



International Civil Aviation Organization  
Regional Aviation Safety Group - Pan America (RASG-PA)

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# **Ninth Regional Aviation Safety Group — Pan America Plenary Meeting**

## **(RASG-PA/9)**

## **Final Report**

Panama City, Panama, 23 June 2016

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## HISTORICAL

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

The Ninth Regional Aviation Safety Group — Pan America Plenary Meeting (RASG-PA/9) was held at the Riu Plaza Panama Hotel in Panama City, Panama, on 23 June 2016.

### **ii.2 Opening Ceremony**

Mr. Franklin Hoyer, Regional Director of the South America (SAM) Office of the International Civil Aviation Organization (ICAO) provided opening remarks and thanked the Panamanian Civil Aviation Authority and ALTA for hosting the meeting. Mr. Alfredo Fonseca, Civil Aviation Authority Director from the host State, welcomed the participants to the Ninth Regional Aviation Safety Group – Pan America Plenary Meeting and officially opened it.

### **ii.3 Officers of the Meeting**

The RASG-PA/9 Meeting was chaired by Messrs. Oscar Derby, Curaçao, Co-Chairperson representing States/Territories, and Gerardo Hueto, Boeing, Co-Chairperson representing international organizations/industry, respectively. Mr. Melvin Cintron, Regional Director, of the ICAO NACC Regional Office, RASG-PA Secretary was assisted by Mr. Oscar Quesada, Deputy Regional Director, ICAO SAM Regional Office, Mr. Eduardo Chacin, Flight Safety Regional Officer, Mr. Romulo Gallegos, Regional Officer, Technical Assistance, from the ICAO NACC Regional Office, and Mr. Marco Merens, Chief Analysis, from ICAO Headquarters.

### **ii.4 Working Languages**

The working languages of the meeting were English and Spanish. The working papers, information papers and report of the meeting were available to participants in both languages.

### **ii.5 Schedule and Working Arrangements**

It was agreed that the working hours for the session of the meeting would be from 08:00 to 16:00 hours with adequate breaks.

**ii.6            Agenda**

- Agenda Item 1:            Approval of the Provisional Agenda**
- Agenda Item 2:            RASG-PA Report**
- Agenda Item 3:            RASG-PA Executive Steering Committee (ESC) Report**
- Agenda Item 4:            Pan America — Regional Aviation Safety Team (PA-RAST) Report**
- Agenda Item 5:            Annual Safety Report Team (ASRT) Report**
- Agenda Item 6:            RASG-PA Projects Report**
- Agenda Item 7:            Coordination with GREPECAS**
- Agenda Item 8:            ICAO Assembly - 39th Session (A39)**
- Agenda Item 9:            Other Safety Initiatives**
- Agenda Item 10:           RASG-PA Activities Plan 2017**
- Agenda Item 11:           Other Business**

**ii.7            Attendance**

The Meeting was attended by 22 States/Territories from the NAM/CAR and SAM Regions, 5 International Organizations and the industry, totalling 203 delegates as indicated in the list of participants.

**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.

**List of Conclusions and Decision**

Number	Decision	Page
9/1	RASG-PA/ESC/24, 25 AND 26 MEETINGS SUMMARIES OF DISCUSSIONS APPROVAL	3-1
9/2	RASG-PA ANNUAL SAFETY REPORT (ASR) - SIXTH EDITION APPROVAL	5-2

**ii.9 List of Working and Information Papers and Presentations**

*Refer to the Meeting web page:*

<http://www2010.icao.int/NACC/Pages/meetings-2016-summit-rasgpa9.aspx>

**WORKING PAPERS**

Number	Agenda Item	Title	Date	Prepared and Presented by
WP/01	1	Provisional Agenda and Schedule of Ninth Regional Aviation Safety Group – Pan America Plenary Meeting (RASG-PA/9)	25/05/16	Secretariat
WP/02	2	Review of Conclusions and Decisions from the Eighth RASG-PA Annual Plenary Meeting (RASG-PA/8) and the RASG-PA Executive Steering Committee (ESC) Meetings	09/06/16	Secretariat
WP/03	3	RASG-PA ESC Reports	31/05/16	Secretariat
WP/04	4	PA-RAST Report	31/05/16	Secretariat
WP/05	9	SRVSOP Activities for Operational Risk Mitigation in the Region	10/06/16	Secretariat
WP/06	10	RASG-PA Activities Plan 2017	25/05/16	Secretariat
WP/07	8	U.S. Working Papers for the 39th ICAO Assembly	24/05/16	United States

**WORKING PAPERS**

<b>Number</b>	<b>Agenda Item</b>	<b>Title</b>	<b>Date</b>	<b>Prepared and Presented by</b>
WP/08	2	Results of the Review of the RASG-PA/8 Report by the ICAO Air Navigation Commission (ANC)	14/05/16	Secretariat
WP/09	9	Enhancing Support for Safety Management Implementation	14/05/16	Secretariat
WP/10	9	Update of the Global Aviation Safety Plan (GASP)	14/05/16	Secretariat
WP/11	5	RASG-PA Annual Safety Report (ASR)	14/06/16	Secretariat
WP/12	2	Regional Aviation Safety Group — Pan America (RASG-PA) Update	15/06/16	Secretariat
WP/13	9	Establishment and Management of the AIG Regional Cooperation Mechanism (ARCM) of South America	15/06/16	Secretariat
WP/14	7	Regional activities to improve Safety in Air Navigation Services	15/06/16	Secretariat
WP/15	6	Seminar on Safety Data Analysis	17/06/16	ALTA
WP/16	4	PA-RAST Status Report	16/06/16	Brazil and IATA
WP/17	9	Compliance with the Declaration of Bogota	17/06/16	Secretariat
WP/18	6	RASG-PA GSI-4 Project – Effective and Efficient Investigation of Air Incidents and Accidents	17/06/16	COCESNA/ACSA
WP/19	9	Progress Report on the Implementation of the ICAO Universal Safety Oversight Audit Programme Continuous Monitoring Approach (USOAP-CMA)	14/05/16	Secretariat
NE/20	9	Programa de Acción para la Seguridad Operacional Centroamericano ( <i>available only in Spanish</i> )	17/06/16	Costa Rica

**INFORMATION PAPERS**

<b>Number</b>	<b>Agenda Item</b>	<b>Title</b>	<b>Date</b>	<b>Prepared and Presented by</b>
IP/01	----	List of Working, Information Papers and Presentations	17/06/16	Secretariat
IP/02	9	RASG activities in other Regions	03/06/16	Secretariat
IP/03	9	Automatic Dependent Surveillance – Broadcast (ADS-B) OUT; ensuring preparedness for the 2020 equipage mandate	24/05/16	United States
IP/04	9	Integration of Unmanned Aircraft Systems	24/05/16	United States

INFORMATION PAPERS

Number	Agenda Item	Title	Date	Prepared and Presented by
IP/05	9	RASG Organizational Guidelines	10/06/16	Secretariat
NI/06	9	Estado de Cumplimiento por Cuba de las Metas Regionales de Seguridad Operacional y Navegación Aérea acordadas en Puerto España ( <i>available only in Spanish</i> )	15/06/16	Cuba
IP/07	6	RASG-PA Projects Report	15/06/16	Flight Safety Foundation
NI/08	9	Programa ACI APEX en Seguridad Operacional ( <i>available only in Spanish</i> )	20/06/16	ACI-LAC

PRESENTATIONS

Number	Agenda Item	Title	Presented by
1	2	Regional Aviation Safety Group – Pan America RASG-PA Report	Secretariat
2	9	ICAO NACC “No Country Left Behind” (NCLB) Strategy	Secretariat
3	8	ICAO Assembly - 39th Session (A39)	Secretariat
4	9	Multi-Regional Civil Aviation Assistance Programme (MCAAP) for NAM/CAR Regions	Secretariat
5	9	ICAO Cabin Safety – Update on activities	Secretariat
6	9	Global Aviation Safety Update	Secretariat



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**Agenda Item 1            Approval of the Provisional Agenda**

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

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**Agenda Item 2                      RASG-PA Report**

2.1                      The Secretariat presented WP/12, which provided the Meeting an update on the RASG-PA activities since the RASG-PA/8 Annual Plenary Meeting held in Medellin, Colombia, on 25 June 2015.

2.2                      The Meeting was informed about the needed RASG-PA evolution that included changes in the mission, vision, structure and chairpersonship. **Appendix A refers to this report.**

2.3                      The Meeting was informed that the Seventh Edition of the RASG-PA Annual Safety Report (ASR) showed that the top three risk areas in the Pan American Region continue to be Runway Excursion (RE), Controlled Flight Into Terrain (CFIT), and Loss of Control In-Flight (LOC-I); and that Mid-Air Collision (MAC) is a risk area of interest that was added to the list for further investigation and analysis. These risk areas are the priorities of the RASG-PA work programme for developing Safety Enhancement Initiatives (SEIs) and the corresponding Detailed Implementation Plans (DIPs) for the States and industry, as applicable.

2.4                      The Meeting was also informed that the RASG-PA safety goal is “using as reference the year 2010, reduce the operations fatality risk Part 121 or equivalent to 50% for 2020 in Latin America and the Caribbean”, considering the following:

- a)                      the fatality risk is the full loss passenger load equivalents per million departures;
- b)                      the baseline (five years moving average) in 2010 was 0.6 in Latin America and the Caribbean;
- c)                      the RASG-PA goal is to reach a fatality risk of 0.3 in 2020 in Latin America and the Caribbean;
- d)                      it is calculated that the RASG-PA SEIs implemented in the period 2010 – 2015 allowed to reduce the fatality risk in Latin America and the Caribbean; and
- e)                      the fatality risk of commercial jet air travel for Latin America and the Caribbean (10-year rolling average 2006 – 2015, Western-built jet transports >60,000-pounds by airline domicile) is 0.27.

2.5                      The Meeting acknowledged that the CAR and SAM Regions face many challenges to improve safety levels, such as improving the levels of Effective Implementation (EI) of the eight Critical Elements (CEs) according to the results from the ICAO Universal Safety Oversight Audit Programme (USOAP); increasing State human and financial resources; and expediting the implementation of the ICAO State Safety Programme (SSP) and Safety Management Systems (SMS) by States and service providers, respectively. RASG-PA is one of the key contributors for the regional safety enhancement as shown in the latest statistics published in the ASR. Nevertheless, in order to continue with the improvements, a more effective participation and contribution of all the stakeholders are required.

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**Agenda Item 3                    RASG-PA Executive Steering Committee (ESC) Report**

3.1                    The Secretariat presented WP/03 about the Summary of Discussion of the following ESC meetings:

- RASG-PA/ESC/24 Meeting, Medellin, Colombia, 22 June 2015
- RASG-PA/ESC/25 Meeting, Long Beach, United States, 10 to 11 December 2015
- RASG-PA/ESC/26 Meeting, Lima, Peru, 24 to 25 May 2016

3.2                    The Secretariat informed the Meeting that the respective ESC Meeting Summaries of Discussions are available at: [www.icao.int/RASGPA/Pages/esc.aspx](http://www.icao.int/RASGPA/Pages/esc.aspx).

3.3                    The Meeting acknowledged that the ESC is responsible for the strategic activity of RASG-PA, representing the interests of the States/Territories, International Organizations and Industry.

3.4                    The Meeting approved the RASG-PA/ESC/24, 25 and 26 Meeting Summaries of Discussions as presented in WP/04, and adopted the following decision:

**DECISION**

**RASG-PA/9/1   RASG-PA/ESC/24, 25 AND 26 MEETINGS SUMMARIES OF DISCUSSIONS  
APPROVAL**

The RASG-PA/9 Plenary Meeting approved the RASG-PA/ESC/24, 25, and 26 Meetings Summaries of Discussions as presented in RASG-PA/9 WP/03.

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**Agenda Item 4            Pan America — Regional Aviation Safety Team (PA-RAST) Report**

4.1            The Secretariat presented WP/04 about the Summary of Discussion of the following PA-RAST meetings:

- PA-RAST/20, San Jose, Costa Rica, 14 to 16 July 2015
- PA-RAST/21, Miami, United States, 15 to 16 October 2015
- PA-RAST/22, Long Beach, United States, 8 to 9 December 2015
- PA-RAST/23, San Jose Dos Campos,, Brazil, 1 to 3 March 2016
- PA/RAST/24, Miami, United States, 10 to 12 May 2016

4.2            The Secretariat informed the Meeting that the respective PA-RAST Meeting Summaries of Discussions are available at: [www.icao.int/RASGPA/Pages/esc.aspx](http://www.icao.int/RASGPA/Pages/esc.aspx).

4.3            The Meeting acknowledged that the PA-RAST is responsible for the tactic activity of RASG-PA, representing the interests of the States/Territories, International Organizations and Industry.

4.4            The Meeting noted the PA-RAST/20, 21, 22, 23 and 24 Meeting Summaries of Discussions as presented in WP/04.

4.5            The Secretariat informed that the role of the former Information Analysis Team (IAT) was included in the PA-RAST activities as part of the restructuring of RASG-PA. Therefore, the PA-RAST currently assesses the progress of mitigation strategies applied in the Pan American Region and adjust them as necessary.

4.6            Brazil and IATA, as PA-RAST Co-Chairpersons representing States/Territories and International Organizations/Industry, respectively, presented WP/16 to the Meeting providing an overview of the mitigation strategies developed by the PA-RAST since its establishment in 2008, the current work plan and the fatality risk numbers for LATAM/CAR between 2010 and 2015.

4.7            Both Co-chairpersons highlighted that between 2008 and 2014 the PA-RAST developed 9 DIPs: 2 related to CFIT, 4 to RE and 3 to LOC-I, and associated outputs. They also mentioned that there are 10 DIPs under development by the Safety Enhancement Teams (SETs): 1 related to CFIT, 4 to RE, 5 to LOC-I (1 completed), and that additional DIPs are expected to be developed by the recently established Mid-Air Collision (MAC) SET.

4.8 The Co-chairpersons presented the fatality risk status in the CAR and SAM Regions, mentioning that the fatality risk curve in a 5-year rolling average criteria confirms a downtrend in the 2010-2015 period; and that the value associated to 2015 (0.45) is located below the fatality risk pursued for 2020 (0.575).

4.9 In relation to the main risk areas in the CAR and SAM Regions, the Meeting was informed about the following trends:

- Runway Excursion (RE): in the period from 2005 to 2014, a downtrend on the total RE occurrences distribution per year was verified; and the data from 2013 and 2014 also shows a downtrend on unstable approach rates
- Loss of Control In Flight (LOC-I): in the period from 2005 to 2014, a downtrend on the total occurrences distribution per year was verified
- Controlled Flight Into Terrain (CFIT): in the period from 2005 to 2014, a downtrend on the total occurrences distribution per year was verified. During 2013 and 2014, a slight uptrend on Ground Proximity Warning System (GPWS) rates was verified
- Mid-Air Collision (MAC): during 2013 and 2014, there is a substantial monthly variation in the number of TCAS RA events, and the numbers until December 2014 showed a slight downtrend; however, available Large Height Deviation (LHD) events distribution between 2005 and 2014 showed a constant uptrend

4.10 After some discussion on the PA-RAST activities the Meeting acknowledged that:

- DIPs developed contributed to lower the fatality risk, which currently superseded RASG-PA's safety objective defined for 2020. However, an additional effort is still needed to consolidate this result over the next 4 years
- The continuous decrease of fatality risk numbers relies on the implementation, at a national level, of DIPs by the States and Industry. State/Industry safety groups like Brazilian Commercial Aviation Safety Team (BCAST) and PASO in Costa Rica, are essential to achieve this goal
- The development and implementation of additional mitigation strategies by the PA-RAST, through the creation of new DIPs in the four areas: (CFIT, LOC-I, RE and MAC) will ensure that the 2020 fatality risk objective is met.

4.11 The Secretariat urged State/Territories and international organizations/industry to support the PA-RAST and SETs activities and to promote/implement DIPs as applicable.

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**Agenda Item 5                    Annual Safety Report Team (ASRT) Report**

5.1                    The Secretariat presented WP/11 to inform the Meeting on the following issues:

- The results of the Annual Safety Report (ASR) - Sixth Edition
- The distribution of the ASR Sixth Edition
- The work plan for the production of the ASR Seventh Edition

5.2                    The Secretariat informed the Meeting that the ASR Sixth Edition shows the following:

- Reactive section contains information on accident statistics for the period 2005-2014, showing that the main risk categories in the CAR and SAM Regions are still LOC-I, RE, CFIT, and MAC, showing a decreasing trend during the analysed periods
- Proactive section shows that the average of EI in accordance with the ICAO USOAP increased from 65.2% in 2010 to 69.46% by December 2015; and that 13 States in the Pan American Region have an EI below 60%. Also, that EI associated to the qualification and training of technical personnel continues to be the Critical Element (CE) with the lowest level of compliance, together with Air Navigation Services (ANS) and Aerodromes and Ground Aids (AGA). IOSA revealed findings that might be related to the main accident categories (LOC-I, RE, and CFIT), especially with respect to policies on collision avoidance and flight crew training in procedures for aeroplane upset recovery and wind shear evasion and recovery.
- Predictive section shows that unstable approach continues to be a concern identified as an RE precursor, with a downward trend. The same behaviour was observed in the number of landings following an unstable approach in the CAR and SAM Regions. Metrics related to TCAS RA events (identified as MAC precursors) also showed a downward trend, while events related to GPWS (CFIT precursor) showed a slight increase towards the end of 2014.

5.3                    The Secretariat reported that for the development of the ASR sixth edition, Boeing, CAR/SAM Monitoring Agency (CARSAMMA), IATA, ICAO, and the Regional Safety Oversight Cooperation System (SRVSOP) provided safety information.

5.4 The Secretariat informed the Meeting that the ASR Sixth Edition is in the phase of editorial review and design, with the final version expected to be available in July 2016.

5.5 The Meeting approved the RASG-PA ASR, sixth edition, as presented in WP/11, and adopted the following decision:

**DECISION**

**RASG-PA/9/2 RASG-PA ANNUAL SAFETY REPORT (ASR) - SIXTH EDITION APPROVAL**

The RASG-PA/9 Annual Plenary Meeting will approve the RASG-PA Annual Safety Report (ASR) sixth edition publication through the fast-track mechanism once the review and editing processes are completed.

5.6 The Meeting was also informed that from 7 to 9 June 2016, the RASG-PA ASRT met at the ICAO South American (SAM) Regional Office, in Lima, Peru, to work in the preparation of the ASR seventh edition.

5.7 The Meeting acknowledged the permanent participation of Chile, Boeing, IATA and ICAO NACC and SAM Regional Offices in preparing the ASRs along the years.

5.8 The Meeting recognized the evolution of the ASR by means of the balance reached among the reactive, proactive and predictive sections, showing the level of maturity of the Pan American Region to produce safety intelligence, which allows prioritizing risk areas in order to expedite the development and implementation of RASG-PA Safety Enhancement Initiatives (SEIs).

5.9 The Secretariat encouraged States to adopt the methodology used by RASG-PA for developing the ASR, which is consistent with Annex 19 – *Safety Management* to the Convention on International Civil Aviation, regarding the implementation of the State Safety Programmes (SSP), in order to allow the identification of trends, support decision-making, and measure the level of maturity attained by each safety management system.

5.10 The Meeting was informed that all the editions of the ASRs are available at: <http://www.icao.int/RASGPA/Pages/asrt.aspx>.

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**Agenda Item 6                    RASG-PA Projects Report**

***Flight Operations Quality Assurance (FOQA) Data Sharing (PASO)***

6.1                    Costa Rica presented WP/20 regarding the activities that the Civil Aviation Authority (DGAC) has done as a result of the safety information obtained from the PASO (*Programa de Acción para la Seguridad Operacional*).

6.2                    The Meeting was informed on the success of this programme that received not only voluntary Flight Operations Quality Assurance (FOQA) data, but voluntary reports that allowed PASO Members to identify hazards and implement successful mitigation strategies.

6.3                    Based on this result, Costa Rica proposed the Meeting to support the evolution of PASO into PASOC (*Programa de Acción para la Seguridad Operacional Centroamericana*). The PASOC would be administrated by COCESNA/ACSA as a Regional Safety Oversight Organization (RSOO) for Central American States. This programme is aligned with the initiative proposed by COCESNA/ACSA regarding the implementation of a Regional Safety Programme (RSP)

6.4                    The Meeting supported the proposal from Costa Rica.

***“Grupo Regional de Investigación de Accidentes Aéreos” (GRIAA) of Central American States***

6.5                    On behalf of COCESNA/ACSA, the Secretariat presented WP/18, which provided to the Meeting an update of the evolution of the GRIAA and a request for supporting this safety initiative as a pilot programme for the establishment of Regional Accident and Incident Investigation Organization (RAIO), as promoted by ICAO.

6.6                    The Meeting acknowledged and supported this initiative.

***CAR and SAM Regions Safety Information Project***

6.7                    Flight Safety Foundation (FSF) presented IP/07, to provide the Meeting with an update on the CAR and SAM Regions Safety Information Project, which consists that FSF, with support from United States (Federal Aviation Administration) and the Commercial Aviation Safety Team (CAST), will lead an international initiative focused on the Latin American and Asia Pacific States to identify and address issues surrounding the collection, analysis, protection and use of safety information.

6.8 The Meeting was informed that the assessment phase of the project has been completed through a series of focus groups in the CAR and SAM Regions that were held in Mexico City, Mexico; Panama City, Panama; Sao Paulo, Brazil; Lima, Peru; and Kingston, Jamaica; and that the knowledge gained from the focus groups will allow the developing of toolkits for the “Toolkits” and “Workshops”.

6.9 The Meeting agreed to continue supporting the project.

**Agenda Item 7                      Coordination with GREPECAS**

7.1                      The Secretariat presented WP/14, to inform the Meeting on some of the initiatives implemented by ICAO NACC and SAM Regional Offices, the CAR/SAM monitoring agency (CARSAMMA), and the CAR/SAM Planning and Implementation Regional Group (GREPECAS) Scrutiny Group (GTE) to strengthen safety of air navigation services in relation to Large Height Deviation (LHD) events in the CAR and SAM Regions.

7.2                      The Meeting was informed that the Target Level of Safety (TLS), is  $5 \times 10^{-9}$  fatal accidents per flight hour in Reduced Vertical Separation Minimum (RVSM) airspace (FL290 to FL410), and that the LHD corresponding to 2013 (GTE/14 Report refers) showed that it exceeded the Target Level of Safety (TLS):  $11.9 \times 10^{-9}$ . Therefore, the ICAO Regional Offices established a series of mitigation strategies with the support of stakeholders that resulted in a reduction of LHD events.

7.3                      The Meeting acknowledged, that, as a result of the actions taken by the States, industry and ICAO, operations in RVSM airspace in the CAR and SAM Regions are within acceptable levels of risk, as shown by the validation of LHDs corresponding to 2014 (GTE/15 Report refers), that showed that the calculated total risk in the CAR/SAM Regions is  $1.85 \times 10^{-9}$ .

7.4                      The Meeting also acknowledged the activities of the CARSAMMA and the GTE aimed at mitigating the occurrence of LHDs.

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**Agenda Item 8            ICAO Assembly - 39th Session (A39)**

8.1            The Secretariat delivered P/03, to encourage the Member States of ICAO to participate in the 39<sup>th</sup> Session of the ICAO Assembly (A39), which meets every three years and is convened by the Council to review the work of the Organization in the technical, administrative, economic, legal and technical cooperation fields.

8.2            The Secretariat informed the Meeting that Member States wishing to submit proposals for the addition of items to the A39 should do so by **18 August 2016**, and those attending may pre-register online at [www.icao.int/A39registration](http://www.icao.int/A39registration), and that A39 –WP/01 includes the Provisional Agenda which is available at: [http://www.icao.int/Meetings/a39/Documents/WP/wp\\_001\\_en.pdf](http://www.icao.int/Meetings/a39/Documents/WP/wp_001_en.pdf)

8.3            United States presented WP/07 to promote awareness of its objectives for the upcoming A39 by sharing three Working Papers attached to WP/07, to address operational trials conducted in oceanic airspace, updates to the ICAO Global Aviation Safety Plan (GASP), and development of international standards as follows:

- Standardization of Operational Trials in Oceanic Airspace: well-designed operational trials are critical to the successful implementation of new Air Traffic Management (ATM) procedures. They are used to demonstrate a practice, to acquire operational performance data, to expose participants to potential changes in operation, and to test the viability of one or more sub-systems that are critical to a new ATM procedure. Trials conducted over oceanic/high seas airspace have produced measurable gains in capacity and efficiency. However, operational trials are also associated with elevated risk and generally involve special training, software and equipment. At one time, multiple trials may be ongoing in oceanic airspace around the globe. A single aircraft can be subject to more than one trial in a single journey, but there is no ICAO guidance to govern their conduct. To ensure that primary safety considerations are addressed in the design and execution of operational trials, ICAO and States should develop guidance to standardize the planning and implementation of operational trials in oceanic airspace.

- Updating of the Global Aviation Safety Plan: United States supports the ICAO Global Aviation Safety Plan (GASP) and efforts to strengthen aviation safety through a high level policy framework for Member States and stakeholders to reference as they evolve their aviation safety organizations. Reviews to the current GASP, attempt to integrate state safety oversight systems and evolving State Safety Programme and Safety Management efforts. United States urges ICAO to maintain priority on reducing the global accident risk and to work with Member States and stakeholders to simplify future updates to the GASP, in order to provide better guidance on balancing the management of global safety priorities as States continue to improve their safety oversight. The updated GASP should be introduced during the annual Regional Aviation Safety Group (RASG) sessions in 2018 with the adoption of a revised GASP to be completed at the 40th session of the Assembly in September 2019.
- Enhancing the Implementation of International Aviation Provisions: since the inception of the International Civil Aviation Organization (ICAO) in 1947, the safe and orderly expansion of international aviation has in large part been built upon a standardized approach to the promulgation of national regulations. As directed by Article 37 of the Convention on International Civil Aviation, ICAO is empowered to develop Standards and Recommended Practices (SARPs) for the purpose of obtaining the highest practicable degree of uniformity in aviation worldwide. This is a critical function, and as the scope and complexity of the aviation system increases, the process by which these SARPs are created must be continuously scrutinized and adapted to accommodate future needs.

8.4 United States encouraged RASG-PA member States to review the attached papers to WP/07, consider supporting the actions proposed therein during the A39 discussions, share their input on the proposed content and recommendations contained in the attached papers, and share their A39 Assembly objectives.

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**Agenda Item 9            Other Safety Initiatives*****ICAO NACC No Country Left Behind (NCLB) Strategy***

9.1            The Secretariat delivered P/02 to explain the Meeting about the ICAO NACC “No Country Left Behind” (NCLB) Strategy that was initiated in February 2015. The NACC NCLB Strategy is a systemic assistance process, which focuses its activities in the Standards and Recommended Practices (SARPs) Effective Implementation (EI) and the solution of Significant Safety Concerns (SSCs), as well as in the identified deficiencies solution in other areas of the civil aviation system related to the objectives of air navigation safety, security, capacity and efficiency, and the corresponding impact on CO<sub>2</sub> emissions reduction.

9.2            The NACC NCLB Strategy focused its activities on improving the States’ critical areas through a project management process with clear objectives, goals, deadlines, and responsible entities; a systemic monitoring methodology and a timely accountability report for the States and the ICAO Council.

9.3            The Meeting was informed that, based on the NACC NCLB Strategy, the projected progress on the USOAP Effective Implementation (EI) for the NAM/CAR Regions is that by the end of 2018, no more than 2 States shall be below 80% of EI. It was explained that it is a phased approach by promoting the capacity building and implementation of the State self-operated safety oversight system.

9.4            The Meeting was informed on the CAR Region safety challenges such as: traffic growth, new air transport operators and new aircraft orders, demand for skilled aviation personnel, training capacity, attractiveness of aviation, attrition-related impact, infrastructure deficiencies, resources, and political will. In addition, the regional safety opportunities were highlighted as follows: collaboration between ICAO, States, RASG-PA, COCESNA/ACSA, CASSOS, International Organizations and industry; agreement for the implementation of NACC NCLB Strategy; transition from NCLB to RLA 09/801 - MCAAP (Multi-Regional Civil Aviation Assistance Programme), etc.

***ICAO Cabin Safety Activities***

9.5            The Secretariat delivered P/05 regarding ICAO Cabin Safety Activities. The Meeting was informed that ICAO’s cabin safety programme focuses on: regulations relating to cabin operations, Standard Operating Procedures (SOPs) and documentation, cabin crew training and qualifications, human performance, design and manufacturing, equipment and furnishings, and operational environment.

9.6 The Meeting noted that ICAO began working on a dedicated cabin safety initiative in 2012, which has resulted in a series of guidance materials and workshops aimed at assisting States and industry to meet ICAO Standards. Materials presented included guidelines on lithium battery fires, child restraint systems, use of portable electronic devices, fumes in the cabin and minimum cabin crew requirements.

9.7 The Meeting also noted that the ICAO Cabin Safety Group (ICSG) was established as part of the organizations activities. This study group is a joint industry-regulatory group composed of cabin safety experts from civil aviation authorities, airlines, aircraft manufacturers and international organizations. As part of its activities, ICAO will hold a Cabin Crew Competency-based Training and the Investigation of Cabin Safety Aspects in Accidents and Incidents, from 8 to 11 November 2016, hosted by Trinidad and Tobago.

#### ***SRVSOPs Activities for Operational Risk Mitigation in the Region***

9.8 Chile presented WP/05 on behalf of the SRVSOP, to inform the Meeting about the SRVSOPs risk mitigation activities related to supporting, dissemination and implementation of ICAO SARPs regarding:

- Airborne Collision Avoidance System (ACAS) II Version 7.1, including requirements and procedures (regulations), software update (technology) and modification of training programmes
- Aeroplane Upset Prevention and Recovery Training (UPRT), including requirements and procedures (regulations), software update (technology) and modification of training programmes

9.9 The Meeting noted the information provided and recognized SRVSOPs efforts to improve ICAO SARPs EI in the Region through timely adoption of SARPs, production of Latin American Regulations (LARs) and other material and activities to promote the implementation of ICAO initiatives.

#### ***Enhancing Support for Safety Management Implementation***

9.10 The Secretariat presented WP/09 to introduce the first amendment to Annex 19 – *Safety Management*, which was adopted by the ICAO Council on 2 March 2016, and will become effective on 11 July 2016, with an applicability date of 7 November 2019. The WP presented a summary of the changes introduced.

9.11 The Meeting was informed that ICAO is working to enhance the support for the implementation of State Safety Programmes (SSPs) and Safety Management Systems (SMSs) as follows:

- Revision to the *Safety Management Manual (SMM)* (Doc 9859)
- Update to the ICAO Safety Management website
- Update to the ICAO Safety Management Standardized Training Programme
- Update to the iSTARS SSP Gap Analysis tool and a new SMS Gap Analysis tool
- Delivery of a webinar in July 2016 to communicate ICAO's enhanced support of safety management implementation and the delivery of three regional symposia, followed by a series of regional safety management seminars, commencing early 2018
- Plans for updating and including the SSP-related protocol questions in the scope of USOAP activities have also been agreed based on the implementation support plans outlined above

9.12 The Secretariat urged States to continue the implementation of SSP and report on the progress using the SSP Gap Analysis Tool on iSTARS/SPACE and completing the USOAP Protocol Questions (PQ) self-assessments on the Online Framework (OLF); identify potential instructors for the ICAO Safety Management for Practitioners Course that meet the qualifications; and to hold a regional ICAO Safety Management for Practitioners Course in the 4th quarter of 2016.

***Update of the Global Aviation Safety Plan (GASP) and Global Aviation Safety Update***

9.13 The Secretariat presented WP/10 and delivered P/06 (Global Aviation Safety Update), regarding the latest version of the proposed draft 2017-2019 Edition of the Global Aviation Safety Plan (GASP, Doc 10004), which was approved by the Council during its 208th Session in May 2016, and will be presented for endorsement at the A39. It provides the strategic direction for the technical work programme of ICAO in the field of safety, and serves as planning and implementation guidance for the Regional Aviation Safety Groups (RASGs), Regional Safety Oversight Organizations (RSOOs), Cooperative Development of Operational Safety and Continuing Airworthiness Programme (COSCAPs), States and industry.

9.14 The Meeting was informed that in line with the established GASP update process, this document is reviewed by ICAO every three years. Therefore, the proposed 2017-2019 edition reflects changes made pursuant to the recommendations of the 38th Session of the Assembly (A38), as well as those of the Second High-level Safety Conference 2015 (HLSC 2015), and includes the newly developed Global Aviation Safety Roadmap (GASR).

9.15 The Meeting acknowledged the information provided regarding the ICAO Annual Safety Report 2016 Edition, GASP Update, Annex 19 – *Safety Management* (Amendment 1), Global Implementation Support Programmes; and the evolution in the way of conducting business by ICAO.

***Establishment and Management of the AIG Regional Cooperation Mechanism (ARCM) of South America***

9.16 The ICAO SAM Regional Office presented WP/13 in regard to the establishment of the AIG Regional Cooperation Mechanism (ARCM) of South America, as well as the progress attained in conforming this as an organism in support of aircrafts accidents and incidents investigation and the improvement of safety in the Region. The mission of the ARCM will be to provide support to States in improving AIG EI and contributing to the decrease of aviation accidents and incidents in the SAM Region.

9.17 The Meeting noted the membership, the achievements, as well as the next steps to be followed as mentioned in the WP.

9.18 The Meeting supported this regional initiative, and agreed that the ARCM could provide valuable reactive information to RASG-PA for the regional safety improvement.

***Compliance with the Declaration of Bogota***

9.19 The ICAO SAM Regional Office presented WP/17, to inform the Meeting on the performance of the SAM Region with respect to the goals agreed upon in the Declaration of Bogota for the period 2014-2016.

9.20 The Meeting took note of the information provided and recognised and supported the efforts made by the SAM Region to achieve the goals of the Declaration of Bogota.

***Progress report on the implementation and activities of the Universal Safety Oversight Audit Programme Continuous Monitoring Approach (USOAP CMA)***

9.21 The Secretariat presented WP/19, to provide the Meeting with a progress report on the implementation and activities of the Universal Safety Oversight Audit Programme Continuous Monitoring Approach (USOAP CMA) during 2015, and planned for 2016.

9.22 The Meeting was informed that ICAO will continue to monitor States' activities through the CMA online framework, prioritizing activities based on risk factors and indicators. During 2016, and while ICAO and States with EI above 60 per cent prepare for the audit of SSP-related PQs, ICAO will conduct more cost-recovery assessments of SSP implementation in volunteer States. These assessments may be in conjunction with ICAO Coordinated validation missions (ICVMs). The results of these assessments will be used to improve SSP-related PQs and their related guidance and to develop a more detailed methodology for auditing the effective implementation of SSP. In the meantime, States with EI above 60 per cent are expected to conduct self-assessment on SSP-related PQs and complete the Annex 19 compliance checklists.

9.23 The Meeting acknowledged that States must take action for the implementation of Corrective Action Plans (CAPs), reporting the progress on OLF; and completion of the self-assessments and uploading the relevant evidence on the OLF.

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### ***ICAO Regional Aviation Safety Groups (RASGs)***

9.24 The Secretariat presented IP/02 that included an update on the activities of the following RASGs: RASG-AFI: African Region, RASG-APAC: Asia and Pacific Regions, RASG-EUR: European Region, and RASG-MID: Middle East Region.

#### ***Automatic Dependent Surveillance – Broadcast (ADS-B) Out; ensuring preparedness for the 20101 equipage mandate***

9.25 United States presented IP/03 regarding ADS-B. The Meeting was informed that in 2010, the FAA published a regulatory requirement for all aircraft operating within certain airspace to be equipped with ADS-B Out technology by 1 January 2020, per Title 14 of the U.S. Code of Federal Regulations (CFR) part 91.225 and 91.227. This requirement will affect both U.S. and foreign operations. To ensure preparedness throughout the aviation community and prevent any operational disruptions, the FAA is promoting awareness to the international community, so that foreign aircraft intending to operate within the affected airspace will be sufficiently equipped with ADS-B Out technology by the time the requirements come into effect.

#### ***Integration of Unmanned Aircraft Systems***

9.26 United States presented IP/04 regarding Unmanned Aircraft Systems (UAS). The Meeting was informed that the number of UAS operating globally is likely to bypass the number of manned aircraft operations in the near future. The safety of all aircraft, manned and unmanned, as well as the safety of people and property on the ground, depends on a holistic approach to effectively integrating UAS(s) into national airspaces. United States is undertaking an incremental and multi-faceted approach toward UAS integration, which includes significant educational outreach activities. This paper informed the Meeting of the Federal Aviation Administration (FAA)'s UAS outreach efforts and provided an update on regulatory framework activities.

#### ***RASGs Organizational Guidelines***

9.27 The Secretariat presented IP/05 to inform the Meeting the ICAO Regional Aviation Safety Groups (RASGs) Organizational Guidelines document, which will serve to reinforce RASGs' role in harmonizing regional implementation of safety initiatives and will encourage the sharing of knowledge, experience and expertise, lessons learned, best practices and different approaches to harmonization.

#### ***APEX Programme for Safety***

9.28 ACI-LAC presented IP/08 regarding their Airport Excellence in Safety (APEX) Programme, designed to provide assistance for ACI members to improve their level of safety and compliance with SARPs. Through a Safety Review performed on-site, the ACI Safety Review Team will identify safety gaps, as well as, draw an action/implementation plan for the Host airport to address these vulnerabilities. ACI-LAC will also assist the Host airport throughout the implementation phase by providing support, training and access to a global network of expertise.

***Port-of-Spain Declaration level of compliance by Cuba***

9.29 Cuba presented IP/06 to inform the Meeting about their level of compliance with the targets set in the *Port-of-Spain Declaration* by December 2016. The Meeting acknowledged the level reached by Cuba that as mentioned, has allowed them to identify their weaknesses and strengths for developing the adequate strategy to be inserted in the regional and global scenario according to the GASP.

**Agenda Item 10            RASG-PA Activities Plan 2017**

10.1            The Secretariat presented WP/06 to the Meeting, showing the RASG-PA Activities Plan for the year 2017.

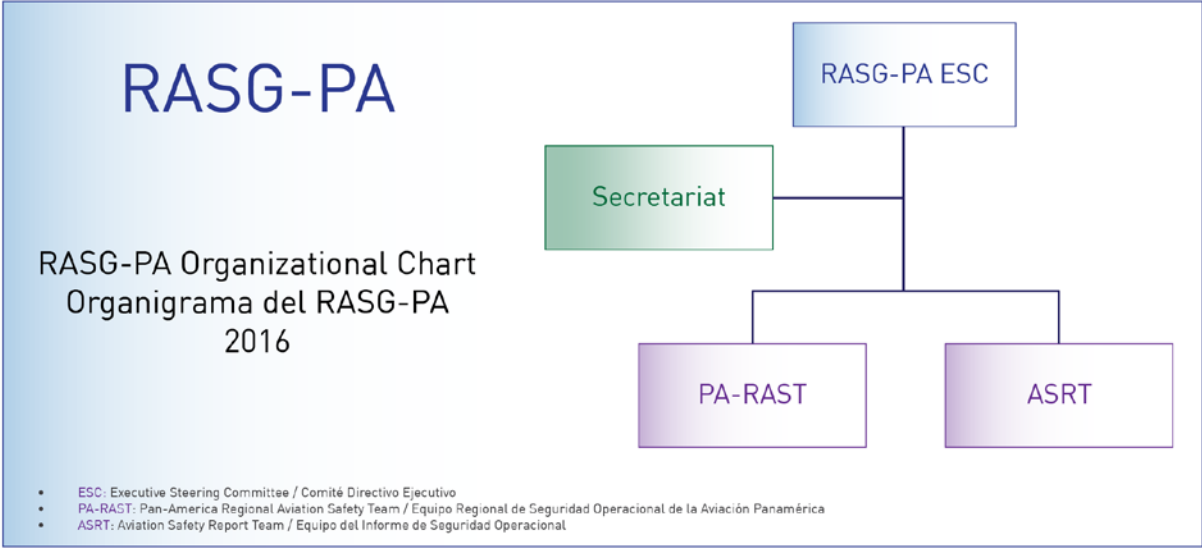
10.2            The Secretariat informed the Meeting the fact that to effectively implement and accomplish the RASG-PA initiatives and safety activities aimed at improving the regional safety and efficiency of civil aviation, RASG-PA members, should participate, provide resources and in-kind support to promote and accomplish the RASG-PA Activity Plan for 2017.

10.3            The Meeting approved the RASG-PA Activities Plan for 2017 as presented in **Appendix B** of this report.

**Agenda Item 11      Other Business**

11.1      No other business were considered by the Meeting.

**APPENDIX A**  
**RASG-PA ORGANIZATION CHART**



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**APPENDIX B**  
**RASG-PA PRELIMINARY ACTIVITIES PLAN FOR 2017**

No.	Activity/Actividad	From/ Del	To/Al	Host/Anfitrión	Location/Lugar
01	Meeting <sup>1</sup> / Reunion PA-RAST/27	22 February 22 de febrero	24 February 24 de febrero	EMBRAER	Melbourne, Florida, United States / Melbourne, Florida, Estados Unidos
02	RASG-PA/SEM/2017 <sup>2</sup>	22 March 22 de marzo	23 March 23 de marzo	EMBRAER & Nova Southeastern University	Fort Lauderdale, United States / Fort Lauderdale, Estados Unidos
03	Meeting / Reunion PA-RAST/28	16 May 16 de mayo	18 May 18 de mayo	TBD / ASD	TBD / ASD
04	ASRT/8 Meeting <sup>3</sup> / Reunión	30 May 30 de mayo	1 June 1 de junio	ICAO SAM Regional Office / Oficina Regional SAM de la OACI	Lima, Peru / Lima, Perú
05	ESC/28 Meeting <sup>4</sup> / Reunión	13 June 13 de junio	14 June 14 de junio	ICAO NACC Regional Office / Oficina Regional NACC de la OACI	Mexico City, Mexico, Ciudad de México, México
06	8 <sup>th</sup> Pan American Aviation Safety Summit / 8va Cumbre Panamericana de Seguridad Operacional de la Aviación	June / junio	June / junio	TBD / ASD	TBD / ASD
07	Meeting / Reunion PA-RAST/29	23 August 23 de agosto	25 August 25 de agosto	TBD / ASD	TBD / ASD
08	Meeting / Reunion PA-RAST/30	14 November 14 de noviembre	16 November 16 de noviembre	TBD / ASD	TBD / ASD

<sup>1</sup> Pan America — Regional Aviation Safety Team Meetings (PA-RAST) / Equipo Regional de Seguridad Operacional de la Aviación — Panamérica (PA-RAST)

<sup>2</sup> RASG-PA Aviation Safety Seminar (RASG-PA/SEM) / Seminario de Seguridad Operacional de la Aviación de RASG-PA (RASG-PA/SEM)

<sup>3</sup> Annual Safety Report Team (ASRT) Meeting (ASRT/Meeting) / Reunión del Equipo del Informe Anual de Seguridad Operacional (ASRT/ Meeting)

<sup>4</sup> RASG-PA Executive Steering Committee Meeting (ESC/) / Reunión del Comité Directivo Ejecutivo de RASG-PA (ESC/)

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<b>No.</b>	<b>Activity/Actividad</b>	<b>From/ Del</b>	<b>To/Al</b>	<b>Host/Anfitrión</b>	<b>Location/Lugar</b>
09	ESC/29 Meeting / Reunión	5 December 5 de diciembre	6 December 6 de diciembre	ICAO SAM Regional Office / Oficina Regional SAM de la OACI	Lima, Peru / Lima, Perú

— END —