots and controllers.

4.1.7 The PPRC/1 also agreed that improper phraseology can be a contributing factor to incidents/accidents. Therefore, there is a need to promote the use of proper phraseology by air traffic controllers and pilots in accordance with the ICAO Spanish standardized phraseology in radiotelephony (Doc 4444).

4.1.8 The PPRC therefore agreed that RASG-PA should continue with its project to promote the consistent use of ATC Spanish phraseology by air traffic controllers and pilots using ICAO standardized phraseology and keep GREPECAS informed through the Secretariat coordination mechanism.

## **4.2 ALTA/IATA Bird Strike Project**

4.2.1 During the RASG-PA ESC/12 Meeting in Jamaica, ALTA and IATA requested that the Bird Strike Risk Reduction Programme they were championing be included as an official RASG-PA project and invited RASG-PA members to join the project sub-committee.

4.2.2 The RASG-PA Secretary briefed the ESC that GREPECAS may also have an initiative on bird strikes and that it would be necessary first to coordinate these activities with GREPECAS at the next GREPECAS PPRC.

4.2.3 The Secretariat presented IP/10 at the PPRC/1 Meeting, outlining the planned project activities. The PPRC/1 found no duplication in the planned project activities, and it was concluded that the proposed RASG-PA project and the CAR/SAM Regional Committee for Bird/Wildlife Hazard Prevention (CARSAMPAF) are complementary. The GREPECAS Secretariat recommended that IATA/ALTA continue to coordinate with CARSAMPAF as part of the proposed RASG-PA project to ensure wide distribution of project results.

**Agenda Item 5: RASG-PA/5 Meeting**

**5.1 Agenda and Logistics**

5.1.1 During the RASG-PA/04 Meeting in 2011, the Secretary advised that DGAC Chile had volunteered to host the RASG-PA/05 Meeting in 2012.

5.1.2 A factor for considering Chile as the host for the RASG-PA/05 Meeting was to combine the event with the Flight Safety Foundation (FSF) Conference also being held in Santiago, Chile, during the same month. Combining events and providing participants with the opportunity to attend both meetings would meet a key RASG-PA goal of reducing resource expenditure with regard to implementation of safety initiatives in the Pan American region.

5.1.3 In order for participants to attend both events at the same venue, it was agreed that RASG-PA would need to alter its normal meeting schedule and hold its ESC meeting on Sunday and hold a full-day RASG-PA meeting on Monday, then join the FSF event on Tuesday morning. RASG-PA business will be concluded on Tuesday afternoon and Wednesday morning.

5.1.4 The RASG-PA Secretariat had invited Chile to support the RASG-PA/05 Meeting at the same venue as the FSF in order to gain efficiencies by holding both events in the same hotel. Chile supported the idea and agreed to the request.

5.1.5 The RASG-PA ESC also approved a change for the PA-RAST meeting, which will now be held on Thursday and Friday prior to the RASG-PA/05 Meeting.

**5.2. RASG-PA presentation at FSF International Air Safety Seminar (IASS)**

5.2.1 The ESC was briefed that RASG-PA would have an approximate time slot of 45 minutes to discuss RASG-PA activities during the opening session of the FSF IASS event in Santiago, Chile.

5.2.2 FSF is currently developing the IASS agenda and is requesting that the speaker(s) and presentation(s) be coordinated as soon as possible.

**Agenda Item 6: Other matters**

**6.1 RASG-PA Work Programme**

6.1.1 The RASG-PA Secretariat requested that the ESC begin to formulate a work programme for 2013. The ESC was reminded that the work programme results in numerous activities based on priorities established by the RASG-PA ESC and member States.

6.1.2 Occasionally, limited support and other available resources such as time, personnel, and financial constraints limit the ability to advance RASG-PA initiatives in a timely manner.

6.1.3 RASG-PA members, in close coordination with the ESC, should participate and provide resources and in-kind support to accomplish the RASG-PA work programme for 2013.

6.1.4 The RASG-PA Secretariat will prepare and propose a 2013 work programme with input from the ESC and RASG-PA members, which will be prioritized based on available resources.

**6.2 RASG-PA Application for the ICAO Fund for Aviation Safety (SAFE)**

6.2.1 During the ESC/10 Meeting held in Santa Cruz, Bolivia, the Secretary briefed the ESC that a possible funding source for RASG-PA safety initiatives was possible through the ICAO SAFE Fund.

6.2.2 The intention of the SAFE Fund is to improve the safety of civil aviation through the use of a performance-based approach. Voluntary contributions to the SAFE Fund will be accepted from ICAO member States, international organizations, and public and private parties associated with international civil aviation and may be either general or specific. General contributions will be used for safety-related projects that would generally improve safety without a specific earmark, while specified contributions will be earmarked for a specific project or result. All contributions to the SAFE Fund will be subject to an administrative agreement between the donor and ICAO, which will resolve, amongst other things, the amount to be donated, the duration of the donation, and any accountability requirements.

6.2.3 The ESC agreed that several RASG-PA initiatives may be suitable candidates for requesting funds from the ICAO Safe Fund. The ESC agreed that it would be advantageous to submit a funding request for future RASG-PA Safety Workshops that are to be scheduled in the Pan American region to mitigate aviation safety risks as identified in the RASG-PA Detailed Implementation Plans. Therefore, the ESC made the following decision:

***DECISION RASG-PA ESC/10/10: USE OF ICAO SAFE FUND FOR RASG-PA SAFETY RELATED ACTIVITIES***

6.2.4 Based on this decision, the Secretariat has prepared a Safety Fund Application request for funds to support the aviation safety workshops developed for RASG-PA member States, focused on mitigating risks as identified by RASG-PA. The request will be submitted to ICAO immediately following the ESC/13 Meeting.

**6.3 RASG-PA Brochure**

6.3.1 The ESC was presented with the draft RASG-PA brochure. The brochure will be used to identify RASG-PA's mission and vision statements and current and future activities. The ESC was asked to provide final comments no later than 29 June.

**6.4 RASG-PA Newsletter**

6.4.1 The ESC was advised of the availability of the RASG-PA Newsletter on the RASG-PA website.

**6.5 Flight Safety Foundation**

6.5.1 The RASG-PA ESC voted to change the Flight Safety Foundation membership status from non-member participant to full ESC member.

**RASG-PA ESC Decision 13/7 The ESC votes to include the Flight Safety Foundation as a permanent member of the ESC**

Because of the Flight Safety Foundations continued participation and commitment to the RASG-PA initiatives, the ESC voted to include the Flight Safety Foundation as a permanent member of the RASG-PA Executive Steering Committee.