

**Thirty Fourth Pan America — Regional Aviation Safety Team Meeting
(PA-RAST/34)**

Summary of Discussions

Date	13 to 14 November, 2018
Location	IATA Americas Offices, Miami, Florida, United States
Meeting opening	<p>The Meeting was attended by 24 participants from 6 States and 7 international organizations and industry. The list of participants is presented in Appendix A.</p> <p>The meeting participants were welcomed by Mr. Daniel Soares from ANAC Brazil and State Co-chair, who thanked IATA for hosting the meeting. Mr. Gabriel Acosta from IATA and Industry Co-chair, welcomed the participants.</p> <p>The Meeting was chaired by Mr. Acosta and Mr. Soares, and Mr. Fabio Salvatierra, Aerodromes and Ground Aids Regional Officer from ICAO's SAM Regional Office acted as Secretariat.</p> <p>All meeting participants introduced themselves.</p>
Discussion items	Approval of the provisional agenda
Agenda item 1:	1.1 Under WP/01, the Meeting approved the agenda and tentative work program for the PA-RAST/34 Meeting.
Agenda item 2:	Review of PA-RAST Action Items and RASG-PA Valid Conclusions/Decisions 2.1 Under WP/02 the Secretariat recalled the Meeting the Valid Decisions and Conclusions from previous PARAST Meeting. From this, follow-up 7 Decisions/Conclusions were completed and the remaining still remain valid (11). The detailed follow-up is presented in Appendix B. 2.2 The Meeting did a follow-up to the ESC Valid conclusions as presented in Appendix B to WP/02. The Meeting had taken action to include these observations into the PA-RAST work programme. 2.3 During the comments regarding this agenda item, IATA brought to the meeting's attention that the scope of PA-RAST activities was defined in a past ESC meeting held in Baltimore to include schedule and Non-schedule commercial operations above 5,700 kg MTOW only.
Agenda item 3:	Results from the ESC/31 Meeting 3.1 This agenda item included the following topics, presented by WP03 to 07: <ul style="list-style-type: none">• Project based approach / Communications Plan• Collaborative Safety Teams• AN13 Conclusions Review• RASG-PA activities regarding runway safety initiative

- 3.2 Under WP/03 and WP/04 the group acknowledge the information approved by the ESC, but argue about how this new process adds more steps to current process and there are concerns on more bureaucracy. It was commented that the intent of this effort is to incorporate a specific elements of Project Management Methodology, without creating unnecessary bureaucracy, to the extent that they are useful or necessary, will be incorporated to the PA-RAST activities. For example, before the PA-RAST begins using resources on a Detailed implementation plan development, such as drafting a guideline, it will need first ESC approval by the presentation of a Project Business Case thru a Project Charter.
- 3.3 The Meeting mentioned that on this regards, the flowchart attached on Appendix B of WP/03 could be as expanded or compressed as needed, however, some important aspects were needed to clarify. For example, the need for clarification on the points where a ESC decision is needed to move on, or what happened if the ESC rejects a project/DIP proposal. Also, it was clarified that new DIP/Projects will use the new ESC approved Project Charter format instead of the legacy DIP format. The State co-chair indicated that there is a need to cross-check that the new Project Charter format is not missing any aspect of the legacy DIP format.
- 3.4 As there are many doubts regarding this new way of working, PA-RAST Meeting agreed that there is a need to work along with Secretariat to refine the flowchart and process, as mandated by ESC31 Meeting, considering this review under the Working Plan Ad-hoc team proposed on Decision PA-RAST/34/D2 of this report.
- 3.5 Under WP/05, IATA gave a presentation on the Collaborative Safety Teams (CST) Guidance Material, that is under final review. IATA requested the PA-RAST review the document and give comments for its proposal to next ESC meeting. On this, the Meeting adopted the following conclusion:

CONCLUSION	
PA-RAST/34/C1	REQUEST REVIEW OF CST GUIDANCE MATERIAL BY PA-RAST
What: That the Secretariat review and distribute the CST guidance material prepared by IATA for comments before sending the latest proposal to ESC/32 for approval.	Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
Why: To get input from other PA-RAST members and create a better proposal for ESC.	
When: Comments and final proposal by PA-RAST35 meeting.	Status: To be started
Who: Circulation: ICAO Secretariat (Javier Puente), Feedback: PA-RAST members, Final drafting: Gabriel Acosta (IATA)	

- 3.6 Under WP/06, Secretariat presented the recommendations from the 13th ICAO Air Navigation Conference (ANC) that was held at ICAO Headquarters in Montreal 9-19 October. The paper shows specific safety-related recommendations as a result of

the work of Committee B of the conference, that discussed the following ANC agenda items:

- Agenda Item 6: Organizational safety issues
- Agenda Item 7: Operational safety risks
- Agenda Item 8: Emerging safety issues

3.7 During the discussions, it was mentioned that this ANS (air navigation services) aspects must be addressed by air navigation experts within PA-RAST, so there was a need to seek for that expertise, maybe from DECEA or NAV Canada. On this matter, it was clarified that the matters of WP/06 are not limited only to Air navigation aspects, but to all safety related aspects. There was a misunderstanding that the WP/06 only covered air navigation service provider aspects.

3.8 Due to time constraints, the Meeting acknowledge the need to review in detail all the recommendations by the ANC 13 in order to provide recommendations to ESC/32, so an Ad-hoc team was suggested to work on this matter, adopting the following Decision:

DECISION	
PA-RAST/34/D1	AD-HOC TEAM TO REVIEW ANC 13 RECOMMENDATIONS
What: That the PA-RAST conforms an Ad-hoc team including ICAO, Brazil (DECEA), Costa Rica and Canada that will commit to review PA-RAST34 WP06 in order to present comments and make recommendations to ESC/32 on this information.	Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
Why: To align RASGPA's work programme to global initiatives and recommendations.	
When: By ESC/32	Status: To be started
Who: Secretariat: Javier Puente (ICAO) Team members: Marco Lopez (Costa Rica), Davi M. De Medeiros (Brazil), Shannon Wright (TC.), and Daniel Soares (ANAC)	

3.9 Under WP/07, Secretariat presented a Project Proposal by ALACPA to maintain the currency of RASGPA's Guidance for Maintaining Runways in Accordance to ICAO Annex 14. The Meeting commented that as a project has a start and ending, it was important to define how this kind of projects are to be presented in order to ensure continuity. Also, the Meeting indicated that the Project Charter should clarify in more detail PA-RAST involvement on this project.

3.10 On this matter, the Secretariat will engage contact with ALACPA to clarify the aspects of this project and coordinate with the Ad-hoc team created under decision PA-RAST/34/D2 of this report.

Agenda item 4:

Update from MAC DIP Champion

4.1 A reference was made regarding MAC 001 and MAC 002 which relate to the BCAST (Brazil) initiatives that included translating relevant material, produced by

Eurocontrol (originally available at Skybrary), to better instruct pilots and air traffic controllers on the topic of level busts as precursors to MAC events. The relevant document links will be uploaded to the PA-RAST website as part of the website's improvement works.

- 4.2 A recommendation was made to focus first on MAC 001 and MAC 002 actions, and develop their respective DIP, while the other actions (MAC 003 to MAC 006) could be put "on hold" status, until the planning activities of the PA-RAST are concluded by the end of 2018.
- 4.3 Meanwhile, the basic set of activities of identifying hot spots for MAC events, the MAC SET will continue with the data analysis process, which is directly related with the establishment of the joint MAC-GTE-CARSAMMA working programme. This action has already mitigated many of the upper airspace hot spots initially identified, as mentioned and noted in previous meetings.
- 4.4 During discussions, it come to the attention of the Meeting the challenges regarding the use of surveys to get information. It was mentioned that as part of this DIP, IATA prepared a survey conducted for almost 12 months in order to get feedback from pilots, getting lower responses than expected (only about 100 answers). Also, there was a challenge at some organizations in which the response didn't came from the intended stakeholder (pilot vs management).
- 4.5 As part of the transition of this DIP to Project based approach, this aspect will be reviewed and incorporated as lessons learned.

PA-RAST work program planning

- 5.1 Under agenda item 5, a presentation on the PA-RAST work program planning was delivered by the State co-chair. Also, a draft document on the work program presented.
- 5.2 The proposal was focused on:
- Monitoring the results of past efforts, through metrics and its relative impact on the past and current safety trends;
 - Prospection new activities, with the evaluation of safety data, especially by means of aggregating new data sources, coordinating with other groups (such as RSOO and PIRG); and
 - Execution and deployment of DIP objectives, according to established goals (from the metrics) and target completion dates (using a project-management approach).
- 5.3 Following the proposed principle, the State co-chair proposed the creation of ad-hoc teams to review the PA-RAST work plan, with the objective of reviewing the working plan in order to better adjust the proposal. On this subject, the Meeting decided that this was the best approach, due to time constraints:

Agenda item 5:

DECISION
PA-RAST/34/D2

AD-HOC TEAM TO REVIEW PA-RAST WORKING PLAN

<p>What:</p> <p>That the PA-RAST conforms an Ad-hoc team that will commit to review the proposed working plan in order to present comments and make recommendations to PA-RAST35. Objectives are:</p> <ol style="list-style-type: none"> i. Review the PA-RAST Working Plan; ii. Integrate the Project-based methodology; iii. Present a Working Paper for PA-RAST consideration; iv. Follow the ESC approval process. 	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<p>Why: to agree on the work programme framework and milestones for the next 3 years.</p>	
<p>When: by PA-RAST35</p>	<p>Status: On going</p>
<p>Who: Sara Urdaneta (IATA); Daniel Soares (Brazil); Benoit Doussy (ATR); Gunther Erthel (Boeing); Javier Puente (ICAO).</p>	

5.4 Although the Ad-hoc group to review in detail the work programme, the Meeting considered the need to define dates for 2019 meetings. On this aspect, Trinidad representative offered their State as a host for the NACC region meeting in May. The Meeting agreed on the following tentative dates considering ESC & Plenary meetings:

- PARAST35: 20-21 Feb 2019 – Miami
- PARAST36: 14-16 May 2019 – Trinidad
- PARAST37: 20-21 August 2019 – Miami
- PARAST38: 12-14 November 2019 – SAM State to be confirmed (suggested Chile or Colombia).

Presentation aviation safety data

Agenda item 6:

6.1 Under agenda item 6, presentations of safety data from several PA-RAST stakeholders including the following:

- ASR 8th Edition
- ICAO Data (including SIMS demonstration and WP08 on MET incidents)
- IATA Data (FDX presentation)
- ASIAS Data (presented by FAA)
- BCAST Data
- NAV Canada presentation

6.2 **ASR 8th Edition:** ICAO presented a summary on the ASR 8th Edition, which was presented thru WP08 of ESC/31. During the presentation, there was a discussion on how the table on “contributing factors” prepared by IATA presented the information, for example, on how regulatory oversight was presented as a top contributing factor.

6.3 IATA (responsible for the table) explained the methodology behind its preparation, indicating that the percentage showed was related to the number of mentions of this conditions in accident reports. It was commented as an opportunity of improvement to have explanatory texts on some of the sources of information, to

avoid confusions or misinterpretations. Secretariat took note to pass this to the ASRT.

- 6.4 **ICAO Data:** Regarding ICAO SIMS, Secretariat made a quick presentation and demonstration of the tool. The Meeting acknowledged the content and asked how PA-RAST members that aren't States can have access to the tool. Secretariat took note of the request.
- 6.5 On WP/08, Secretariat presented a series of MET related events on the SAM Region, in order for the Meeting to consider the analysis of this events and the need or not to apply mitigation measures, as discussed on ESC31. The Meeting took note and indicated that the Safety Analysis Ad-hoc Team should analyze this report.
- 6.6 **IATA Data:** IATA gave a general presentation and demonstration on GADM data. It was indicated that sources of information are from accident reports, along with FOQA data and pilot reports.
- 6.7 **ASIAS Data:** FAA gave a general presentation on ASIAS data, including slides specifically related to PA Region. Several general discussions on technical aspects such as overbanks and how ASIAS presented the information were made.
- 6.8 Overall stall warnings were indicated to have a decreasing trend.
- 6.9 Overall unstable approach rates have decreasing trend.
- 6.10 On TAWS alerts, shows a decreasing trend, however, not a lot of data on TAWS alerts in the PA region. A "heatmap" on the hot spots detected was showed.
- 6.11 On TCAS events, a hotspot map was also showed. Events on en-route should be prioritize to be eliminated first. It was mentioned the convenience to show older events with newer ones, so that it is possible to compare how events such as hurricane season affects the reports.
- 6.12 There was a discussion on criteria about defining what or how many events should be considered as a "hot spot".
- 6.13 Also, a discussion on emerging trends, including misconfiguration, go arounds and landing on wrong surface, was made. Although not included on the classical "safety priorities", this areas of interest should be on the agenda of the Safety Analysis Ad-hoc Team, along with other areas such as MET related events.
- 6.14 **NAV Canada Presentation:** under agenda item 6, NAV Canada presented the results of their safety analysis. All reports coming from Air Traffic Controllers.
- 6.15 The trend of incidents is going down, even after reporting is going up. For example, IFR to IFR losses of separation per million IFR flight hours has decreased about 27% since 2004. However, other areas of interest like runway incursions and runway excursions have different trends, making it an ongoing challenge.
- 6.16 NAV Canada showed how their safety management is integrated on their Enterprise Risk Management (Safety & Enterprise risks).

- 6.17 Other interesting topics such as fatigue, similar sounding idents on clearance meant for another aircraft, NOTAMS issue (large number of NOTAMS), cybersecurity issues, respond to degraded state, were presented as aspects of interest and assessed by the organization.
- 6.18 On future activities: Implement FY2019 Safety Plan, establish Safety Risk Register and conduct safety assessment updates.
- 6.19 BCAST Presentation:
- 6.20 After all the presentations were made, ICAO mentioned the need to identify partners to participate on a Safety Analysis Ad-hoc Team, that as part of PA-RAST will review all the current and new data sources (to be delivered by States by 31 January 2019) in order to:
- Identify risks in the Pan-American region, based on data analysis
 - Data evaluation strategy (*accidents, incidents, precursors, specifics, reports, etc.*)
 - Identify data sharing process improvements (*to be completed in the Working Plan*)
 -
- 6.21 Following the need to create this group, the Meeting agreed that there is a need to not only work on the new sources of data, but also work on review the past work of PA-RAST and assessed their products in order to do reverse engineering to better support future work:

DECISION	
PA-RAST/34/D3	SAFETY ANALYSIS AD-HOC TEAM CREATION
<p>What:</p> <p>That the PA-RAST conforms an Ad-hoc team including safety data analysts from ICAO, IATA, Boeing, Chile CAA, Costa Rica CAA, BCAST, FAA, TCCA and IFALPA that will commit to review the new sources of information by States and Organizations, so that by PA-RAST35 the meeting will be able to review some preliminary results in order to report them to ESC/32. Key objectives are:</p> <p>i. Identify risks in the Pan-American region, based on data analysis;</p> <p>ii. Data evaluation strategy (<i>accidents, incidents, precursors, specifics, reports, etc.</i>);</p> <p>iii. Identify data sharing process improvements (<i>to be completed in the Working Plan</i>).</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<p>Why: to fill PA-RAST purpose of data analysis in order to prioritize regional safety enhancement initiatives and detailed implementation plans following approved ESC project based approach.</p>	
<p>When: by PA-RAST35</p>	<p>Status: On going</p>
<p>Who: Gunter Ertel (Boeing), Marco Lopez (Costa Rica), Winston Sanmartin (Chile), Gabriel Acosta (IATA), Floyd Abang (IATA), Paulo Razaboni, Charlene Aieta & Davi Medeiros (BCAST), Logan Jones (Airbus), Crystal Ferguson (FAA), Shannon Wright (TCCA), Diana Martinez (IFALPA).</p>	

Agenda item 7:

DECISION	
PA-RAST/34/D4	PAST WORK EVALUATION AD-HOC TEAM CREATION
<p>What:</p> <p>That the PA-RAST conforms an Ad-hoc team to do the following tasks by the next PA-RAST:</p> <ul style="list-style-type: none"> • Compile a list of all PA-RAST / RASG-PA past products; • Define parameters that relate each “product” with “precursors” of safety areas; • Evaluate possible positive contributions of each “product”; • Compile results in a Working Paper / Presentation (for the Plenary Meeting); • Share results with the ASRT. 	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<p>Why: to review the past work from PA-RAST and document all the results, outcomes and lessons learned.</p>	
<p>When: by PA-RAST35</p>	<p>Status: On going</p>
<p>Who: Daniel Soares (Brazil); Gabriel Acosta (IATA); Logan Jones (Airbus); Shannon Wright (Canada).</p>	

Other business

7.1 No other business were discussed.

APPENDIX B
FOLLOW-UP TO VALID ACTION ITEMS FROM PREVIOUS PA-RAST MEETINGS

Reference	Action/deliverable	Follow-up action by PA-RAST/34 Meeting	Status
PA-RAST/20/A1	Loss of Control - In flight (LOC-I) workshops have been placed on hold due to pending coordination of dates with States and operators	<p>These workshop on LOC-I is included in the RE workshop that will be conducted during the ALTA Summit in June 13th, 2018</p> <p>In the invitation to the ALTA Safety Summit, such workshop has been mentioned to States and stakeholders.</p> <p>Workshop conducted.</p>	Completed
PA-RAST-30/4	Evaluation of Flight Safety Foundation Go-Around Decision Making and Execution Project	Ongoing by FSF	Valid
PA-RAST-26 (paragraph 8.3, no action item in report)	Incorporate AC90-48D (Pilot's Role in Collision Avoidance) contents into the flight crew training programmes. Launch a dedicated survey regarding the guidance material awareness among pilots.	<p>Survey launched by IATA in January 2018.</p> <p>Results of existing survey were presented in Agenda Item 6. Improvements to survey were identified and the survey will be reassessed and conducted by PARAST/34 Meeting</p>	Valid
PA-RAST/31/01	<p>GLOBAL AVIATION SAFETY PLAN (GASP) COMPLIANCE BY PA-RAST</p> <p>IATA will review by the RASG-PA ESC/31 meeting, the GASP Safety Performance Indicators (SPIs) and will propose a GASP-related response of RASG-PA data-driven analysis and the GASP SPIs.</p>	<p>Safety Performance Targets to be reviewed by RASG-PA Members lead by ICAO: ESC/31 Meeting</p> <p>Action taken under PARAST Workprogramme</p>	Completed
PA-RAST 31/03	<p>PA-RAST DATA ANALYSIS</p> <p>That, in order to improve the data analysis presentation and seek to identify potential causes of safety matters, by PA-RAST/33 the PA-RAST will:</p>	Flight Levels were included in data presented to PARAST/32 Meeting, however a standard format for FDX and ASIAs data shall still to be implemented	valid

	<ul style="list-style-type: none"> • segregate hot-spot data per flight level • work by data source providers in order to fusioning pilot reports • seek to conduct tracking of the impact of mitigation actions to present the status of hot spots following a specific mitigation as in the case of Brazil and Cuba. 	<p>as well as the other data analysis improvements requested</p> <p>This will be shown for PARAST/34 Meeting</p>	
PA-RAST 31/04	<p>GENERAL AVIATION ACCIDENTS SAFETY ENHANCEMENT INITIATIVE</p> <p>Considering the high accident rate observed in general aviation (aviation sector of aircraft with less than 2500 Kg MTOW), the PA-RAST will analyze the potential general aviation accidents as a Safety Enhancement Initiative (SEI) by the PA-RAST/32 Meeting.</p>	<p>Ongoing review to define scope and resources needed- expected for PARAST/34 Meeting</p> <p>The ESC/30 Meeting concluded that the PA-RAST shall advise the ESC on the possibilities to address this matter, where additional work could be applied and where not. Probably a different group should handle this type of operations; also the PA-RAST was advised to include in this evaluation the GASP and ICAO mandate to make sure RASG-PA is within its mandate.</p> <p>Included in PARAST workprogramme proposal for ESC</p>	Completed
PARAST 31/05	<p>SAFETY ENHANCE INITIATIVE - DETAILED IMPLEMENTATION PLAN (DIP)</p> <p>That, in order to ensure the proper and accurate information to be loaded into the RASG-PA website, Brazil, IATA, and ICAO will review and collect all necessary DIP information to update the RASG-PA webpage by the PA-RAST/32 meeting.</p>	<p>Ongoing- expected for PARAST/34 Meeting</p> <p>Information being collected for new RASG-PA Website</p>	Valid
PARAST 31/06	<p>DIP PRESENTATION TO ESC AND OTHER DC MEETINGS</p> <p>To follow the ESC mandate in order to clearly present the PA-RAST DIPs progress and deliverables, the PA-RAST shall prepare information packages on the accomplishments of PA-RAST DIPs for States' awareness, as well as for the Directors of Civil Aviation Meetings and Safety Directors Meetings, starting with the RASG-PA/ESC/30, the</p>	<p>Ongoing. PARAST will prepare this action for States as for ex. NACC Directors Meeting</p> <p>For the NACC/DCA/8 Meeting no information was presented</p>	Completed

	NACC/DCA, and SAM/DCA meetings through a working paper for each meeting.	Action included in PARAST Workprogramme/ ToR	
PA-RAST 31/07	<p>MAC AND GTE JOINT ANALYSIS</p> <p>That, in order to optimize the joint work by GREPECAS GTE and the RASG-PA MAC DIP, both groups work to:</p> <p>a). carry out a teleconference on 22 March 2018 to identify the data that could be exchanged between both teams (CARSAMMA/ GTE – PA-RAST);</p> <p>b). identify areas of joint work that could be addressed between both teams;</p> <p>c). prepare a working paper to be presented at the GREPECAS/18 meeting regarding the work that will be carried out by both groups (CARSAMMA/GTE –PA-RAST); and</p> <p>d). prepare a paper for the ESC identity meeting to present the work that will be carried out by both teams (CARSAMMA/ GTE -PARAST)</p>	Task included in PARAST Workprogramme	Completed
PARAST 31/09	<p>RASG-PA WEBSITE IMPROVEMENTS</p> <p>In order to improve the content and facilitate the use of the website for communicating RASG-PA deliverables so that it can be used by all RASG-PA members, ICAO in coordination with IATA, will implement the improvements identified under 9.1 item b) by RASG-PA ESC/31 meeting.</p>	Ongoing- Prototype developed and shall be completed for ESC/31 Meeting	Valid
DECISION PARAST/32/1	<p>Support Safety awareness activities – UK Safety Partners</p> <p>That, in order to support the awareness of safety activities in the Region and considering the activities being carried out by UK Safety Partners, the PARAST support, as possible, the activities on this respect proposed by UK Safety Partnership like the intended Caribbean Safety workshop for 2018.</p>	Actions to support this decision were taken in PARAST/32 Meeting	superseded
DECISION PARAST/32/2	Lack of accurate Obstacle chart information in AIP	Action taken and conducted in ANS Implementation Groups	completed

	<p>Considering the lack of accurate information in some AIPs regarding obstacle charts. Which represents a Safety risk to aircraft operations, that IATA presents a working paper to the ANS Implementation groups of the CAR/SAM Region to review and identify the updates to be done by the States.</p>		
<p>DECISION PARAST/32/3</p>	<p>PARAST workprogramme</p> <p>That, considering the completion of the current worprogramme of the PA-RAST, the PA-RAST:</p> <ol style="list-style-type: none"> a) schedule a dedicated work session/ meeting for the development of the new workprogramme of the group; b) consider in this development the new GASP, the current safety trends and Safety analysis results; c) invite all necessary stake holders and ICAO for collecting their inputs for this development; and d) conduct this session to present the new work programme for approval by the next RASG-PA ESC. 	<p>New PARAST workprogramme reflects all these requirements</p>	<p>Completed</p>
<p>Decision PA-RAST 33/1</p>	<p>MAC DIP Project description</p> <p>That in order to incorporate the MAC activities in the new PA-RAST Work Programme and to track/follow-up the remaining activities and deliverables of the MAC DIP Group, the MAC DIP Group presents to the PARAST by 30 August, their detailed Project description/ tasks, including responsible, timelines, and deliverables</p>		<p>Valid</p>
<p>Decision PA-RAST 33/2</p>	<p>ASRT- PARAST Interaction</p> <p>That, in order to better understand and optimize the work between the ASRT and the PARAST Groups and the necessary inputs/outputs to optimize their interaction, the PARAST and the ASRT groups to coordinate and develop by 30 September, a flowchart of the process/ inputs/ outputs/ times of this interaction</p>	<p>To be coordinated by the Secretariat and presented to ESC32</p>	<p>Valid</p>
<p>Decision PA-RAST 33/3</p>	<p>SSP Safety Data for PA-RAST Analysis</p> <p>That, in order to promote SMS/SSP implementation in the Region and to enrich data collection, analysis and use for effective and data-driven</p>		<p>Valid</p>

	<p>decision-making, the ESC approve a Working Group within the PA-RAST with a clear mandate to:</p> <ul style="list-style-type: none"> a) identify best means for appropriate safety information sharing and exchange among States and industry in the Region; b) foster States active participation in PA-RAST meetings and activities; and c) identify best means to support SMS/SSP implementation in the Region. 		
Decision PA-RAST 33/4	<p>New RASG-PA Website Implementation That, in order to receive feedback and complete the development of the new RASG-PA website, the PA-RAST and ESC Members to review the Website upgrade and provide comments of improvements to the PARAST Secretariat.</p>	Presented to the ESC/31	Completed
Decision PA-RAST 33/5	<p>PA-RAST Work program That, in order to complete the PA-RAST work programme initially structured during the PARAST/33 Meeting, the PA-RAST:</p> <ul style="list-style-type: none"> a) approves the initial work programme framework presented in Appendix C; b) conduct all the necessary teleconferences for completing the necessary details of this work programme; an c) present to ESC/31 Meeting the completed PA-RAST work programme for approval by RASG-PA members. 	Superseded by PA-RAST34/D2	Superseded
DECISION PA-RAST/34/D1	<p>That the PA-RAST conforms an Ad-hoc team including ICAO, Brazil (DECEA), Costa Rica and Canada that will commit to review PA-RAST34 WP06 in order to present comments and make recommendations to ESC/32 on this information.</p>	AD-HOC Team conformed by Secretariat on Feb 1, 2018.	Valid – Pending results on the AD-HOC Group
DECISION PA-RAST/34/D2	<p>That the PA-RAST conforms an Ad-hoc team that will commit to review the proposed working plan in order to present comments and make recommendations to PA-RAST35. Objectives are:</p> <ul style="list-style-type: none"> i. Review the PA-RAST Working Plan; ii. Integrate the Project-based methodology; iii. Present a Working Paper for PA-RAST consideration; iv. Follow the ESC approval process. 	AD-HOC Team conformed by Secretariat on Feb 1, 2018.	Valid – Pending results on the AD-HOC Group

<p>DECISION PA-RAST/34/D3</p>	<p>That the PA-RAST conforms an Ad-hoc team including safety data analysts from ICAO, IATA, Boeing, Chile CAA, Costa Rica CAA, BCAST, FAA, TCCA and IFALPA that will commit to review the new sources of information by States and Organizations, so that by PA-RAST35 the meeting will be able to review some preliminary results in order to report them to ESC/32. Key objectives are: i. Identify risks in the Pan-American region, based on data analysis; ii. Data evaluation strategy (accidents, incidents, precursors, specifics, reports, etc.); iii. Identify data sharing process improvements (to be completed in the Working Plan).</p>	<p>AD-HOC Team conformed by Secretariat on Feb 1, 2018.</p>	<p>Valid – Pending results on the AD-HOC Group</p>
<p>DECISION PA-RAST/34/D4</p>	<p>That the PA-RAST conforms an Ad-hoc team to do the following tasks by the next PA-RAST: • Compile a list of all PA-RAST / RASG-PA past products; • Define parameters that relate each “product” with “precursors” of safety areas; • Evaluate possible positive contributions of each “product”; • Compile results in a Working Paper / Presentation (for the Plenary Meeting); • Share results with the ASRT.</p>	<p>AD-HOC Team conformed by Secretariat on Feb 1, 2018.</p>	<p>Valid – Pending results on the AD-HOC Group</p>
<p>CONCLUSION PA-RAST/34/C1</p>	<p>That the Secretariat review and distribute the CST guidance material prepared by IATA for comments before sending the latest proposal to ESC/32 for approval.</p>	<p>To be discussed by PA-RAST35</p>	<p>Valid</p>



**Thirty Fourth Pan America — Regional Aviation Safety Team Meeting
(PA-RAST/34)**

Miami, United States – 13 to 14 November 2018

List of participants

BOLIVIA

1. José Roberto Torrico
2. Edgar Chávez

BRAZIL

3. Daniel Soares
4. Charlene Roberta Da Silva Moreira Nieta
5. Davi Monteiro De Medeiros

CANADA

6. Shannon Wright

COSTA RICA

7. Marco López Zeledón

TRINIDAD AND TOBAGO

8. Kingsley Herreira
9. Raj K. Narwani

UNITED STATES

10. Crystal Ferguson
11. Kimberly Fowler
12. Alex Rodriguez

AIRBUS

13. David Swegers

ALTA

14. Fabricio Duarte

EMBRAER

15. Paulo M. Razaboni

IATA

16. Gabriel Acosta

17. Floyd Abang

NAV CANADA

18. Heather Henderson

ICAO

19. Fabio Salvatierra

IFALPA

20. Diana Martinez
