

**Thirty Sixth Regional Aviation Safety Team – Pan America  
Executive Steering Committee Meeting (RASG-PA ESC/36)  
Teleconference**

**Summary of Discussions**

<b>Date</b>	19 and 20 May 2021
<b>Location</b>	Teleconference
<b>Meeting Opening</b>	<p>The Meeting was attended by 59 participants from 15 States and 14 International Organizations and industry (<b>Appendix A</b> refers).</p> <p>Mr. Fabio Rabbani, Regional Director of the SAM Regional Office welcomed the participants and mentioned that this would be a special meeting, because various projects and activities were coming to an end, the products of these efforts were now visible, and their positive effects on safety should benefit the region in the short term. He also highlighted the fact that the group was able to move forward despite the pandemic.</p> <p>Mr. Melvin Cintron, Regional Director of the NACC Regional Office made reference to the importance for the RASG-PA to produce high-impact deliverables to benefit regional safety, and recalled the relevance of efficiency and its impact on the productivity of the group. He also mentioned the benefits of close coordination between the ICAO Regional Offices and the opportunity that this meeting represented to reinvigorate RASG-PA.</p> <p>Mr. Wagner de Souza, (Brazil), Co-Chairperson representing States, and Mr. Javier Vanegas, (CANSO), Co-Chairperson representing the Industry and International Organizations, stated that the Group continued to fail to adequately communicate RASG-PA's activities, both internally and externally, and that if this situation was not corrected, it could affect the leadership position created through these years. They also thanked the growing support and participation from States, Industry and International Organizations.</p> <p>Mr. Rabbani served as Secretary of the Meeting and was assisted by Mr. Javier Puente, Safety Implementation Regional Officer of the SAM Regional Office.</p>
<b>Discussion Items</b>	<p><b><i>Approval of the Provisional Agenda (WP/01)</i></b></p> <p>Under WP/01, the Meeting approved the agenda and the tentative work programme for the Meeting.</p>
<b>Agenda Item 1:</b>	<p><b>Items related to RASG-PA's internal operation</b></p> <p><b><i>Safety Monitoring and Report Team (SMRT) Report (WP/02)</i></b></p> <p>1. The SMRT coordinator provided an update on the development of their deliverables. It was mentioned that the Annual Safety Report containing 2020 data was now ready for review by the Executive Steering Committee (ESC), and that it would be circulated the week after this meeting via the fast-track procedure, to collect comments from members.</p>

1.2 He commented that a dedicated site on the RASG-PA webpage had been created to present the list of emerging issues identified by the SMRT through the processing of data for the RASG-PA Dashboard and the Annual Safety Report.

1.3 Finally, he provided a demonstration of the RASG-PA dashboard that had been developed to display the status of the implementation of the Global Aviation Safety Plan (GASP) goals in Pan America. In order to complete this activity, the SMRT announced that it would present a fund request to the ESC for the acquisition of a Power Bi license, that would be used to publish the Dashboard, and could be later used to display other information such as the contents of the Annual Safety Report and other deemed useful by the ESC.

1.4 The dashboard demo was well received by the Meeting; however, a word of caution was raised to be careful before deciding if the dashboard should be publicly available. It was also mentioned that was very important to make sure that all data contained in the dashboard was updated and correct. It was agreed that the SMRT would distribute an advanced version of the dashboard to all data providers for a last verification before approval. The ESC also agreed that, at least initially, the dashboard would be distributed by the SMRT to the ESC members by mail, and that Regional Offices would share relevant information from the dashboard with their States.

DECISION		SMRT UPDATE AND DISTRIBUTION	
<b>RASG-PA ESC/36/D1</b>			
<b>What:</b>		<b>Expected impact:</b>	
<p>The SMRT, through the Secretariat, will update the dashboard according to the dates proposed on Appendix A of WP02, and provide an advanced version of the dashboard to all data providers for a last verification before approval. Once finalized, the dashboard will be distributed to the ESC members by email. The ICAO NACC and SAM Regional Offices will share relevant information from the dashboard with their States.</p>		<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 communicate the implementation status of the GASP in the Regions, and for enhanced decision-making at the ESC.			
<b>When:</b>	According to the proposed update dates.	<b>Status:</b>	Valid
<b>Who:</b>	<input checked="" type="checkbox"/> SMRT <input checked="" type="checkbox"/> ICAO SAM (Secretariat) <input checked="" type="checkbox"/> ICAO Regional Offices	Marco Lopez Javier Puente Sereya Schotborgh/Ruben Lino	

***Pan America Regional Aviation Safety Team (PA/RAST) Report (WP/03)***

1.5 The PA/RAST Co-Chairs presented a summary of their 2021 activities and the status of its working plan, especially the projects related to the High Risk Categories (HRC). The presentation stressed the planned deliverables for all HRCs, as well as the other expected results for the remainder of 2021, including the activities related to the Collaborative Safety Teams (CSTs). These activities include the development of a series of webinars, and safety-related documents.

1.6 The Meeting commented that the webinars proposed by the PA-RAST were also a good opportunity to show the progress of the RASG-PA activities and to raise

awareness of the availability of its deliverables, including the PA-RAST and SMRT products, as well as to promote the CSTs.

1.7 It was agreed that, for the development of the webinars or other activities that require resources from RASG-PA, a Working Paper would be prepared by PA-RAST according to the current fund-request procedure.

#### ***RASG-PA Website Upgrade (IP/07)***

1.8 The Secretariat informed that important improvements had been completed in the structure and contents of the RASG-PA website, which allowed a better user experience. It was also reported that much of the work done might not be visibly evident, because it was work done to improve the support structure of the site.

1.9 Finally, it was reported that the classification, updating and publication of over 80 meetings of the RASG-PA and 300 historical files of the PA-RAST were in process, and that the estimated time to complete this activity was approximately 90 days.

#### ***NACC Regional Aviation Safety Plan (IP/01)***

1.10 ICAO informed on the officialization of the North American , Central American and Caribbean Regional Aviation Safety Plan (NACC RASP). The NACC-RASP was created in conjunction with the regional stakeholders in coordination with the RASG-PA to promote the effective implementation and sustainability of safety oversight systems of States in the NAM/CAR Regions, following the No Country Left Behind (NCLB) approach and based on the Systemic Assistance Programme (SAP). The NACC-RASP is aligned to the GASP. The NACC-RASP considers the challenges within the NAM/CAR Regions.

1.11 The NACC RASP is composed of:

- the ICAO NACC Regional Office strategic approach to address identified safety risks in the NAM/CAR States;
- the objectives and goals for the triennium, aligned with the GASP and coordinated with the RASG-PA;
- the safety improvement initiatives that the NACC Regional Office, in collaboration with States, Regional Safety Oversight Organizations (RSOOs) and industry, should follow to improve safety in the NAM/CAR Regions;
- the identified regional safety risks for 2020-2022; and
- a description of the implementation of the Safety Improvement Initiatives (SEI) to be monitored.

1.12 The Meeting was informed that the NACC-RASP was technically discussed with the NACC States during the on line meeting of the RASP on 1 March 2021, in which 22 States and 4 International Organizations participated. Finally, the NACC-RASP was presented to the Directors General of the NAM/CAR Regions at the North American, Central American and Caribbean (NACC) States Civil Aviation Authorities Directors General Virtual Meeting on COVID-19 Aviation Recovery and Restart held on 14 April 2021, which Conclusion 4 invited States to approve the document by 27 May 2021. The NAM/CAR States will have their national aviation safety plans of States in the region aligned with NACC-RASP. Version 1 of the NACC RASP is available at the following web link:

<https://www.icao.int/NACC/Documents/Meetings/2021/RASP/NACCRASP-En.pdf>

1.13 Finally, it was commented regarding the reinforcement of safety that the implementation of the NACC RASP and the SAM RASP is crucial to ensure the fulfillment of the objectives and targets of the GASP in the Panamerican region.

**Agenda Item 2:**

**Safety management process within RASG-PA**

***Status of Performance-Based Navigation (PBN) and Flight Data Analysis Programme (FDAP) Projects (IP/02)***

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 proposal had now cleared the Commission Group (CG), and Working Group on the Air Navigation (AN) Work Programme Deliverables Production (WG/PDP) in charge to review proposed changes to Annexes and Procedures For Air Navigation Services (PANS) contained in preliminary review, leaving just the formal Air Navigation Commission (ANC) stage, which, usually, just confirms the edits made by the previous stages. So far, only minor editorial has been actioned. Once this last step is cleared, this Amendment would become the first amendment to an ICAO Annex, born from any Regional Aviation Safety Group (RASG).

2.2 In relation to the PBN project, the Secretariat informed the ESC that the following PBN procedures had been published in the Colombian Aeronautical information Publication(AIP) for the Guapi airport (SKGP), and would come into effect on 7 June 2021:

- SID RNAV (GNSS) RWY 02
- SID RNAV (GNSS) RWY 20
- STAR RNAV (GNSS) RWY 02
- STAR RNAV (GNSS) RWY 20
- RNP APCH RWY 20
- RNP APCH RWY 02

2.3 The Secretariat highlighted that the successful execution of this project was occurring thanks to the participation and collaboration of the following Organizations:

- Colombian Civil Aviation Authority (UAEAC)
- Colombian Air Force
- ATR
- Satena
- Thales
- Flight Safety Foundation
- IATA
- ICAO

2.4 It was reported that the remaining step for the closure of the project were:

- a) Starting in June, flight data would be collected for a period between 60 and 90 days, to determine the safety and accessibility benefits of the project; and
- b) once that data was collected, a cost-benefit analysis would be produced and published.

2.5 Finally, the Secretariat recalled that the long term objective of this project was to support the amendment of ICAO Assembly Resolution A37-11 "Performance-

based navigation global goals” to incorporate “visual runways with commercial operations” into the targets of the resolution. To this end, similar projects needed to be implemented in more airports and more regions, and the natural next step would be to do the next project on a NAM/CAR Region airport.

***Accident investigation and prevention(AIG) Project (IP/03)***

2.6 The AIG Regional Cooperation Mechanism of SAM (ARCM) informed that the following activities had been initiated to comply with the planning of that project:

- a) Request SAM States to provide AIG 12 experts;
- b) two specialists appointed to assist Bolivia in the next Universal Safety Oversight Audit Program (USOAP) activity (November 2021);
- c) coordination for an initial accident investigation course requested by Bolivia;
- d) preparation of assistance to Guyana, Panama, Peru, Suriname and; and
- e) preparation of an Accident/Incident Data Reporting (system)(ADREP)/ European Coordination Centre for Accident and Incident Reporting Systems(ECCAIRS) course requested by Ecuador.

**Agenda Item 3:**

**RASG-PA & CAR/SAM Planning and Implementation Regional Group (GREPECAS) Coordination**

***RASG-PA & GREPECAS Technical Teams Coordination Meeting (IP/04)***

3.1 The Secretariat informed the ESC about the results of the first meeting between the RASG-PA and GREPECAS technical teams, which was carried out on 25 March 2021, with the objective of identifying more opportunities for collaboration and information exchange that might benefit decision-making and coordination for the benefit of safety, air navigation capacity and efficiency at a regional level.

3.2 That meeting was attended by representatives of the following teams:

- a) For the RASG-PA:
  - PA-RAST; and
  - SMRT.
- b) For the GREPECAS:
  - Latin American and Caribbean Association of Airfield Pavements (ALACPA);
  - CAR/SAM Regional Wildlife and Bird Hazard Prevention Committee (CARSAMPAF);
  - Scrutiny Working Group (GTE); and
  - Data Analysis Working Group (DAWG).

3.3 During the meeting, each technical team presented the role they play, their objectives and activities within their regional group, the data sources that they use to carry out the work, the deliverables, the participation of various stakeholders in the teams and how the data analysis process is carried out. The presentations are available at the following link: <https://www.icao.int/NACC/Pages/meetings-2021-grprasgpa.aspx>

**RASG-PA and GREPECAS Back-To-Back Plenary Meeting (WP/04)**

3.4 The Secretariat made reference to the ICAO’s mandate for the Planning And Implementation Regional Group (PIRGs) and RASGs to hold annual back-to-back plenary meetings, in order to enhance the States’ participation and to allow for the submission of annual reports to the Council.

3.5 In order to comply with this mandate, the Secretariat would need to first, amend the RASG-PA Handbook to include the annual back-to-back plenary meetings, as opposed to its historical practice of holding one plenary meeting every three years; and conduct proper planning and coordination with GREPECAS to ensure satisfactory results.

3.6 The Meeting supported the proposal from the Secretariat but some important considerations were made, first to keep in mind that RASG-PA and GREPECAS are independent groups that need to keep the great coordination and collaboration high, but maintaining their own agendas aligned with their respective objectives.

3.7 Additionally, it was also noted that for better results and greater participation, the Meeting should take place after the High-Level Conference on Covid-19 (HLCC 2021). The 2021 scheduled dates for these meetings were the last week of October after the HLCC.

3.8 To that end, the Meeting approved the following Decisions:

DECISION RASG-PA ESC/36/D2		AMENDMENT TO THE RASG-PA PROCEDURAL HANDBOOK TO INCLUDE ANNUAL PLENARY MEETINGS	
<b>What:</b> That the Secretariat amend the RASG-PA Procedural Handbook by 21 July 2021 as necessary and approve it by the fast track mechanism, to indicate the annual frequency of the plenary meetings back-to-back with the GREPECAS plenary meetings to facilitate coordination and achieve the efficient use of the resources.		<b>Expected impact:</b> <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Tech.	
<b>Why:</b> To comply with the content of the Terms of Reference developed by the ICAO Council for RASGs and PIRGs			
<b>When:</b> By 21 July 2021		<b>Status:</b> Valid	
<b>Who:</b> <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> PA-RAST Cochairs <input checked="" type="checkbox"/> ICAO SAM (Secretariat) <input checked="" type="checkbox"/> ICAO NACC <input type="checkbox"/> SMRT Coordinator		Javier Puente/Sereya Schotborgh/Ruben Lino	

DECISION RASG-PA ESC/36/D3		STRUCTURE OF THE PLENARY MEETING FOR THE APPROVAL OF THE RASG-PA ANNUAL REPORT	
<b>What:</b> That the Secretariat begin planning the RASG-PA Eleventh Plenary Meeting and coordinate it back-to-back with the GREPECAS Nineteenth Plenary Meeting, at least 90 days prior the Plenary Meeting, which will have the purpose to discuss, comment and approve the contents of the RASG-PA annual report presented to the ICAO Council. For this purpose, the provisional agenda presented at Appendix B of WP/04 will be considered, which is harmonized with the content of the annual report.		<b>Expected impact:</b> <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Tech.	
<b>Why:</b> To comply with the content of the Terms of Reference developed by the ICAO Council for RASGs and PIRGs			
<b>When:</b> The complete agenda will have to be available for the ESC approval at least 90 days prior the Plenary Meeting.		<b>Status:</b> Valid	
<b>Who:</b> <input type="checkbox"/> States <input checked="" 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/Sereya Schotborgh/Ruben Lino	

**Agenda Item 4:**

**Other Business**

***Runway Safety Teams in the Pan-American Region (WP/05)***

4.1 The Secretariat presented WP/05 to report the status of implementation of local Runway Safety Teams in the PanAmerican Region and recommend further actions by RASG-PA to promote its implementation.

4.2 Despite the efforts made by ICAO and International Organizations (such as LACAC, FAA, IATA, ACI, CANSO, IFALPA among others) in developing guidance material and conducting Go Teams, organizing seminars/workshops and virtual meetings, there are some States that have not ensured the implementation of any RST at their international aerodromes. In addition, some States do not have a requirement for operators to implement such mechanism, as part of a State Runway Safety Programme and pursuant to the implementation of ICAO procedures (as per PANS Aerodromes, Chapter 8). Furthermore, most States that have not implemented RST's on their international aerodromes have not published significant differences in the AIP either as per ICAO Annex 15 provisions.

4.3 It was also mentioned that ICAO NACC and SAM Offices have developed a checklist, to support States on the implementation of RST and to evaluate the efficiency of this teams, and that ICAO is also working on an update to the Runway Safety Go-Team Methodology to allow for remote RS Go Team missions. Due to its impact to safety and relative low implementation costs, RASG-PA Secretariat believes numbers should be increased.

4.4 The Secretariat requestes the ESC to endorse the following Conclusion to support the implementation of RST in Panamerica, by collecting data from States to prepare a regional implementation plan.

CONCLUSION		RST IMPLEMENTATION SUPPORT	
<b>RASG-PA ESC/36/C1</b>			
<b>What:</b>  The Regional Offices will distribute the form in Appendix A of WP05 to their States, so that they can complete the information corresponding to the "Target date" column, in order for the Secretariat to propose a project that allows the implementation of RST in all international aerodromes until 2023.  In addition, the Regional Offices will send State Letters to request for updated State's focal points for the implementation of RST.		<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> Runway safety is still one of the high-risk categories of occurrence that need to be address to mitigate the risk of fatalities in international civil aviation. The implementation of RST provides a systemic approach to runway safety and collision avoidance strategy			
<b>When:</b>  States to provide feedback on the Checklist an provide Focal points by September 01, 2021		<b>Status:</b> Valid	
<b>Who:</b>  <input checked="" type="checkbox"/> ICAO SAM (Secretariat) <input checked="" type="checkbox"/> ICAO NACC <input checked="" type="checkbox"/> Others: Organizations that are part of the RSP		Jaime Calderón – NACC Fabio Salvatierra - SAM	

***Safety Assurance of Ground Handling Operations During and Post-COVID-19 (WP/06)***

4.5 IATA presented a Paper relating to the IATA Safety Audit for Ground Operations (ISAGO) and how it supported the safety of operations despite the pandemic. The paper described how IATA managed to keep the programme running through extenuating circumstances derived from the pandemic.

4.6 It also made reference to the Ground Handling Webinar for the SAM Region organized by the ICAO SAM Regional Office office in April 2021, where the association of the ISAGO programme with ICAO Doc 10121 was presented. Details can be found here:  
<https://www.icao.int/SAM/Pages/MeetingsDocumentation.aspx?m=2021-RLA06901-GHANDLING>

4.7 The Meeting welcomed the paper, and discussed about how this programme could support the activities of the PA-RAST related to Runway Incursions, and how it could also relate to the Runway Safety Teams implementations efforts.

***High Level Conference on COVID-19 (IP/05)***

4.8 The Secretariat presented IP/05 to inform the Meeting about the upcoming High Level Conference on COVID-19, which provisional theme would be “One Vision for Aviation Recovery, Resilience and Sustainability beyond the Global Pandemic”. The HLCC 2021 will address various COVID-19-related items under a single umbrella, replacing the originally planned Third High-level Safety Conference (HLSC 2021), the High-level Facilitation Conference (HLFC 2021) and the High-level event envisaged by the Council Aviation Recovery Taskforce (CART) aimed to strengthen States’ commitments to leading the recovery from the pandemic.

***Financial Status of RASG-PA (IP/06)***

4.9 The Meeting took note of the updated financial status of RASG-PA as presented by the Secretariat.

-----