

**Thirty Fifth Regional Aviation Safety Team – Pan America  
Executive Steering Committee Meeting (RASG-PA ESC/35)  
Teleconference**

**Summary of Discussions**

**Date** 19 and 20 November 2020

**Location** Teleconference

**Meeting Opening** The Meeting was attended by 66 participants from 15 States and 14 International Organizations and industry (**Appendix A** refers).

Fabio Rabbani, Regional Director of the SAM Regional Office welcomed the participants to the meeting and highlighted the high number of participants. It also made reference to this meeting being the first one under the new set of procedure for the RASG-PA and that this would add to the dynamics of the group, and will allow to keep a more efficient pace in front of the challenges ahead.

Mr. Wagner de Souza, from ANAC Brazil, Co-Chairperson representing States, and Mr. Javier Vanegas, from CANSO, Co-Chairperson representing the Industry and International Organizations, mentioned the importance of this meeting as the first step to consolidate the new procedures. Both Co-Chairpersons moderated the discussions.

Mr. Rabbani served as Secretary of the Meeting and was assisted by Mr. Javier Puente, Safety Implementation Regional Officer of the SAM Regional Office.

**Discussion Items**

**Approval of the Provisional Agenda (WP/01)**

Under WP/01 the Meeting approved the agenda and tentative work programme for the Meeting. It was noted that WP/06 and IP/03 were not going to be presented at the meeting.

**Agenda Item 1:**

**Items related to RASG-PA's internal operation**

**RASG-PA policy on the use of resources (WP/02)**

1.1 Under WP/02 the Secretariat presented the proposed RASG-PA Policy on the use of resources. It described that the policy was drafted by the Secretariat as mandated from ESC34 Meeting, and was then first internally discussed by the RASG-PA Co-chairs, the ICAO Regional Directors, and the Sponsors of RASG-PA. Once the contents were agreed, it was distributed to the ESC for comments.

1.2 The document was recognized as very useful, and as a step toward allowing future donations easier, and to foster and attract new sponsors.

<b>DECISION RASG-PA ESC/35/D1</b>	
<b>RASG-PA Policy on the use of resources</b>	
<b>What:</b>  The ESC approves the RASG-PA Policy on the use of resources presented in WP/02 of this meeting.	<b>Expected impact:</b>  <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Tech.

<b>Why:</b>	To define the general guidelines for the management of RASG-PA Financial Resources	
<b>When:</b>	Immediately	<b>Status:</b> Valid
<b>Who:</b>	<input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> PA-RAST Cochairs <input checked="" type="checkbox"/> ICAO SAM Office (Secretariat) <input checked="" type="checkbox"/> ICAO NACC	Javier Puente

**RASG-PA List of indicators (WP/03)**

1.3 The Secretariat presented the list of RASG-PA indicators developed by the PA-RAST and the ICAO Regional Offices.

1.4 Some clarifications were made regarding the list of indicators:

- a) Percentage of unofficial accident reports, refers to those accidents and serious incidents for which States are required to fill a report to ICAO but are not doing so. There is a related task at the AIG Panel in ICAO, but it refers to publication of final reports of accidents and serious incidents.
- b) Once approved this list of indicators, the PA-RAST and the Regional Offices will complete an indicator form for each indicator with all the details and information for each indicator, which will be publicly available at the RASG-PA website.
- c) Internal indicators for the PA-RAST activities will not be disclosed publicly nor will be part of the dashboard, and are used for internal discussion only, under the protection of a confidentiality agreement.

1.5 The meeting approved the proposed list of indicators. The PA-RAST and the Regional Offices agreed to present the 2020 baseline and the 2023 target values for each indicator before 31 December 2020 for ESC approval. Additionally, the PA-RAST and the Regional Offices will provide their data related to all the indicator to the SMRT for them to continue building the RASG-PA Dashboard.

<b>DECISION RASG-PA List of indicators</b>	
<b>RASG-PA ESC/35/D2</b>	
<b>What:</b>	<b>Expected impact:</b>
The ESC approved the RASG-PA List of indicators as presented in Appendix A of WP/03.	<input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Tech.
<b>Why:</b> To provide the PA-RAST with a Safety Performance framework to measure GASP implementation	
<b>When:</b> Immediately	<b>Status:</b> Valid
<b>Who:</b>	Javier Puente Ruben Martinez Daniel Soares Santiago Saltos
<input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> PA-RAST Cochairs <input checked="" type="checkbox"/> ICAO SAM Office (Secretariat) <input checked="" type="checkbox"/> ICAO NACC	

DECISION		Data for the RASG-PA Dashboard	
<b>RASG-PA ESC/35/D3</b>			
<b>What:</b> The PA-RAST and the ICAO NACC and SAM ROs to provide the SMRT with all the data related to their indicators, in order to fill the RASG-PA Dashboard.		<b>Expected impact:</b> <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Tech.	
<b>Why:</b> To allow the SMRT to complete the RASG-PA SPI Dashboard			
<b>When:</b> ASAP, but not after 31-12-20		<b>Status:</b> Valid	
<b>Who:</b> <input type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> PA-RAST Cochairs <input checked="" type="checkbox"/> ICAO SAM Office (Secretariat) <input checked="" type="checkbox"/> ICAO NACC		Javier Puente Ruben Martinez Daniel Soares Santiago Saltos	

DECISION		RASG-PA Indicators baseline and target values	
<b>RASG-PA ESC/35/D4</b>			
<b>What:</b> The PA-RAST and the ICAO NACC and SAM ROs provide 2020 baseline and 2023 target values for each indicator.		<b>Expected impact:</b> <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Tech.	
<b>Why:</b> To allow for the measurement of progress in the GASP implementation, and for improved and informed decision making			
<b>When:</b> Before 31 December 2020		<b>Status:</b> Valid	
<b>Who:</b> <input type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> PA-RAST Cochairs <input checked="" type="checkbox"/> ICAO SAM (Secretariat) <input checked="" type="checkbox"/> ICAO NACC		Javier Puente Ruben Martinez	

**SMRT Report (WP/04)**

1.6 The representative from the SMRT provided a brief review on the conformation of the team. The team was assigned to develop the following tasks:

- a) Annual Safety Report (ASR);
- b) RASG-PA Safety Indicators Dashboard; and
- c) Mapping of the hazards related to the COVID-19 pandemic

1.7 Regarding the ASR, it was explained that the document is almost ready, and that the SMRT is working to incorporate the last comments forwarded by the members. The report will be ready for approval shortly, and will be circulated for a fast-track approval. It also mentioned that the team will work on an improved format of the report for 2021.

1.8 As per the Dashboard, the SMRT presented a concept based on the 6 objectives of the GASP, and that since the indicators are now approved, they just need the data from the PA-RAST and the Regional Offices to complete under RASG-PA ESC/35/D3.

1.9 The mapping of the COVID-19 related hazards was also presented. Even though it is ready for publication, the meeting mentioned that the SMRT should explore different format that will allow for an improved searching option, especially when more data is added and the current format becomes less useful.

1.10 The SMRT requested that the ESC approves the concept of the Dashboard and the Mapping of hazards, as well as approved that their 2021 work program be based on the same 3 activities.

DECISION		SMRT Activities	
RASG-PA ESC/35/D5			
<b>What:</b>		<b>Expected impact:</b>	
a) The ESC approved the Dashboard and the Hazard Mapping concepts presented by the SMRT (WP/04), and b) both products should now be completed and publicly available on the RASG-PA website.		<input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Tech.	
<b>Why:</b> For enhanced accountability and informed decision making			
<b>When:</b> Before 31 December 2020		<b>Status:</b> Valid	
<input type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> PA-RAST Cochair <input checked="" type="checkbox"/> ICAO SAM (Secretariat) <input checked="" type="checkbox"/> ICAO NACC		Javier Puente	

**PA/RAST Report (WP/05)**

1.11 PA/RAST Cochair presented a summary of their 2020 activities and their achievements. A reference was made to the High Risk Categories (HRC) projects that were discussed during 2020, but that will continue in the portfolio during 2021. Additionally additional projects are foreseen in 2021 in the Additional Risk Categories (ARC).

1.12 PA-RAST 2021 proposed working plan includes activities related to CFIT, LOC-I, MAC and RE. The team also presented their expected results for 2021 regarding the assessment of hot-spots by PA-RAST and CSTs, production of new RASG-PA Safety Advisories, PA-RAST/GTE integration, and the continuous promotion of CSTs formal establishment in the Region.

1.13 It was highlighted that for the support for the establishment of CSTs in the region, this should be aligned with the States efforts for the implementation of their SSPs. Although the meeting recognized the value of the CSTs (which are an essential process of SSPs) <sup>1</sup>, it was emphasized and agreed that appropriate coordination between the PA-RAST and the ICAO Regional Offices needs to be in place in order to avoid duplication of efforts or conflicting messages to the States on their SSP implementation efforts. The PA-RAST agreed to coordinate in advance all of its activities related to the CSTs or any other form of risk management of the States, with the corresponding ICAO Regional Office.

**Agenda Item 2:**

**Safety management process within RASG-PA**

**Status of PBN and FDAP Projects (IP/01)**

<sup>1</sup> See RASGPA ESC31 Report on the same topic.

2.1 The Secretariat provided an update on the status of the PBN and FDAP Projects. Regarding the FDAP project, the Secretariat informed that the FLTOPS Panel from ICAO approved the Amendment of Annex6 Part I, that incorporates a reduction from 27000 kg to 15000 kg based on a cost benefit study promoted by RASG-PA. The meeting agreed that this fact represents a very important milestone in RASG-PA history, and its contribution to regional and global safety.

2.2 In relation to the PBN project, the Secretariat informed the ESC that important progress has been made since the last meeting, and that the RNP Approach procedure has already been developed by Colombia UAEAC, and that arrangement are being made with ATR and Thales to conduct the validation of the procedure in the flight simulator and then in flight. Once validated and published, and additional 60 days of data collection are required to enable before and after comparison of the operations in order to determine the magnitude of the benefits.

2.3 Additionally it was also announced that, the SAM Implementation Group during its SAM/IG/25 Meeting (Virtual, 2 to 4 November 2020), approved the “REGIONAL GUIDE ON THE IMPLEMENTATION OF PBN VISUAL RUNWAY PROCEDURES” in order to provide a set of harmonized guidelines to guide States in the process of implementing PBN visual runway procedures, aimed at aircraft operators, PANS-OPS service providers, and ATS service providers. The SAM/IG initiative was driven, in part, by the RASG-PA “PBN into visual” project, and will become a very valuable tool to allow further expansion of similar projects across the region.

**Agenda Item 3:**

**RASG-PA & GREPECAS Coordination**

***Generation of information for decision making (WP/07)***

3.1 WP/07 presented by the Secretariat, highlighted the importance of direct cooperation among technical teams within RASG-PA and GREPECAS, and the identification of opportunities to share and exchange data for improved decision making.

3.2 A similar paper was presented by RASG-PA Secretariat at the October GREPECAS meeting (eCPPRC/2), and was well received. GREPECAS Chairman delivered a presentation to describe the coordination mechanism between GREPECAS and RASG-PA that has been approved under the latest version of the GREPECAS Procedures Handbook to continue enhancing the good coordination between the two Regional Groups, highlighting: GREPECAS designated focal point to participate in RASG-PA meetings, the coordination of work programmes of GREPECAS and RASG-PA and the possibility for special coordination meeting between GREPECAS and RASG-PA.

3.3 Some comments and concerns were expressed regarding the need for a joint or back to back meeting of GREPECAS and RASG-PA in 2021, however, this item was later discusses under “Other Business”.

3.3 The ESC agreed on the proposal of WP07:

<b>DECISION RASG-PA &amp; GREPECAS teams coordination</b>	
<b>RASG-PA ESC/35/D6</b>	
<b>What:</b>  PA-RAST and the SMRT to coordinate with the GREPECAS work teams, the identification of information exchange and sharing opportunities for improved decision making and coordination, and report back to at the next ESC meeting about the actions taken.	<b>Expected impact:</b>  <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Tech.

<b>Why:</b>	For improved decision making	
<b>When:</b>	As soon as possible	<b>Status:</b> Valid
<b>Who:</b>	<input type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> PA-RAST Cochairs <input type="checkbox"/> ICAO SAM (Secretariat) <input type="checkbox"/> ICAO NACC <input checked="" type="checkbox"/> SMRT Coordinator	Daniel Soares Santiago Saltos Marco Lopez

**Agenda Item 4:**

**Other business**

**2021 High Level Safety Conference (WP/08)**

4.1 The Secretariat brief the meeting on the detail of the Third High-Level Safety Conference (HLSC 2021) will be held with the purpose of bringing together diverse civil aviation authorities to gain consensus and formulate recommendations and decisions on the main safety issues and air navigation matters.

4.2 It was noted that RASGs are not expected to present papers at the Conference, however, the RASG-PA may help articulate support to papers presented by States in matters relates to safety and risk management. The meeting agreed to review the issue during the next ESC meeting.

**AIG Project on collaboration with the RASG-PA (WP/09)**

4.3 The South American AIG Regional Cooperation Mechanism (ARCM) presented a project to the ESC in order to support the improvement of AIG effective implementation in the SAM Region and consequently of Pan-America. The project is aim to achieve the following:

- a) All SAM States at or above 60% AIG effective implementation at the end of 2023;
- b) All SAM States at or above 80% AIG effective implementation at the end of 2025;
- c) Support the integration of the AIG information into the State SSP; and
- d) Reduction in the percentage of informal accident and incident notifications from SAM States to ICAO.

4.4 COCESNA, on behalf of the Regional Group for the Investigation of Aviation Accidents of Central America (GRIAA), supported the ARCM project, and announced that they are working on a similar initiative to support the Central America States.

4.5 The project was well received by the members, and approved by the ESC.

<b>CONCLUSION</b>		<b>ARCM - AIG PROJECT</b>	
<b>RASG-PA ESC/35/C1</b>			
<b>What:</b>	The ESC approved the ARCM project to support the RASG-PA in the AIG area, according to the conditions of the project document.		<b>Expected impact:</b>
			<input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Tech.
<b>Why:</b>	To improve the accident investigation capabilities in the region.		
<b>When:</b>	As soon as possible	<b>Status:</b>	Valid
<b>Who:</b>	<input type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> PA-RAST Cochairs <input checked="" type="checkbox"/> ICAO SAM (Secretariat) <input type="checkbox"/> ICAO NACC <input type="checkbox"/> SMRT Coordinator	Javier Puente	

**IP02: Financial Status of RASG-PA**

4.6 The Secretariat presented the updated financial status of RASG-PA.

**Proposed 2021 RASG-PA meeting schedule**

4.7 The Secretariat announced that an annual meeting and report is expected from the ICAO Council for all RASGs and PIRGs. GREPECAS shared their 2021 tentative planning of meetings, all virtual events, highlighting their proposal for a technical meeting GREPECAS/ RASG-PA on February and announcing their GREPECAS Plenary Meeting by September 2021. Based on these dates provided by the GREPECAS, whose Plenary meeting is scheduled for 28 to 30 September 2021, the RASG-PA may hold a Plenary meeting in the same week to produce its annual report for the ICAO Council, and explore the possibility to hold a back-to-back session. Both RASG-PA and GREPECAS meeting will be held virtually.

4.8 The Secretariat was tasked to explore the alternatives for this meeting and to present a proposal to the ESC for evaluation.

4.9 An ESC will meet once on every semester of 2021. The first semester meeting will be virtual, while the second one will depend on the evolution of the COVID-19 pandemic.

**RASG-PA Webpage**

4.10 The Secretariat informed that in order to fix the issues of its webpage, it has planned to hire a specialist. For that matter, it will present a request for funds to the ESC, in the week following this meeting.

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**Thirty Fifth Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting  
(RASG-PA ESC/35)**

Lima, Peru 19-20 November 2020

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**LIST OF PARTICIPANTS**

**ARGENTINA**

1. Paolo Marino
2. Daniel Barafani
3. Juan Obaid
4. Enrique Pagniez
5. Florencia Cerruti
6. Estefania Demichelis

**ARUBA**

7. Brian Emanuel
8. Edwin Kelly

**BARBADOS**

9. Gail Clarke

**BOLIVIA**

10. Edgar Chavez

**BRASIL**

11. Wagner Souza Moraes
12. Daniel Soares

**CANADA**

13. Andrew Larsen

**CHILE**

14. Pedro Larranaga

**COLOMBIA**

15. Juliana Camargo
16. Luis Valencia
17. Miguel Camacho
18. Luis Valencia
19. Luis Caicedo
20. John Alexander Amado

**COSTA RICA**

21. Marco Lopez

**ECUADOR**

22. Juan Carlos Alvarez

**GUATEMALA**

23. Jose Berthet

**REPUBLICA DOMINICANA**

24. Betty Castaing
25. Gabriel Medina
26. Hector Porcella
27. Carlos Alcantara

**TRINIDAD Y TOBAGO**

28. Francis Regis

**USA**

29. Nicholas Reyes
30. Carl Johnson
31. Michelle Westover
32. Carl Johnson
33. Gerardo Hueto
34. Warren Randolph

**VENEZUELA**

35. David Romero
36. Tahina Merchan
37. Lenin Sequeira

**AIRBUS**

38. David Zwegers
39. Santiago Saltos

**ALTA**

40. Virginio Corrieri
41. Jose Ricardo Botelho

**ATR**

42. Géraud de Rivals-Mazers

**ASSI**

43. Bruce D'Ancey

**BOEING**

44. Gunter Ertel

**CANSO**

45. Javier Vanegas

46. Franklin Hoyer

**COCESNA**

47. Alejandro Mena

48. Elvin Lacayo

49. Eveling Arauz

**EANA**

50. Ignacio Oliva

51. Patricia Castellino

**EMBRAER**

52. Fabio Catani

**FLIGHT SAFETY FOUNDATION**

53. Mark Millam

**IATA**

54. Gabriel Acosta

55. Floyd Abang

56. Jose Antonio Ruiz

57. Jose Fernando Rojas

58. Marco Vidal

**IFALPA**

59. Diana Martinez

**ICAO NACC**

60. Julio Siu

61. Ruben Martinez Lino

62. Fernando Camargo

**OACI SAM**

63. Fabio Rabbani

64. Oscar Quesada

65. Javier Puente

66. Murillo Boery

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