



INTERNATIONAL CIVIL AVIATION ORGANIZATION

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

(RASG-PA/5)

DRAFT REPORT

Santiago, Chile
22 – 23 October 2012

INTERNATIONAL CIVIL AVIATION ORGANIZATION

FINAL REPORT

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

(RASG-PA/5)

SANTIAGO, CHILE, 22 – 23 OCTOBER 2012

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	TABLE OF CONTENTS	PAGE
i	Table of Contents	i-1
ii	Historical.....	ii-1
	Place and Duration of the Meeting	ii-1
	Opening Ceremony and Initial Presentations	ii-1
	Organization, Officers and Secretariat.....	ii-2
	Working Languages.....	ii-2
	Agenda.....	ii-2
	Schedule.....	ii-3
	Attendance	ii-3
	Conclusions and Decisions	ii-3
	List of Conclusions	ii-3
	List of Decisions	ii-4
iii.	List of Participants	iii-1
iv	List of Documentation	iv-1
Agenda Item 1:	Review and Approval of the Draft Meeting Agenda and Schedule.....	1-1
Agenda Item 2:	Review of Conclusions and Decisions from the RASG-PA and ESC Meetings	2-1
Agenda Item 3:	RASG-PA Working Groups	3-1
Agenda Item 4:	RASG-PA Projects	4-1
Agenda Item 5:	Other RASG-PA Activities.....	5-1
Agenda Item 6:	RASG-PA Plan of Activities for 2013.....	6-1
Agenda Item 7:	Other Business	7-1

History of the Meeting

ii.1 Place and Duration of the Meeting

The Fifth Meeting of the Regional Aviation Safety Group – Pan America (RASG-PA/5) was held at the Sheraton Hotel, Santiago, Chile, from 22 to 23 October 2012, and hosted by Chile.

ii.2 Opening Ceremony and Initial Presentations

Mr. Franklin Hoyer, Regional Director of the ICAO South American (SAM) Office, welcomed participants to the meeting; Messrs. Oscar Derby, Director General, Jamaica Civil Aviation Authority and RASG-PA Co-Chairman, representing States, and Alex de Gunten, Executive Director, ALTA and RASG-PA Co-Chairman, representing Industry, also provided opening remarks. Mr. William Bozin, Board of Governors, Flight Safety Foundation, greeted the delegates. General Jaime F. Alarcón Pérez, Director General, Chile Civil Aviation Authority, highlighted key tasks related to regional operational safety in the NAM/CAR/SAM Regions being addressed during the meeting, welcomed the participants to Chile and officially opened the event.

Following the opening ceremony, two presentations were provided. Mrs. Nancy Graham, Director, Air Navigation Bureau, ICAO Headquarters, provided a presentation that focused on reducing State's Lack of Effective Implementation (LEI). Mrs. Graham cited that adherence to the critical elements of the ICAO safety oversight system can have a direct correlation to aviation accidents. She stated that we must develop specific plans for States with poor audit results. One component of developing specific plans can be attributed to the political will of the State and not necessarily a resource issue. Mrs. Graham noted that the Safety Collaborative Assistance Network (SCAN) (<http://gis.icao.int/scan/>) website shows what other States are doing to reduce LEI. She noted that this is an excellent way for donors to identify and focus their donations.

Mrs. Loretta Martin, Regional Director of the ICAO North American, Central American and Caribbean (NACC) Office and RASG-PA Secretary, presented the Meeting with specific safety statistics for the Pan American Region. She explained how to accurately read aircraft accident statistics and reminded the Meeting that RASG-PA focuses on commercial aviation and on Runway Excursions (RE) as the foremost area of aviation safety risk in the region. However, she reminded the Meeting that the Pan American Region also continues to address the two other main areas of risk: Loss of Control Inflight (LOC-I) and Controlled Flight Into Terrain (CFIT). Mrs. Martin briefed the Meeting on the deliverables being provided by RASG-PA in regard to training and guidance material, which can be utilized by the Region's aviation stakeholders as mitigating measures to address the Region's major risk areas and to promote the implementation of safety management.

ii.3 Organization, Officers and Secretariat

Mr. Oscar Derby, RASG-PA Co-Chairman/States, and Mr. Alex de Gunten, RASG-PA Co-Chairman/Industry, jointly chaired the meeting. Mrs. Loretta Martin, RASG-PA Secretary, served as Secretary of the meeting and was assisted by Messrs. Franklin Hoyer, Regional Director of the ICAO Regional SAM Office; Oscar Quesada, Deputy Regional Director, ICAO SAM Regional Office; Eduardo Chacin, Regional Officer, Flight Safety; and Adolfo Zavala, Regional Officer, Air Traffic Management, both of the ICAO NACC Regional Office. Mrs. Nancy Graham, Director, Air Navigation Bureau, ICAO Headquarters, also participated in the meeting agenda.

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 Secretary reviewed the agenda, which was adopted by the Meeting as follows:

Agenda Item 1 - Review and Approval of the Draft Meeting Agenda and Schedule**Agenda Item 2 - Review of Conclusions and Decisions from the RASG-PA and ESC Meetings****Agenda Item 3 - RASG-PA Working Groups**

- 3.1 Pan America - Regional Aviation Safety Team (PA-RAST)
- 3.2 Third Edition of the RASG-PA Annual Safety Report
- 3.3 Aviation Safety Training Team (ASTT)

Agenda Item 4 - RASG-PA Projects

- 4.1 Model Legislation for the Protection of Safety Information and Follow-up Activities Report
- 4.2 Central America Accident and Incident Prevention Investigation Commission Report
- 4.3 FOQA Data Sharing Report
- 4.4 Consistent use of ATC Standard Spanish Phraseology in accordance with the ICAO PANS-ATM (Doc 4444) Report
- 4.5 Bird Strike Reduction Programme

Agenda Item 5 - Other RASG-PA Activities

- 5.1 Cost Benefit Analysis for On-Board Technology to Mitigate Runway Excursions (REs)
- 5.2 Runway Safety Teams (RSTs)

Agenda Item 6 - RASG-PA Plan of Activities for 2013

- 6.1 2013 Pan American Aviation Safety Summit
- 6.2 Work Programme for 2013

Agenda Item 7 - Other Business

- 7.1 Host and Dates for the Next Meeting
- 7.2 Review the Process for Providing Meeting Draft Report

ii.6 Schedule

Sessions were held from 09:00 to 16:30 hours with two breaks.

ii.7 Attendance

44 delegates from 9 States/Territories of the NAM/CAR/SAM Regions, 4 International Organizations, 1 Regional Safety Oversight Organization (RSOO), 3 aircraft manufacturers and 6 industry representatives 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 Conclusion

NUMBER	TITLE	PAGE
5/2	COST-BENEFIT ANALYSIS OF ON-BOARD TECHNOLOGY TO MITIGATE RUNWAY EXCURSIONS (REs)	5-1

ii.10 **List of Decisions**

NUMBER	TITLE	PAGE
5/1	FINAL VERSION OF THE “MODEL LEGISLATION FOR THE PROTECTION OF SAFETY INFORMATION”	4/1
5/3	FOURTH PAN AMERICAN AVIATION SAFETY SUMMIT TO BE HELD JOINTLY WITH THE RASG-PA/06 ANNUAL PLENARY MEETING IN SAN JOSE, COSTA RICA, JUNE 2013	6-1
5/4	2013 RASG-PA WORK PROGRAMME	6-2
5/5	SCHEDULE FOR THE RASG-PA/06 ANNUAL PLENARY MEETING TO BE HELD JOINTLY WITH THE FOURTH ANNUAL PAN AMERICAN AVIATION SAFETY SUMMIT	7-1
5/6	RASG-PA PROCEDURAL HANDBOOK	7-2
5/7	RASG-PA DRAFT REPORTS WILL BE PROVIDED TO RASG-PA ANNUAL PLENARY MEETING PARTICIPANTS WITHIN 3 BUSINESS DAYS OF CONCLUDING THE ANNUAL RASG-PA MEETING	7-2

LIST OF PARTICIPANTS

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LIST OF DOCUMENTATION

WORKING PAPERS				
Number	Agenda Item	Title	Date	Prepared and Presented by
WP/01	1	Draft Agenda, Working Method and Schedule of the RASG-PA/5 Meeting	06/09/12	Secretariat
WP/02	2	Review Of Conclusions and Decisions from RASG-PA/04 Meeting and RASG-PA ESC/11, ESC/12, ESC/13 and ESC/14 Meetings	07/09/12	Secretariat
WP/03	3	PA-RAST Report	04/10/12	Secretariat
WP/04 Rev.	3.2	RASG-PA Annual Safety Report (ASR)	15/09/12	Secretariat
WP/05	3.3	Aviation Safety Training Team (ASTT) Report of 2012 Activities	01/10/12	Secretariat
WP/06	4.1	RASG-PA GSI/3 Project Status and Next Steps	28/09/12	Secretariat
WP/07		CANCELLED		
WP/08	4.4	ICAO Standard Phraseology in Accordance with PANS-ATM	22/09/12	ALTA
WP/09	4.5	Bird Strike Risk Reduction Program	12/10/12	ALTA/IATA
WP/10	5.1	Cost/Benefit Study to Mitigate Runway Excursions	15/10/12	Secretariat
WP/11	5.2	Runway Safety Team (RST)	20/09/12	Secretariat
WP/12	6.1	Third Annual Pan American Aviation Safety Summit	22/09/12	ALTA
WP/13 Rev.	6.2	Proposed RASG-PA Work Programme for 2013	22/10/12	Secretariat
WP/14	7.1	2013 RASG-PA/6 Meeting	27/09/12	Secretariat
WP/15	2	Regional Aviation Safety Group Pan-America (RASG-PA) Update	20/09/12	Secretariat
WP/16	7.1	Amendment to the RASG-PA Procedural Handbook to Change the Date for Holding Annual RASG-PA Meetings	28/09/12	Secretariat
WP/17	3.1	Further Developments of the DCERTA and its Use on Assessing the Level of Compliance of Flight Operations	05/10/12	Brazil

INFORMATION PAPERS

Number	Agenda Item	Title	Date	Prepared and Presented by
IP/01 Rev.	--	List of Working and Information Papers	05/11/12	Secretariat
IP/02	4.2	Central America Regional Accident Investigation Group Update	28/09/12	COCESNA/ACSA
NI/03 Rev.	4.3	Informe Sobre Proyecto RASG-PA de Intercambio de Información FOQA <i>(available in Spanish only)</i>	05/11/12	COCESNA/ACSA

PRESENTATIONS

Number	Agenda Item	Title	Date	Prepared and Presented by
P/01	---	The status of Aviation Safety in the Pan American Region	15/10/12	Secretariat
P/02	---	USOAP – Pan-America: Compliance does not equal safety – but it is a good place to start	15/10/12	Secretariat
P/03	5.1	Economic Protection through the Application of Technology		Willis Limited

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

<http://www.mexico.icao.int/Meetings/RASGPA5.html>

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

1.1 The Co-Chairman/States presented WP/01, inviting the Meeting to approve the draft agenda and provisional schedule. The Meeting approved the agenda as included in the historical section of this report and the schedule outlined in Appendix B to WP/01.

Agenda Item 2: Review of Conclusions and Decisions from the RASG-PA and ESC Meetings

2.1 Under this agenda item, the Co-Chairman/States presented WP/02, which reviewed the current status of the RASG-PA/4 and Executive Steering Committee (ESC) Meeting conclusions and decisions since RASG-PA/4.

2.2 The RASG-PA/4 Meeting approved two conclusions and five decisions. Of these, Conclusions RASG-PA/4/3 and RASG-PA/4/6 and Decisions RASG-PA/4/1, 2, 4, 5 and 7 have been completed. The remaining valid decision is RASG-PA/3/6, 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 4.

2.3 The Executive Steering Committee has held 4 meetings since the RASG-PA/4 Meeting and has also held monthly teleconferences in order to complete its work programme. As a result of these meetings, the ESC recorded 17 decisions. Of these decisions, the ESC has completed 15. The remaining outstanding valid decisions are ESC/14/1 and 2.

2.4 The Secretariat provided the Meeting with a briefing on RASG-PA activities. The Meeting was advised that the data-driven safety analysis performed by RASG-PA in the Pan American Region has shown that the three main risk areas continue to be: Runway Excursion (RE), Controlled Flight Into Terrain (CFIT) and Loss of Control – In Flight (LOC-I).

2.5 RASG-PA is addressing the three main risk areas by developing Safety Enhancement Initiatives (SEIs) and subsequent Detailed Implementation Plans (DIPs), which are championed voluntarily by ICAO member States and/or international organizations and industry. The RASG-PA organizational structure is depicted in the **Appendix** to this part of the report.

2.6 RASG-PA is using the “RASG-PA Safety Advisory (RSA)” mechanism as a means for distributing safety recommendations to States and aviation stakeholders.

2.7 RASG-PA works actively to mitigate safety risks to achieve significant safety improvements in the Pan American Region. These deliverables include:

- Distributed Runway Excursion Risk Reduction (RERR) Toolkit Version 2 to operators and States
- Conducted surveys on go-around policies and unstable approach mitigation
- Provided advanced manoeuvres manual to all operators
- Developed RASG-PA Aviation Safety Workshops (4 delivered, 5 more planned) averaging 100 participants each
- Developed and delivered the Pilot Monitoring Toolkit through RASG-PA Safety Workshops
- Developed a first draft on guidance for runway maintenance guidance in accordance with ICAO Annex 14 (under review)

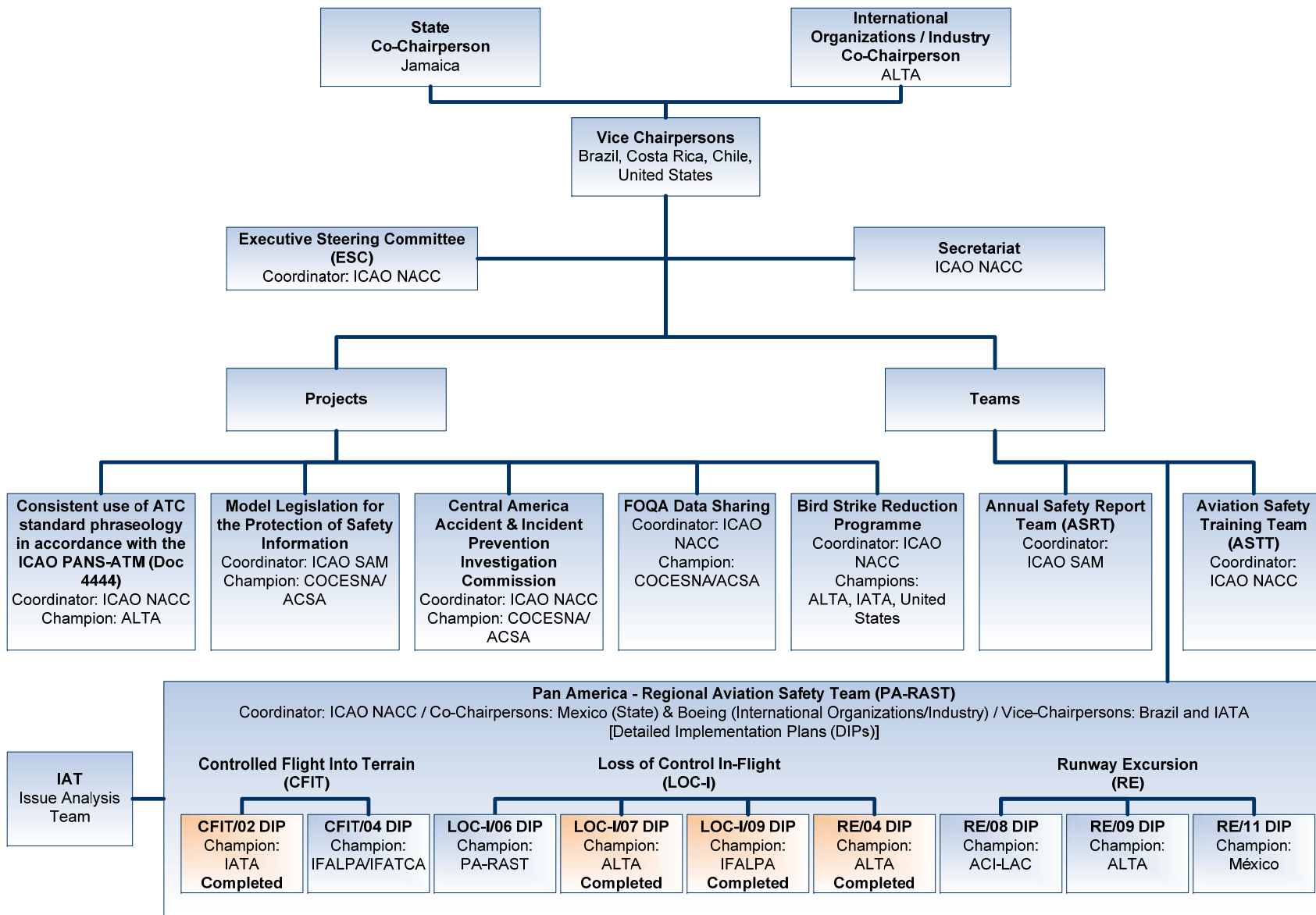
RASG-PA/5
Report on Agenda Item 2

2 - 2

- Compiled and published aviation training material made available on the RASG-PA website <http://www.rasg-pa.org/>
- Conducted standardized CFIT training for operators in the Region
- Developed the RASG-PA Safety Advisory (RSA) process
- Developed and submitted a RSA on Mode Awareness and Energy State Management Aspects of Flight Deck Automation
- Implemented Runway Safety Teams (RSTs) at the Mexico City International Airport (MMMX), Mexico; Montego Bay (MKJS), Jamaica; Quito (SEQU), Ecuador and Lima (SPIM), Peru

2.8 RASG-PA meeting reports, as well as other important material related to detailed activities of the group can be found at: <http://www.rasg-pa.org/>

RASG-PA Organization



Agenda Item 3: RASG-PA Working Groups

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

3.1.1 Under this agenda item, the Secretariat presented WP/03, which provided the Meeting with an update on activities that have occurred since the RASG-PA/04 Meeting held in Miami, United States, on 19-21 October 2011.

3.1.2 The Meeting was informed about the work being performed by the PA-RAST and the progress of the Detailed Implementation Plans (DIPs) and main deliverables as follows:

- Distributed the Runway Excursion Risk Reduction (RERR) Toolkit - Version 2 to operators and States in the Region
- Conducted regional surveys on go-around policies and unstable approach mitigation
- Provided an advanced maneuvers manual to all operators in the Region
- Developed RASG-PA Aviation Safety Workshops (4 delivered, 5 more planned) average participation 100 attendees (LOC-I/09)
- Developed and delivered the Pilot Monitoring Toolkit through RASG-PA Aviation Safety Workshops
- Developed the first draft of the Manual for Runway Maintenance according to Annex 14 (RE/08)
- Compiled and published aviation training material made available on the RASG-PA website: www.RASG-PA.org
- Standardized CFIT training across for operators in the Region
- Delivered the first RASG-PA Safety Advisory (RSA) on Mode Awareness and Energy State Management Risks
- Supported implementation of Runway Safety Teams (RSTs) in Mexico City, Mexico; Montego Bay, Jamaica; Quito, Ecuador and Lima, Peru (RE/11)
- Compiled and delivered advanced maneuver training materials in the Region (LOC-I/07)
- RASG-PA pamphlet
- Created the PA-RAST Issue Analysis Team (IAT)

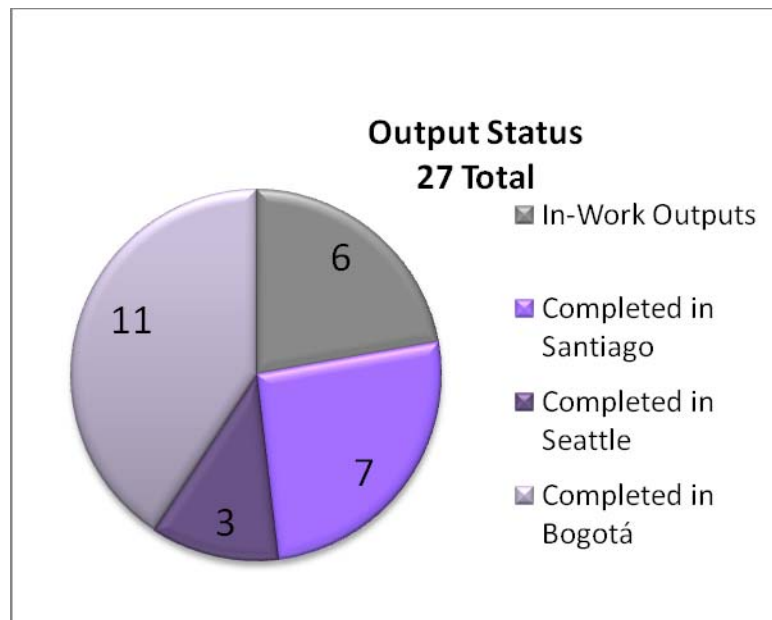
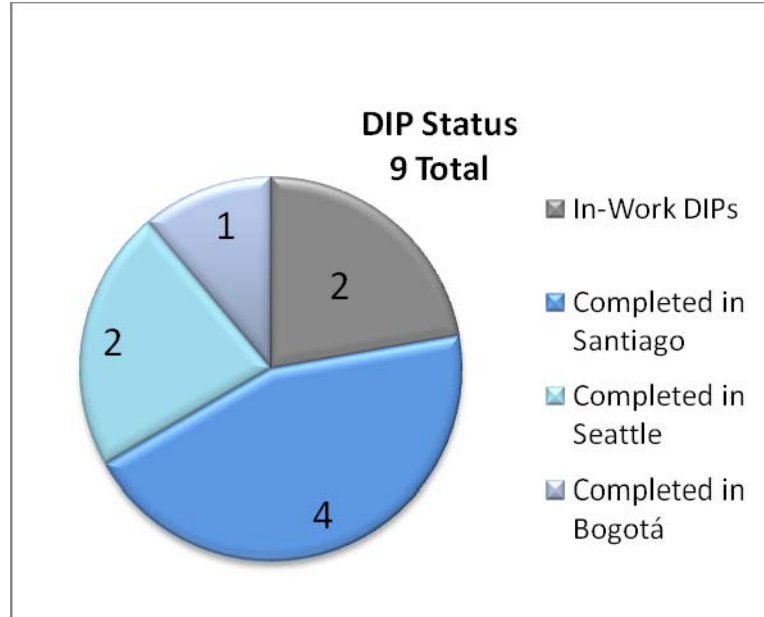
3.1.3 For PA-RAST planned activities for 2013, see the **Appendix** to the report on Agenda Item 6.

3.1.4 RASG-PA acknowledged the dedication of the DIP champion organizations that completed their DIPs and encouraged other Champions to do the same. A list of completed DIPs can be found in the PA-RAST/11 Meeting report.

3.1.5 Considering the completion of a significant number of DIPs, the Meeting recognized the need to develop new DIPs for 2013 in relation to the top three risk areas.

3.1.6 The Meeting acknowledged that in order to ensure the success of PA-RAST as the core working body of RASG-PA, it is important that States/Territories, international organizations and industry assign the appropriate representatives to participate in its meetings and commit to leading DIPs corresponding to the top three data-driven aviation risk areas as identified by RASG-PA for the Pan American Region, as well as sponsor PA-RAST and IAT meetings.

3.1.7 The following figures show the status of the DIPs.



3.1.8 Brazil presented a working paper containing updated information on the development of an online system that provides information concerning aeronautical personnel licenses, duration of medical certification, airworthiness certificates, etc.

3.1.9 The system supports the efforts of the aeronautical authority through the distribution of publications, assessment of efficiency of the standards, and production of performance indicators to improve compliance with standards and the safety level of general aviation.

3.1.10 The system operates online at 82 airports in Brazil and validates approximately 80% of the flights operated, restricting take-off in cases where irregularities are found. For each flight plan filed with ATC, the system automatically performs 43 controls aimed at detecting irregularities with certifications and crew and aircraft licenses, such as the expiration dates, and sends the information to DECEA.

3.1.11 The Meeting noted these developments and encouraged other States to create similar safety initiatives to improve the State safety level in accordance with the State Safety Program (SSP) policy and to share information of these actions with other States.

3.2 Third Edition of the RASG-PA Annual Safety Report

3.2.1 The Meeting took note of the RASG-PA Annual Safety Report (ASR) content. The report is divided into three sections according to the type of information source being processed: reactive, proactive and predictive. The report orients the focus of RASG-PA work by prioritizing implementation of safety risk mitigation measures.

3.2.2 The Meeting took note that the ASR is developed using data provided by ICAO, Boeing and IATA, and continues to identify the following occurrences as the main categories of fatal accidents for the period 2002-2011:

- Loss of Control – In Flight (LOC-I)
- Controlled Flight Into Terrain (CFIT)
- Runway Excursions (RE)

3.2.3 Regarding the graph from the draft report that shows State results resulting from the ICAO USOAP programme, the Meeting agreed to include the year in which the USOAP results were obtained for each State as a way to clearly reflect that this information corresponds to the situation of the State during that specific time frame. The LEI average improved by 3% due to results obtained in follow-up ICAO Coordinated Validation Missions (ICVM) conducted in Colombia, Costa Rica, Ecuador and Mexico

3.2.4 The Meeting also took note that LOC-I and CFIT occurrences indicate decreasing tendencies over the last 10 years, while REs show a growing tendency for the same 10-year period.

3.2.5 The Meeting noted that some figures in the draft report presented information related to total number of accidents including general aviation, which could be erroneously interpreted and do not clearly reflect significant improvements in safety indices that are being achieved by the main Latin American commercial operators.

3.2.6 This generated a broad debate on the convenience of mixing general aviation information with commercial air operators. The Meeting agreed on the need to clearly divide these categories in the figures where the mix exists, and that the report should focus on the areas where RASG-PA could display risk mitigation actions.

3.2.7 The Meeting recalled that the current format will be maintained until the fourth edition, and it was agreed that for the fifth edition some figures considered to be redundant could be eliminated and others could be added. The fifth edition structure would retain the following principles regarding structure:

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

3.2.8 The Meeting urged the various RASG-PA members to collaborate with the Annual Safety Report Team (ASRT) on the predictive section of the ASR through the exchange of safety predictive information with as much as is available to be shared.

3.2.9 Due to the nature of the changes required in the ASR, it was agreed that the ASRT would work on a revision to the third edition in accordance with the outcome of the member discussions, and that the ASR would be approved through the RASG-PA fast track approval mechanism.

3.3 Aviation Safety Training Team (ASTT)

3.3.1 Under this agenda item, the Secretariat presented WP/05, which provided an update on the activities that took place during 2012, the planned activities for the rest of the year, and the planned activities for 2013 (see the Appendix to the report on Agenda Item 6).

3.3.2 The Secretariat informed the Meeting that the role of the ASTT is the assessment, identification and categorization of globally available aviation safety training aligned with the top three data-driven risk areas in the Pan American Region as identified and validated by RASG-PA, which are:

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

3.3.3 The Meeting was informed that the ASTT delivered two successful RASG-PA Aviation Safety Workshops in 2012, one in Mexico and other in Colombia, and collected and posted aviation safety training material for free download on the RASG-PA website: www.rasg-pa.org

3.3.4 The RASG-PA/ASTT acknowledged the in-kind contributions in 2012 from the following entities: CAA of Colombia and Mexico, ACI-LAC, Aeromexico, ALTA, ASA, CANSO, FSF, IATA, IFALPA, and MasAir Cargo Airline.

3.3.5 The Secretariat informed the Meeting that the RASG-PA/ASTT/04 Meeting is scheduled to be held in Miami, United States, on 17-18 December 2012, and will be hosted by Airbus.

3.3.6 The Meeting acknowledged that in order to ensure the success of RASG-PA/ASTT activities, it is important that the States/Territories, international organizations and industry assign the appropriate representatives as participants in its meetings, contribute relevant training material and courses corresponding to the top three data-driven aviation risk areas as identified by RASG-PA for the Pan American Region, and sponsor RASG-PA Aviation Safety Workshops/Seminars.

Agenda Item 4: RASG-PA Projects

4.1 Model Legislation for the Protection of Safety Information and Follow-up Activities Report

4.1.1 The Secretariat briefed the Meeting on the status of GSI-3 Project: *Model Legislation for the Protection of Safety Information*. The project was developed in 2009 as one of the first initiatives of RASG-PA, in order to provide guidance for States to create a legal framework to protect safety information. The project was supported by several organizations through in-kind legal experts and financial support to ensure the project was completed. Other organizations and/or States who were key in developing the final version of the document include: Jamaica, ALTA, Airbus, Boeing, COCESNA/ACSA, ICAO and IFALPA.

4.1.2 COCESNA/ACSA briefed the Meeting on the status of the project and presented the Meeting with the final draft for approval. The final articles of the document were presented, which were agreed upon through coordination of legal experts from Jamaica, Airbus, Boeing, COCESNA/ACSA and IFALPA. The final document includes 26 articles that provide guidance for States to implement legislation in their respective States to protect aviation safety information. The Meeting accepted the final document for dissemination to the States.

DECISION RASG-PA 5/1

FINAL VERSION OF THE “MODEL LEGISLATION FOR THE PROTECTION OF SAFETY INFORMATION”

RASG-PA membership approved the final version of the document to protect safety information. RASG-PA will disseminate the document to States and promote the incorporation of the document’s principles as guidance to modify and amend State legislation in regard to protection of safety information.

4.2 Central America Accident and Incident Prevention Investigation Commission Report

4.2.1 COCESNA/ACSA provided an information paper on the current status of the Central American Accident and Incident Prevention Regional Commission, which can be accessed in the documentation for the RASG-PA/05 Meeting.

4.3 FOQA Data Sharing Report

4.3.1 COCESNA/ACSA provided an information paper on the current status of the RASG-PA FOQA Data Sharing project, which can be accessed in the documentation for the RASG-PA/05 Meeting.

4.4 Consistent use of ATC Standard Spanish Phraseology in accordance with the ICAO PANS-ATM (Doc 4444) Report

4.4.1 During the RASG-PA/04 Meeting held in Miami, United States, from 19 to 21 October 2011, RASG-PA membership requested that a project be developed and promoted to implement a strategy for the consistent use of ATC standard Spanish phraseology in accordance with the ICAO PANS-ATM (Doc 4444).

4.4.2 During the Programmes and Projects Review Committee (PPRC/1) Meeting held 25-27 April 2012, at the ICAO NACC Office, the RASG-PA Secretary coordinated the project with the PPRC/1 Meeting to ensure there was no duplication of efforts regarding this initiative.

4.4.3 The PPRC agreed that the GREPECAS initiative, which concluded with an amendment to Chapter 12, Phraseologies (Spanish only) of the PANS/ATM (Doc 4444), is not sufficiently familiar to pilots and air traffic controllers. The PPRC 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 in accordance with the ICAO Spanish standardized phraseology in radiotelephony (Doc 4444).

4.4.4 During the RASG-PA ESC/14 Meeting, ALTA presented a draft project implementation plan to the ESC, which tentatively agreed to most of the outlined activities. However, the ESC also agreed that there needed to be more clarity on the objectives and specifics of the programme prior to implementation.

4.4.5 During the same meeting, the ESC also discussed the issue that had been raised by IATA reference English standard phraseology problems. The ESC agreed that even though this initiative is specific to Spanish phraseology, the initiative should also highlight using approved ICAO ATC phraseology during controller - pilot communications.

4.4.6 The ESC agreed to return the project to the PA-RAST for review and to define the scope of the project and expected outcomes prior to recommendation and implementation.

4.4.7 During the PA-RAST/11 Meeting, ALTA presented a revised project implementation plan, which was supported by the Meeting and forwarded to the ESC with the recommendation to approve the project. The ESC agreed to proceed with the recommended implementation plan.

4.4.8 ALTA presented the Meeting with the proposed implementation plan for raising awareness on the importance of adhering to Doc 4444 established standard Spanish phraseology. In addition, they outlined the initiative and their planned efforts, which include the preparation of a training course that will be made available for pilots, air traffic controllers, airport personnel and authorities. The goal is to be able to make the course available to training centers conducting initial training for aviation personnel who are required to use standard phraseology in accordance with Doc 4444.

4.5 Bird Strike Reduction Programme

4.5.1 IATA briefed the Meeting on the current status of the Bird Strike Reduction Program, which the FAA, USDA, IATA and ALTA have been working on at airports based in Latin America and the Caribbean.

4.5.2 Twenty-eight airlines have provided IATA/ALTA their historical bird strike data in order to produce a data-driven approach for the program and create awareness of the problem in the region.

4.5.3 ALTA/IATA have partnered with the FAA and USDA to use their expertise in the region with a pilot program that will last one year. Panama and Guayaquil Airports were selected for the pilot program, and the second of four visits took place in October 2012. Based on the pilot program results, the model will be exported to other airports in the region, applying any lessons learned and best practices achieved.

4.5.4 IATA briefed the Meeting that a Bird Strike Sub-committee was created to drive the program, headed by IATA and ALTA, with the participation of representatives from FAA, USDA, Boeing, Airbus, IFALPA, ACI-LAC, TAM, COPA, AviancaTaca and LAN.

4.5.5 The sub-committee decided to name the programme WIN-CAP: Wildlife Incident Neutralization Cooperative Action Plan. The idea is that the same collaborative model will be used in the future for different initiatives using the acronym "CAP," and this particular bird strike initiative is called "WIN" for "Wildlife Incident Neutralization."

4.5.6 As a result of the last sub-committee meeting, the following actions will be taken to keep driving the project forward:

- IATA and ALTA will survey which airports have mandatory bird strike reporting, like Colombia has implemented.
- IATA and USDA will explore the possibility of hiring a full-time biologist to perform airport assessments for the next stage of the program.
- Copa Airlines, FAA and USDA will explore the possibility of an agreement with the Smithsonian Institute in Washington, D.C. and a local Panama institute to provide bird strike remains analysis for the region.

4.5.7 The FAA and USDA will also participate in the next CARSAMPAF annual meeting in Jamaica and present the advancements of WIN-CAP.

4.5.8 The Meeting took note of the results of this program, supported its continuity and requested that a follow-up progress report be provided to RASG-PA at the next meeting.

Agenda Item 5: Other RASG-PA Activities

5.1 Cost Benefit Analysis for On-Board Technology to Mitigate Runway Excursions (REs)

5.1.1 Under this agenda item, Willis, Aerospace Insurance Broker, London, provided a presentation from an insurance broker's point of view regarding premium air transport industry charges. The potential financial advantages that could be attained by implementation of on-board technology to mitigate runway excursions were noted.

5.1.2 The Meeting then reviewed the results of a cost-benefit analysis prepared by the ICAO South American (SAM) Regional Office, supported by an ICAO Special Implementation Project (SIP) and the Regional Safety Oversight System (SRVSOP).

5.1.3 The Meeting noted the two objectives sought by this project:

- develop competencies on how to conduct a cost-benefit study in the Region
- develop a business case for the aforementioned technology

5.1.4 In order to attain these objectives, the services of a managerial training specialist were contracted. The course was delivered, and several coaching sessions were offered to the group that developed the study, which was composed of the technical committee of the SRVSOP; specialists from the following three States: Brazil, Chile and Colombia; and specialists from LAN and TAM airlines.

5.1.5 The result of the study, based on a series of empirical assumptions, supported a positive financial result in relation to implementation of on-board technology that would reduce runway excursions.

5.1.6 The Meeting discussed future actions that might be considered, discarding as an option the implementation of a regulatory requirement. Nevertheless, it was agreed that industry should undertake its own studies to consider equipping their aircraft with on-board technologies that help mitigate REs and inform RASG-PA of the result at the next RASG-PA meeting. The following conclusion was adopted:

CONCLUSION RASG-PA/5/2

COST-BENEFIT ANALYSIS OF ON-BOARD TECHNOLOGY TO MITIGATE RUNWAY EXCURSIONS (REs)

That ALTA coordinate with its member airlines to consider the preliminary results of the cost-benefit analysis for on-board technology to mitigate Runway Excursions (REs) in order to provide RASG-PA with feedback at its next meeting.

5.2 Runway Safety Teams (RSTs)

5.2.1 Under this agenda item, the Secretariat presented WP/11, which provided an update on the activities related to implementation of Runway Safety Teams (RSTs) throughout the Pan American Region.

5.2.2 The Meeting was informed about the ICAO Runway Safety Programme that consists of a partnership with stakeholders to minimize the risks of runway incursions (RIs), runway excursions (REs) and other events linked to runway safety by establishing, promoting and enhancing multi-disciplinary RSTs at individual airports.

5.2.3 The Meeting acknowledged that during the years 2011 and 2012, the following RSTs were implemented in the Pan American Region: Aeropuerto Internacional de la Ciudad de Mexico (MMMX), Mexico; Aeropuerto Internacional de Quito (SEQU), Ecuador; Lima International Airport (SPIM), Peru; and Montego Bay International Airport (MKJS), Jamaica.

5.2.4 The Meeting was urged to continue with the implementation of local RSTs throughout the Region, considering that REs show an increasing trend as identified in the RASG-PA Annual Safety Report - Third Edition. IATA commented that RSTs should follow the same structure as RASG-PA, where States and industry share the leadership, work and responsibilities.

5.2.5 The Meeting agreed that different methods must be used according to airport particular needs to promote and support the implementation of RSTs, such as regional or local runway safety seminars, workshops, missions, etc.

5.2.6 The Meeting was invited to participate in the next ICAO Follow-up Regional Runway Safety Seminar for the NAM/CAR Regions, which will be held in an Organization of Eastern Caribbean States (OECS) State/Territory under the auspices of the Eastern Caribbean Civil Aviation Authority (ECCAA) during the first quarter of 2013.

Agenda Item 6: RASG-PA Plan of Activities for 2013

6.1 2013 Pan American Aviation Safety Summit

6.1.1 ALTA presented the Meeting with the results of the 2012 Third Pan American Aviation Safety Summit attendance and survey. The overall attendance for this year's Summit was 222 attendees, which included States, aviation stakeholders and other safety organizations. Results from the Summit's survey reflected a high level of satisfaction with the outcome of the event. Ninety-five percent of the attendees indicated they would attend the Summit in 2013, which is scheduled to be held in San Jose, Costa Rica, in June of 2013.

6.1.2 During the ESC/14 Meeting in Seattle, United States, the ESC agreed that the objectives of the Summit were accomplished, and that it was a very successful outcome. Therefore, the ESC unanimously supported the continued joint collaboration of ICAO RASG-PA and ALTA in hosting the 2013 Fourth Pan American Aviation Safety Summit.

6.1.3 In addition, the ESC also agreed that in order to benefit from the attendance and agenda of the Safety Summit, it would be advantageous to jointly hold the 2013 RASG-PA/06 Meeting with the 2013 Fourth Aviation Safety Summit. This decision was unanimously promoted by the ESC as part of RASG-PA's objectives to harmonize safety efforts in the Pan American Region. Holding both events during the same week and same location would assist organizations with reducing the resources required to attend, while still taking advantage of these two important events.

DECISION RASG-PA 5/3

**FOURTH PAN AMERICAN AVIATION SAFETY
SUMMIT TO BE HELD JOINTLY WITH THE RASG-
PA/06 ANNUAL PLENARY MEETING IN SAN JOSE,
COSTA RICA, JUNE 2013**

RASG-PA and ALTA will co-host the Fourth Pan American Aviation Safety Summit to be held jointly with the RASG-PA/06 Annual Plenary Meeting in San Jose, Costa Rica, in June 2013.

6.2 Work Programme for 2013

6.2.1 The Secretariat presented the Meeting with the RASG-PA 2013 work programme for approval (**Appendix** to this part of the report).

6.2.2 During the ESC/15 Meeting, it was decided that to effectively implement and accomplish RASG-PA initiatives and safety activities, it would be necessary to revise the 2013 RASG-PA work programme as originally published in WP13 Rev.

6.2.3 The Meeting agreed that the new schedule would improve the efforts of the group and improve the overall efficiency of RASG-PA.

6.2.4 The Secretariat reminded the Meeting that all States and aviation stakeholders should participate and provide resources and in-kind support to promote and accomplish RASG-PA work programme initiatives for 2013. Therefore, the following decision was formulated:

DECISION RASG-PA 5/4

2013 RASG-PA WORK PROGRAMME

The 2013 RASG-PA work programme was approved by the RASG-PA plenary as presented in the Appendix to this part of the report.

**APPENDIX
PROPOSED RASG-PA WORK PROGRAMME – 2013**

ACTIVITY	DATES	LOCATION	PARTICIPANTS
RASG-PA Executive Steering Committee (ESC) Teleconferences	Bi-monthly	Not applicable	ESC
Aviation Safety Training Team (ASTT)	Meetings TBD	TBD	ASTT MEMBERS
Pan America - Regional Aviation Safety Team (PA-RAST/12)	19-21 February	Mexico City	PA-RAST
RASG-PA Executive Steering Committee (ESC/16)	12-13 March	Lima, Perú	ESC
Pan America - Regional Aviation Safety Team (PA-RAST/13)	21-23 May	Miami, United States	PA-RAST
Annual Safety Report Team (ASRT)	June/July	Lima, Perú	ASRT
RASG-PA Executive Steering Committee (ESC/17)	24 June	San Jose, Costa Rica	ESC
Fourth Pan American Aviation Safety Summit	25 - 26 June	San Jose, Costa Rica	RASG-PA Members and Aviation Community
Sixth Regional Aviation Safety Group – Pan America (RASG-PA/6) Meeting	27 – 28 June	San Jose, Costa Rica	RASG-PA Members
Pan America - Regional Aviation Safety Team (PA-RAST/14)	23-27 September	Rio de Janeiro, Brazil	PA-RAST
RASG-PA Executive Steering Committee (ESC/18)	15-16 October	Rio de Janeiro, Brazil	ESC

**RASG-PA AVIATION SAFETY WORKSHOPS
2013 TENTATIVE SCHEDULE**

ACTIVITY	DATES	LOCATION	PARTICIPANTS
RASG-PA Aviation Safety Workshop I	TBD	TBD	RASG-PA Members and aviation stakeholders
RASG-PA Aviation Safety Workshop II	TBD	TBD	RASG-PA Members and aviation stakeholders
RASG-PA Aviation Safety Workshop III	TBD	TBD	RASG-PA Members and aviation stakeholders
RASG-PA Aviation Safety Workshop IV	TBD	TBD	RASG-PA Members and aviation stakeholders
RASG-PA Aviation Safety Workshop V	TBD	TBD	RASG-PA Members and aviation stakeholders

**RASG-PA PROJECT GSI/3 – PROTECTION OF SAFETY INFORMATION SEMINARS
2013**

ACTIVITY	DATES	LOCATION	PARTICIPANTS
RASG-PA PROJECT GSI/3 Seminar	TBD	SAM Region (Lima, Peru)	State CAAs
RASG-PA PROJECT GSI/3 Seminar	TBD	CAR Region (Mexico City, Mexico)	State CAAs

Agenda Item 7: Other Business

7.1 Host and Dates for the Next Meeting

7.1.1 The Secretariat reminded the Meeting that since its establishment, RASG-PA has held five annual meetings. The annual meetings have been held in the following locations: Puntarenas, Costa Rica, 2008 – Costa Rica DGAC; Bogota, Colombia, 2009 – Colombia DGAC; Punta Cana, Dominican Republic, 2010 – Dominican Republic DGAC; Miami, United States, 2011 – Airbus; and Santiago, Chile, 2012 – Chile DGAC.

7.1.2 The Meetings have advanced the work of RASG-PA through the approval and sharing of safety enhancement initiatives and are possible due to the generosity of the host State or organization by providing the necessary event locations and logistics required for such a diverse group of participants.

7.1.3 The Secretariat reminded the Meeting that eliminating duplication of safety efforts is a key strategic goal for RASG-PA. For 2013, the RASG-PA ESC has determined that a cost and resource savings benefit would be gained by combining both the annual Pan American Aviation Safety Summit and the 2013 Annual RASG-PA Plenary Meeting during the same week.

7.1.4 To achieve this goal, Costa Rica has agreed to host the combined events in San Jose, Costa Rica, beginning the week of 24 June 2013.

DECISION RASG-PA 5/5

SCHEDULE FOR THE RASG-PA/06 ANNUAL PLENARY MEETING TO BE HELD JOINTLY WITH THE FOURTH ANNUAL PAN AMERICAN AVIATION SAFETY SUMMIT

The RASG-PA membership approved holding both the fourth Pan American Aviation Safety Summit and the sixth RASG-PA Annual Plenary Meeting in San Jose, Costa Rica, during the week of 24 June 2013.

7.1.5 To achieve a change of month in which the RASG-PA Annual Plenary Meeting is normally held, it was necessary to realize a change in the RASG-PA Procedural Handbook.

7.1.6 The Secretariat proposed the following amendment to the RASG-PA Procedural Handbook:

V. MEETINGS

The annual RASG-PA meeting shall be held each and every year at a location and dates as decided by the ESC. The Secretariat shall notify all members of the time and place with at least 60 days prior notice of such annual meeting. The meeting venues shall alternate between the NAM, CAR and SAM Regions. Special meetings of this group may be called by the Secretariat when deemed in the best interest of the group.

7.1.7 Therefore, the Meeting formulated the following decision:

DECISION RASG-PA 5/6

RASG-PA PROCEDURAL HANDBOOK

RASG-PA approves the change to the RASG-PA Procedural Handbook in order to realize the new proposed date for the 2013 RASG-PA Annual Plenary Meeting and provide flexibility with scheduling future meetings.

7.2 Review the Process for Providing Meeting Draft Report

7.2.1 The RASG-PA Secretary proposed a new method for providing the RASG-PA draft report to the plenary at the conclusion of the Annual RASG-PA meetings.

7.2.2 In order to efficiently use the resources provided by the host State and to maximize the time available to discuss and participate in RASG-PA initiatives and activities, the Secretary proposed eliminating the presentation of the draft report to the plenary on the last half day of the meeting.

7.2.3 The new process would include sending the draft report to participants no later than 3 business days following the close of the meeting. The participants would then have 10 days to provide their comments regarding the draft report to the Secretary.

7.2.4 The Meeting agreed that this new process would be a more efficient and productive way to use the time available during the RASG-PA Annual Plenary Meetings. Therefore, the following decision was formulated:

DECISION RASG-PA 5/7

**RASG-PA DRAFT REPORTS WILL BE PROVIDED TO
RASG-PA ANNUAL PLENARY MEETING
PARTICIPANTS WITHIN 3 BUSINESS DAYS OF
CONCLUDING THE ANNUAL RASG-PA MEETING**

The RASG-PA Secretary will provide a draft report within 3 business days to participants of the RASG-PA Annual Plenary Meeting, requesting that all comments to the draft be provided to the Secretariat no later than 10 days after receipt of draft report.