

**Thirty First Regional Aviation Safety Team – Pan America
Executive Steering Committee Meeting (RASG-PA ESC/32)**

Summary of Discussions

Date	19 to 20 March 2019
Location	ICAO Regional Office, Mexico City, Mexico
Meeting Opening	<p>The Meeting was attended by 21 participants from 7 States and 8 International Organizations and industry. (Appendix A refers).</p> <p>Mr. Ricardo G. Delgado, Officer in Charge of the NACC Regional Office, on behalf of Mr. Melvin Cintron, Regional Director of the NACC Regional Office, welcomed the participants to the meeting. Mr. Fabio Rabbani, Regional Director of the SAM Regional Office also addressed the meeting and recalled the need for greater involvement from States in the activities of the RASG-PA. It also expressed the importance of continuing the transition into the project based activities, and offered the support from the Secretariat as Project Management Office (PMO) for the RASG-PA projects.</p> <p>Mr. Francis Regis on behalf of th Co-Chairperson representing States, and Mr. Carlos Cirilo, RASG-PA/ESC Co-Chairperson representing States/Territories and International organizations/industry chaired the meeting.</p> <p>Mr. Cirilo mentioned that the RASG-PA is a very successful group with regard to data analysis process, but that the whole spectrum of the Global Aviation Safety Plan (GASP) is not being adequately addressed, and that some changes may be needed.</p> <p>Mr. Rabbani served as Secretary of the Meeting and was assisted by Messrs. Oscar Quesada, Deputy Regional Director of the SAM Regional Office, Mr. Javier Puente and Mr. Eric Picaud, Safety Implementation Regional Officers of the SAM and NACC Regional Offices respectively, and Mr. Marcelo Orellana, Flight Safety Regional Officer of the NACC Regional Office.</p>
Discussion Items	<p>Approval of the Provisional Agenda</p> <p>Under WP/01 the Meeting approved the agenda and tentative work programme for the ESC Meeting.</p>
Agenda Item 1:	<p>Review of PA-RAST Action Items and RASG-PA Valid Conclusions/Decisions (WP/02)</p> <p>1.1 Under WP/02, the Meeting reviewed the valid Conclusions and Decisions from previous RASG-PA ESC meetings, and mentioned that there is a need to address conclusions and decisions from previous meetings that remain valid for a long period.</p> <p>1.2 The need to reactivate periodic ESC teleconferences was considered as a key means to timely identify activities that are lagging behind schedule, and to coordinate activities in preparation for face-to-face meetings. A new teleconference was scheduled for 3 May 2019.</p> <p>1.3 It was mentioned that a project-based approach will prevent conclusions and decisions to remain valid beyond their original deadline.</p>

1.4 It was also brought into attention the need for States to become more involved in the different projects and activities of the RASG-PA. Secretariat will follow-up on each past conclusion and decision, and report actions taken to address unsolved issues by the next ESC teleconference.

1.5 **Appendix B** to this report shows the details of these conclusions/ decisions.

Agenda Item 2:

Items related to RASG-PA internal operation

Opportunities for improvement of the RASG-PA processes – follow-up (WP/03)

2.1 Under WP/03 the Secretariat presented a proposal that would allow a leaner operations of the RASG-PA and unload some administrative tasks from the Secretariat. It was agreed that some aspects related to the face-to-face meetings of the group needed to be approached on a more effective way, and that Project Based Approach (PBA) can help reduce bureaucracy and administrative load significantly.

2.2 The scope of the propose includes the following aspects:

- PA-RAST meetings to use scheduled meetings to work on its projects and activities
- The Secretariat will provide all required support and coordination such as invitations, creation of shared folders within the RASG-PA in the ICAO secure portal, publication of summaries and reports, etc.
- The Secretariat will not necessarily participate in PA-RAST meetings, but will provide technical, and administrative support as needed.
- Templates will be provided so that the PA-RAST can prepare a summary of discussions, and send them to the Secretariat for follow-up and record keeping.

2.3 The Secretariat acting as **Project Management Office (PMO)** for all RASG-PA projects will monitor project status and progress, provide support as needed, and periodically report to the ESC through virtual and face-to-face meetings.

2.4 The Meeting supported the initiative but agreed on the fact that PBA may not be applicable to all of the group’s activities. In this regard, there is a need to differentiate projects from core processes. The Secretariat will prepare a basic framework for the PMO and a list identifying core RASG-PA processes.

DECISION		Project Management Office (PMO) functions	
RASG-PA ESC/32/D1			
What:	The Secretariat of the RASG-PA assumes PMO functions as related to the RASG-PA applicable activities, to support project teams with technical and administrative support, as needed.	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/Tech.
Why:	To provide greater efficiency on the use of the resources.		
When:	From ESC/32	Status:	Valid
Who:	<input type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> Other <input checked="" type="checkbox"/> ICAO SAM Office (Secretariat)	Javier Puente	

DECISION RASG-PA ESC/32/D2		APPROVAL FOR THE IMPLEMENTATION OF PROJECT MANAGEMENT APPROACH	
What: The Secretariat will develop a framework for the Project Management Office (PMO) and Project Based Approach (PBA) to identify RASG-PA core-activities.		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/Tech.	
Why: To provide greater efficiency on the use of the resources.			
When: To be presented at ESC/TC01		Status: Valid	
Who: <input type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> Other <input checked="" type="checkbox"/> ICAO SAM Office (Secretariat)		Javier Puente	

RASG-PA Strategic Plan Follow-up

2.5 CANSO presented the updated version of the RASG-PA strategic plan that is now aligned with the GASP 2020-2022 goals. After some editorial considerations the Meeting adopted the following conclusion:

CONCLUSION RASG-PA ESC/32/C1		RASG-PA STRATEGIC PLAN APPROVAL	
What: That the Secretariat circulate the RASG-PA strategic plan for comments, and have an agreed version ready by the ESC teleconference of 5 May 2019 for ESC approval.		Expected impact: <input checked="" type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Tech.	
Why: To complete de approval process of the Strategic Plan			
When: 5 May 2019		Status: Valid	
Who: ICAO Secretariat		Javier Puente	

Creating a new working group/team under the RASG-PA

2.6 A working paper was presented by Brazil and IATA related to the PA-RAST diverting its activities from those not directly related to safety analysis and mitigation. The creation of a new team is considered in the working paper.

2.7 The idea of the proposal is to allow the PA-RAST to focus in its core functions and let the new team address other activities, including those related with the GASP that are not being addressed by the RASG-PA. The Meeting agreed that PA-RAST should focus on safety analysis and mitigation plans, but that it is also important not to add bureaucracy or increment administrative load on the Secretariat and the RASG-PA overall.

2.8 It was mentioned that most of the activities not related to the PA-RAST, are expected to be handled by the ICAO NACC and SAM Regional Offices, and these activities should be reported to ESC.

2.9 After exchange of opinions, the Meeting agreed on the creation of an Ad hoc Group to further analyse the proposal, perform a gap analysis regarding the RASG mandate and what is actually being done, and which RASG-PA activities do not correspond to the PA-RAST or ASRT, and to provide recommendations on how to address this issue, taking into considerations not only the contents of the working paper, but also the concerns such as added workload on the Secretariat, added bureaucracy to the processes, same people doing different things.

2.10 Canada, Brazil, Costa Rica, Panama, Peru, Trinidad and Tobago, United States, COCESNA, CANSO and IATA, volunteered to be part of the group.

CONCLUSION RASG-PA ESC/32/C2		ANALYSIS OF RASG-PA SCOPE OF ACTIVITIES	
What: That, the Ad hoc Group analyse and discuss ESC/32 WP/20 and provide recommendations to the ESC by 3 May 2019.		Expected impact: <input checked="" type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Tech.	
Why: To determine the best way for RASG-PA to address its responsibilities in relation to the GASP and the RASG TORs.			
When: By 3 May 2019		Status: Valid	
Who: United States		Carl Johnson, United States	

Agenda Item 3:

Safety management process within RASG-PA

a) RASG-PA Team reports

PA-RAST Report

3.1 PA-RAST Chairpersons provided a detailed report on the work carried by the team in the last 4 meetings. Such work was divided into ESC Projects, PA-RAST management, and safety analysis/workplan. One key aspect of the report was the transition into PBA methodology. A total of 15 potential projects were presented to the Meeting.

DECISION RASG-PA ESC/32/D4		PA-RAST PROJECT CHARTERS	
What: That the PA-RAST present its project charters to the ESC for evaluation before RASG-PA plenary meeting.		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/Tech.	
Why: To define the PA-RAST work program			
When: Before RASG-PA Plenary meeting		Status: Valid	
Who: PA-RAST		Gabriel Acosta (IATA) and Daniel Soares (Brazil)	

ASRT Report

3.2 The 8th Edition of the Annual Safety Report was presented to the Meeting. The Secretariat presented feedback received by the Annual Safety Report Team (ASRT) regarding the need for additional safety data sources, and human resources to support the ASRT’s activities. A mention was also made regarding opportunities to include more information on the report, however, additional work will be subject to resources availability.

DECISION		ANUAL SAFETY REPORT TEAM MEMBERSHIP	
RASG-PA ESC/32/C3			
What: That ICAO NACC and SAM Offices circulate a State Letter inviting member States to support the ASRT with technical experts qualified in safety analysis by 5 May 2019.		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/Tech.	
Why:		To support ASRT activities, and to widen the scope of the report.	
When:	Before 5 May 2019	Status:	Valid
Who:	ICAO SAM Office (Secretariat)	Javier Puento	
	ICAO NACC Office	Eric Picaud	

b) Risk mitigations actions/activities

NACC/ State Safety Programme (SSP) Implementation Strategy Update (WP/11)

3.3 The ICAO NACC Regional Office presented an update on the progress of its State Safety Programme (SSP) Implementation Strategy. A briefing was provided regarding completed activities, those that are in progress and next steps.

3.4 The unveil of the NACC SSP website was announced, which will soon be made publicly available for exchange of best practices and as such support the SSP regional implementation for the NAM/CAR/SAM Regions.

RASG-PA/GREPECAS Air Traffic Controllers language proficiency (WP/12)

3.5 A brief update was provided regarding the Cooperation Programme between the ICAO SAM Regional Office and IFATCA for the qualification of language proficiency instructors in Colombia, which is expected to start in April 2019. It was mentioned that there are no current or planned projects in GREPECAS regarding this topic; therefore, there is no duplication of efforts or conflicts. GREPECAS will be kept posted on the progress of the programme.

3.6 United States reiterated the availability of funds to organize a language proficiency workshop in Panama. The ICAO NACC and SAM Regional Offices will further coordinate with United States and Panama.

SIMS Ramp Inspection Project (WP/13)

3.7 The Secretariat presented the ICAO Safety Information Monitoring System (SIMS) Ramp Inspection data exchange programme. It was mentioned that IASDEX,

SAFA and IDISR, three of the largest foreign ramp inspection data exchange programmes, are already taking part of SIMS.

3.8 Given the fact that the RASG-PA’s activities are data driven, and that 11 SAM States and 1 NACC State are already part of the referred exchange, it would be very beneficial for the group and the region, if all RASG-PA States would take part of this exchange scheme. Details were provided regarding multiple benefits of the use of this platform, as well support availability for the States regarding access privileges, as well as data upload and download. Also, views were exchanged of how to effectively use the information generated by this platform and incorporate it to the SSP processes.

CONCLUSION RASG-PA ESC/32/C4		PARTICIPATION IN THE ICAO SIMS RAMP INSPECTION DATA EXCHANGE PROGRAMME	
What: That the ICAO NACC and SAM Regional Offices present a WP for the upcoming meeting of the Caribbean Aviation Security and Safety Oversight System (CASSOS) and also invite COCESNA’s Agencia Centroamericana de Seguridad Aerea (ACSA) as well as Canada, to join the ICAO’s SIMS RAMP inspection data exchange.		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/Tech.	
Why: To generate regional and State safety data for safety intelligence			
When: To report on ESC/34		Status: Valid	
Who: ICAO SAM Office (Secretariat)		Javier Puento	
Who: ICAO NACC Office		Eric Picaud	

Caribbean and Central American RAIO development/deployment (WP/15)

3.9 The Secretariat provided a summary on the status of the Central American Regional Aviation Accident Investigation Group (GRIAA) and Caribbean (CASSOS/RAIO-C) RAIO projects, as well as on Accident Investigation (AIG) initiatives undertaken over the last six months. The establishment of the Caribbean RAIO-C under CASSOS is in its initial phase. The establishment of GRIAA as a coordinated mechanism within Central America is more mature and well underway. Both RAIOs recognize the benefits of establishing, ultimately and in due time, a permanent dedicated independent regional investigation organization.

3.10 In response to comments on regional AIG challenges, particularly in the Caribbean (e.g. lack of AIG resources, budget, etc.), the Secretariat highlighted the need to also consider the active, complementary and essential role of Investigation Authorities in relation to States and Regional Safety management systems (SMS)/SSP programmes, in identifying hazards during investigations of not only accidents, but also incidents or potential safety issues, in order for these identified hazards to be effectively addressed as an integral part of SMS/SSP safety/risk management activities.

3.11 The Meeting agreed with the actions suggested by WP/15, encouraging Civil Aviation Authorities to continue their efforts to establish a sustainable, properly resourced and staffed independent Investigation Authorities and RAIOs that are able to effectively respond and conduct safety investigations in a competent, independent and objective manner; and to urge States to actively participate in AIG and safety-related regional activities.

3.12 United States reminded about the availability of funds to support AIG initiatives in Central America, specially for capacity development activities.

Caribbean Aviation Safety Enhancement Workshop (WP/16)

3.13 A Caribbean and United Kingdom State Safety Partnership Workshop was held from 5 to 6 December 2018 in Antigua, with the objective to work in partnership and cooperation with the Caribbean to enhance operation safety.

3.14 United Kingdom CAA expressed its willingness to support collaborative events in 2019 on the following subjects:

- Safety systems
- Operations (airport, runway incursions excursions Area navigation (RNAV) approaches)
- Ground safety (ground handling, aircraft).
- SMS vourses
- Wild life hazard management
- Air Traffic Management (ATM)

ACSA's participation in ICAO Global Aviation Safety Oversight System (GASOS) initiative (WP/17)

3.15 COCESNA's ACSA presented a briefing on the ICAO's GASOS and details on the audit performed to ACSA under the GASOS concept. It was mentioned that the GASOS' initiative is to be considered for approval by the 40th Session of the ICAO Assembly in September 2019. ACSA also mentioned that COCESNA is member of the GASOS Study Group, and the legal commission supporting the analysis of legal implications of the proposed system.

Tuning Visual Flight Rules (VFR) approaches into Performance-Based Navigation (PBN)

3.16 ATR and the Secretariat briefed the Meeting regarding the status of the "Tuning VFR approaches into PBN" Project. This pilot initiative is aimed to develop a non-precision RNAV approach procedure for an existing VFR only runway in the region, in order demonstrate safety and connectivity benefits. The importance of this project relates to the "regional operators" that account for 25% of all commercial operations.

3.17 Some important factors were discussed such as minimum required infraestrutre criteria for selecting an airport, and data availability on that type of operations. It was also recognized that most of the resources needed for the implementation of the project can be provided by the States and Organizations in the form of procedure design, flight simulators, and financial support.

3.18 The Meeting recognized the project as a good initiative. Brazil, United States and CANSO expressed their interest in being involved in the project, and the possibility of contributing with resources.

3.19 Finally, the Meeting agreed that this project represents a great opportunity to test the interfaces among RASG-PA and GREPECAS.

Agenda Item 5:

4.1 The Secretariat presented the draft agenda for the RASG-PA Plenary Meeting for consideration. It was mentioned that the structure of the agenda may be affected by the reporting structure and terms of reference, functions, and participation of the Regional Aviation Safety Groups (RASGs) being considered by ICAO’s Air Navigation Commission. Contents of the agenda may also be affected by the conclusions of the Ad hoc Group created to analyze and discuss WP/20.

DECISION		RASG-PA PLENARY AGENDA	
RASG-PA ESC/32/C4			
What:		Expected impact:	
The Secretariat will consider the proposed reporting structure for RASGs in the draft agenda for the RASG-PA Plenary Meeting, and circulate it to the ESC for comments.		<input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Tech.	
Why:		To define the RASG-PA Plenary Meeting structure and organization.	
When:	Before 5 May 2019	Status:	Valid
Who:	ICAO SAM Office (Secretariat)	Javier Puente	

Other business

5.1 The Secretariat informed that a report on the financial status of the RASG-PA is available at the meeting’s website for consultation. The Secretariat also announced that it wants to focus more resource allocation into projects.

5.2 The Secretariat suggested that in order to support effective implementation of the Deep Implementation Plans (DIPs) that are produced by the PA-RAST, an implementation partner (State or service provider, as applicable) should be identified during the development of the DIP that commits to implement the DIP once available and to provide feedback to the PA-RAST. Implementation evidence will help the RASG-PA to better promote its products.

5.3 The Secretariat shared a request from Guyana and Suriname regarding the need for qualified support in airworthiness and operations for the “Demonstration and Inspections Phase” of the helicopter operators certification process. The Secretariat will help identify the required capabilities, and will support the development of local capacity through CASOS.

APPENDIX A

Conclusion / Decisions	Deliverable	Responsible	Follow-up	Status
<p>RASG-PA ESC/23/D/1 – PARAST ToR for Tactical GoTeam To be drafted by Dec 2018 for approval for Fast Track and inclusion to RASG-PA as applicable.</p>	<p>PARAST ToR for Tactical GoTeam</p>	<p>PA-RAST Gabriel Acosta</p>	<p>PA-RAST ToR development to be presented as a PA-RAST project to the ESC before the RASG-PA Plenary</p>	<p>Valid</p>
<p>RASG-PA/ESC/29/C/3 - ENHANCEMENT OF DATA COLLECTION That, in order to enhance data collection, the Flight Safety Foundation: a) work with the PA-RAST co-chairs to determine the gaps in data collection that will serve the PA-RAST processes, b) identify and prioritize desired information to be shared for effective safety improvements, and c) report the results of this task to the RASG-PA/ESC/31 Meeting.</p>	<p>Data Enhancement</p>	<p>Flight Safety Foundation</p>	<p>Secretariat to follow-up with FSF and report to the ESC on 5 May 2019.</p>	<p>Valid</p>

Conclusion / Decisions	Deliverable	Responsible	Follow-up	Status
<p>RASG-PA ESC/29/C/4 PA-RAST DELIVERABLES That, in order to make available and visible the deliverables accomplished by the RASG-PA PA-RAST:</p> <ul style="list-style-type: none"> a) the PA-RAST shall prepare information packages on the accomplishments of PA-RAST DIPs for States awareness, as well as for DCA Meetings and Safety Directors Meetings; b) the PA-RAST to follow-up on the actions agreed by the ESC, as detailed in paragraph 5.6; c) the Secretariat shall publish all PA-RAST deliverables and DIP information in the RASG-PA website, and d) PA-RAST and Secretariat to report the results of these tasks to the RASG-PA/ESC/30 meeting. 	<p>Make available and visible the deliverables accomplished by the RASG-PA PA-RAST</p>	<p>PA-RAST</p>	<p>PA-RAST to be present past deliverables as a PA-RAST project to the ESC before the RASG-PA Plenary</p>	<p>Valid</p>

Conclusion / Decisions	Deliverable	Responsible	Follow-up	Status
<p>RASG-PA/ESC/29/C/5 - FEEDBACK ON THE IMPLEMENTATION OF GLOBAL AVIATION SAFETY PLAN GASP AND RASG-PA</p> <p>That, in order to seek feedback from States and Industry to identify actionable gaps in the implementation of ICAO Global Plans, following a more client-oriented and performance-based approach by the RASG-PA, the RASG-PA Secretariat (NACC and SAM Regional ICAO Offices):</p> <ul style="list-style-type: none"> a) conduct a survey on the level of satisfaction and the performance results provided by RASG-PA; b) in consultation and agreement with the ESC Members, develop an action plan based on the survey results; and c) present the survey results and respective action plan to the RASG-PA Members by 30 June 2018 and inform them to the ICAO ANC. 	<p>Survey on the level of satisfaction and the performance results provided by RASG-PA/ action Plan</p>	<p>ICAO NACC and SAM Offices</p>	<p>Secretariat to follow-up with FSF and report to the ESC on 5 May 2019.</p>	<p>Valid</p>
<p>DECISION RASG-PA ESC/30/2 IDENTIFICATION OF SAFETY IMPROVEMENT AREAS FOR ANS SUPPORT ON RESOLUTION/ MITIGATION ACTIONS</p> <p>That, in order to seek solutions and mitigations actions pertaining the ANS involvement for improving safety matters, the PA-RAST:</p> <ul style="list-style-type: none"> a) identify areas of safety improvements; b) notify those areas to the ICAO Regional Offices for ANS implementation support when required; and c) report to the RASG-PA ESC/31 Meeting on this progress. 	<p>identify areas of safety improvements</p>	<p>PA-RAST</p>	<p>PA-RAST to report progress</p>	<p>Valid</p>

Conclusion / Decisions	Deliverable	Responsible	Follow-up	Status
<p>RASG-PA ESC/30/C/3 - SHARING OF SAFETY DATA ANALYSIS RESULTS FOR THE IMPLEMENTATION OF SAFETY IMPROVEMENTS</p> <p>That, in order for States/Industry to implement safety improvements based on the Safety Data Analysis from the PA-RAST Group, the PA-RAST will show the results of the FDX at the different Regional ANS Implementation Group Meetings in the NACC and SAM Regions.</p>	<p>Sshow the results of the FDX to the different Regional ANS Implementation Group Meetings in the NACC and SAM Regions</p>	<p>PA-RAST</p>	<p>In 2018 safety data analysis was presented at SAM/IG but not to ANI (WG. RASG-PA to present to GREPECAS PPRC.)</p> <p>Secretariat to follow-up with FSF and report to the ESC on 5 May 2019.</p>	<p>Valid</p>
<p>RASG-PA ESC/30/C/4 - PROJECT MANAGEMENT APPROACH FOR RASG-PA</p> <p>That, in order to effectively deliver what is required in RASG-PA and GREPECAS, and to use a common language for a better integration of RASG-PA and GREPECAS, ICAO will:</p> <p>a) analyze the available options to implement Project Management Techniques in the RASG-PA and GREPECAS work programme; and</p> <p>b) recommend the best option by the RASG-PA-ESC/32 Meeting.</p>	<p>Inform on the best option - available options to implement Project Management Techniques in the RASG-PA and GREPECAS work programme</p>	<p>ICAO NACC/SAM Offices</p>	<p>Work on going. Initiative is also being work with GREPECAS as concluded in GREPECAS/18 Meeting (2018)</p> <p>GREPECAS Work programme is defined. RASG-PA to present its work programme at ESC/32. With this information, ICAO will decide on best options. Proposed to be delivered by ESC/33.</p>	<p>Valid</p>
<p>RASG-PA ESC/30/C/5 - BASELINE ANALYSIS FOR RASG-PA TO ENHANCE ITS PERFORMANCE AND COORDINATION WITH GREPECAS</p> <p>That, in order to optimize RASG-PA performance and its coordination process with GREPECAS, that the ICAO NACC and SAM Regional Offices use the survey results and other means to:</p> <p>a) conduct a baseline analysis for RASG-PA;</p> <p>b) evaluate/propose a process to enhance this coordination between RASG-PA and GREPECAS; and</p> <p>c) report by the RASG-PA ESC/32 Meeting</p>	<p>conduct a baseline analysis for RASG-PA and propose process to enhance this coordination between RASG-PA and GREPECAS</p>	<p>ICAO NACC and SAM Regional Offices</p>	<p>Similar action requested to GREPECAS/18. An Ad hoc Group was created and task is ongoing</p> <p>To be reported to RASG-PA/ESC/33.</p>	<p>Valid</p>

Conclusion / Decisions	Deliverable	Responsible	Follow-up	Status
<p>RASG-PA ESC/30/C/6 IMPROVEMENT AND EXPANSION OF RASG-PA'S DATA SHARING PROCESS That, in order to improve and expand RASG-PA's data sharing process;</p> <p>a) PA-RAST develop a plan for sharing and storing appropriate safety data with the ICAO Regional Office in order to develop risk-based safety improvements/implementation actions in the region;</p> <p>b) ACI-LAC and CANSO seek the sharing of their safety data to enhance data analysis and precision; and</p> <p>c) PA-RAST, ACI-LAC, and CANSO report progress to the ESC/31 Meeting.</p>	<p>Plan for sharing and storing appropriate safety data</p> <p>sharing of their safety data to enhance data analysis and precision</p>	<p>PA-RAST</p> <p>ACI-LAC and CANSO</p>	<p>All parties mentioned expected to report their progress.</p> <p>Secretariat to follow-up with FSF and report to the ESC on 5 May 2019.</p>	<p>Valid</p>
<p>RASG-PA ESC/31/D/5 - RASG-PA/GREPECAS COORDINATION OVER ATC LANGUAGE PROFICIENCY REQUIREMENTS That, the RASG-PA Secretariat coordinate with GREPECAS Secretariat (ICAO NACC Office) regarding both groups initiatives on ATC language proficiency requirements and present a report to ECS/32</p>	<p>Report to ECS/32 on initiatives on ATC language proficiency requirements.</p>	<p>Secretariat</p>	<p>Action reviewed by RASG-PA and GREPECAS Secretariats.</p> <p>Secretariat to follow-up with FSF and report to the ESC on 5 May 2019.</p>	<p>Valid</p>
<p>RASG-PA ESC/31/C/2 - IMPLEMENTATION OF COLLABORATIVE SAFETY TEAMS AS PART OF THE STATE SAFETY PROGRAMME (SSP) Collaborative Safety Teams (CSTs) implementation to be considered as RASG-PA initiatives, supported by ICAO NACC and SAM Regional Offices, and IATA.</p>	<p>Collaborative Safety Teams (CSTs) implementation considered as RASG-PA initiative</p>	<p>ICAO NACC and SAM Regional Offices, and IATA</p>	<p>CST initiative taken as part of SSP implementation, as shown in revised CST Guidance material to be presented at ESC/33.</p>	<p>Valid</p>

Conclusion / Decisions	Deliverable	Responsible	Follow-up	Status
<p>RASG-PA ESC/31/C3 - RASGPA GUIDANCE IN MAINTAINING RUNWAYS IN ACCORDANCE TO ICAO ANNEX 14 VOL. I</p> <p>ALACPA to keep the Guidance for maintaining runways of RASG-PA updated, according to ICAO's Annex 14 in the three available languages (English, Spanish and Portuguese).</p>	<p>Updated guidance for maintaining runways of RASG-PA</p>	<p>ALACPA</p>	<p>Follow-up to be provided by ALACPA</p> <p>Secretariat to follow-up with FSF and report to the ESC on 5 May 2019.</p>	<p>Valid</p>
<p>RASG-PA ESC/31/D7 - TURNING VFR APPROACHES INTO IFR USING PBN</p> <p>ATR in coordination with RASG-PA Secretariat and the GREPECAS, to develop a Safety Case regarding turning VFR approaches into IFR using PBN.</p>	<p>Safety Case regarding turning VFR approaches into IFR using PBN</p>	<p>ATR</p>	<p>Follow-up to be provided by ATR</p> <p>Secretariat to follow-up with FSF and report to the ESC on 5 May 2019.</p>	<p>Valid</p>
<p>RASG-PA ESC/31/D8 - RASG-PA PLENARY AGENDA</p> <p>RASG-PA Secretariat to make all necessary arrangements to have an ESC agreed RASG-PA Plenary Meeting agenda for the ESC/32 for its approval.</p>	<p>ESC agreed RASG-PA Plenary Meeting agenda</p>	<p>Secretariat</p>	<p>RASG-PA Plenary preparation and proposal to be discussed in ESC/32 - Agenda 4</p>	<p>Valid</p>
<p>RASG-PA ESC/31/D10 - ANC/13 RECOMMENDATION REVIEW BY PA-RAST</p> <p>PA-RAST to review ANC/13 Recommendations and report on suggested ESC action by ESC/32.</p>	<p>Report on suggested ESC action</p>	<p>PA-RAST</p>	<p>PARAST to report- Agenda 5</p>	<p>Valid</p>
<p>RASG-PA ESC/31/D11 - REQUEST FOR SAFETY DATA</p> <p>RASG-PA Secretariat in coordination with the ICAO NACC and SAM Offices to send a letter to States, Industry and International Organizations in the Region, to request their hazards and safety information to the PA-RAST for improved risk mitigation.</p>	<p>Request hazards and safety information to the PA-RAST for improved risk mitigation</p>	<p>Secretariat</p>	<p>Secretariat to follow-up with FSF and report to the ESC on 5 May 2019.</p>	<p>Valid</p>

Conclusion / Decisions	Deliverable	Responsible	Follow-up	Status
<p>RASG-PA ESC/31/C4 - REQUEST FOR SAFETY DATA LETTER CONTENT FAA, based on CAST experience, to support RASG-PA Secretariat in the development of the <i>Request for Safety Data Letter</i> contents.</p>	<p><i>Request for Safety Data Letter</i></p>	<p>FAA</p>	<p>Secretariat to follow-up with FSF and report to the ESC on 5 May 2019.</p>	<p>Valid</p>
<p>RASG-PA ESC/31/D12 - DATA ANALYSIS OF SEVERE WEATHER INCIDENTS IN SAM PA-RAST to develop a project proposal aimed to:</p> <ul style="list-style-type: none"> a) Collect data related to severe weather incidents in the SAM region; b) Analyze the data to determine the level of risk; and <p>If needed, determine risks mitigation actions.</p>	<p>Project proposal</p>	<p>PA-RAST</p>	<p>Secretariat to follow-up with FSF and report to the ESC on 5 May 2019.</p>	<p>Valid</p>



North American, Central American and Caribbean Office (NACC)
Oficina para Norteamérica, Centroamérica y Caribe (NACC)

**Thirty Second Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting
(RASG-PA ESC/32)**

Mexico City, Mexico 19 to 20 March 2019

LIST OF PARTICIPANTS

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1. Warner Williams de Souza Moraes
2. Daniel Vieira Soares

CANADA

3. Andrew Larsen

COSTA RICA

4. Marco López

PANAMA

5. Ivette Iturrado
6. Raúl A. Samaniego Trotman

PERÚ

7. Veronica Pajuelo
8. Eliseo Salcedo Mitrani

TRINIDAD AND TOBAGO

9. Francis Regis

UNITED STATES

10. Christopher Barks
11. Carl Johnson

ALTA

12. Fabrício Nazareth Duarte

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13. Géraud de Rivals-Mazeres

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14. Donald V. Hallock

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15. Javier Alejandro Vanegas
16. Franklin Hoyer

COCESNA

17. Mario Chacón

EMBRAER

18. Sergio Rodrigues Pereira

IATA

19. Carlos Cirilo
20. Gabriel Acosta

IFALPA

21. Ángel Domínguez Catzin

ICAO SECRETARIAT

22. Fabio Rabbani
23. Oscar Quesada
24. Ricardo Delgado
25. Javier Puente
26. Marcelo Orellana
27. Éric Picaud
28. Marc Saint-Laurent

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