



Organización de Aviación Civil Internacional  
Grupo Regional sobre Seguridad Operacional  
de la Aviación - Panamérica (RASG-PA)

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# **Regional Aviation Safety Group – Pan America (RASG-PA)**

## **RASG-PA/13**

### **Final Report**

Santo Domingo, 13 & 14 November 2023

Prepared by the Secretariat

November 2023

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## MEETING REVIEW

### ii.1. Place and duration of the Meeting

ii.1.1 The Thirteenth plenary meeting of the Regional Aviation Safety Group - Pan America (RASG-PA 13) was held in Santo Domingo, Dominican Republic, from 13 to 14 November 2023. On 13 November, the RASG-PA Safety Day was held; in the morning of 14 November, the deliberations of the RASG-PA/13 plenary meeting were held, and in the, the joint session of the plenary meetings of the CAR/SAM Regional Planning and Implementation Group (GREPECAS) and RASG-PA was held.

### ii.2 Discussion of Working Papers

ii.2.1 The discussion of the Working Papers was carried out asynchronously between 14 September and 31 October 2023. This report includes the exchanges registered in relation to the content of the Working Papers published on the site: <https://esam.icao.int/>

ii.2.2 The Meeting unanimously expressed its support and recognition of the discussion of Working Papers and Information Papers asynchronously and requested the Secretariat to maintain this practice for future meetings.

### ii.3 RASG-PA Safety Day

ii.3.1 On 13 November 2023, the first version of the RASG-PA Safety Day was held, which was completely dedicated to turbulence analysis. **Appendix A** shows the event agenda, which includes details of the topics addressed and the presenters. It was agreed that, based on the topics discussed at the RASG-PA Safety Day, the PA-RAST prepare a work programme for the 2024-2025 administration and present it to the Executive Steering Committee (ESC) for approval.

### ii.4 Opening Ceremony

ii.4.1 Mr. Andrew Larsen, RASG-PA Co-Chair (States); Mr. Christopher Barks, Regional Director of the ICAO NACC Regional Office, Mr. Fabio Rabbani, Regional Director of the ICAO SAM Regional Office and Secretary of RASG-PA, and Mr. Hector Porcella, Acting General Director of the Dominican Institute of Civil Aviation, welcomed the participants and expressed their pleasure at the response to the call. They also highlighted the result of the asynchronous phase of the meeting and the high level of exchange generated during the RASG-PA Safety Day, and the contribution of the RASG-PA to improvements in safety in the region.

### ii.5 Officials and Secretariat

ii.5.1 The Meeting was chaired by Mr. Andrew Larsen (Canada), Co-Chair of RASG-PA representing States. Mr. Rabbani served as Secretary of the Meeting and was assisted by Mr. Javier Puente, Regional Safety Implementation Officer of the SAM Regional Office, Mr. Fernando Camargo, Regional Officer Technical Assistance of the NACC Regional Office, and Ms. Sereya Schotborgh, Regional Safety Implementation Officer of the NACC Regional Office.

**ii.6 Working languages**

ii.6.1 The working languages and documentation of the Meeting were English and Spanish.

**ii.7 Agenda**

ii.7.1 The following Agenda was adopted:

**Asynchronous Session****Agenda Item 1: RASG-PA Administrative Aspects**

Working Paper 03 – Election procedure for the Co-Chairs of the RASG-PA and the members of the Executive Steering Committee (ESC) of the RASG-PA. (Presented by the Secretariat)

Working Paper 04 – RASG-PA Safety Partners Program. (Presented by the Secretariat)

**Agenda Item 2: Status of GASP implementation in the Pan American Region**

Working Paper 06 - Status of RASG-PA safety indicators (SPI). (Presented by the Secretariat)

**Agenda Item 3: GASP Implementation Issues and Possible Solutions**

Working Paper 05 – Support for the implementation of the state operational safety program (SSP) in the Pan American region. (Presented by the Secretariat)

**Agenda Item 4: Status of RASG-PA Safety Improvement Projects and Initiatives**

Working Paper 02 – Report from the ESC to the RASG-PA on the activities, initiatives and projects of the RASG-PA. (Presented by ESC)

**Agenda Item 5: Specific measures and improvements requiring consideration by the ANC and the Council**

No Working Papers were submitted under this matter.

**Agenda Item 6: Recommendations to the ICAO Council to improve future editions of the GASP**

No Working Papers were submitted under this matter.

**Agenda Item 7: Coordination Aspects between RASG-PA and GREPECAS**

Working Paper 07 – GREPECAS-RASG-PA Coordination. (Presented jointly by the Secretariats of RASG-PA and GREPECAS)

Additionally, the GREPECAS Secretariat presented the following Working Papers that are directly related to the activities of the RASG-PA:

GREPECAS Working Paper 05 – Coordination between the GTE and the PA-RAST.

GREPECAS Working Paper 02 – Follow-up to the current Conclusions and Decisions of GREPECAS and RASG-PA.

**Agenda Item 8: Any other subject**

Working Paper 08 – Harmonization of regulations by States. (Presented by COCESNA)

Working Paper 09 – Management of technical personnel through Regional Safety Oversight Organizations (RSOO). (Presented by COCESNA)

Working Paper 10 – Management of the Regional Safety Oversight Organization (RSOO). (Presented by COCESNA)

Working Paper 11 – Contribution to operational safety in the management of avian and fauna danger - Regional guide to avian and fauna danger. (Presented by COCESNA)

**Synchronous Session 1 – November 13, 2023 – RASG-PA Safety Day**

Appendix A details the content of the RASG-PA Safety Day.

**Synchronous Session 2 – 15 November 2022 (Morning)**

During this session, the following were discussed:

- a) Asynchronous phase feedback session
- b) Format and content of future RASG-PA meetings and dates for the next triennium
- c) Approval of the election procedures for the presidents, co-presidents of the RASG-PA and members of the ESC of the RASG-PA
- d) Election of the Chairs, Vice chairs of the RASG-PA and members of the ESC of the RASG-PA
- e) Approval of the Final Report of the RASG-PA/13 Meeting
- f) ICAO presentation on the future of the Global Safety Plan (GASP) and the Regional Safety Groups (RASG).
- g) Other matters.

**Session 3 - November 15, 2022 (afternoon) – RASG-PA/GREPECAS Joint Session**

During this session, the exercise on the RASG-PA and GREPECAS Indicators was carried out.

## ii.8 Assistance

ii.8.1 The Meeting was attended by 48 participants from 16 States, and 22 participants from 16 International Organizations and industry. With the Secretariat, they totaled 90 persons. The list of participants is shown on page iii.

## ii.9 Conclusions and Decisions

ii.9.1 The RASG-PA records its activities in the form of Conclusions and Decisions as follows:

The Conclusions address matters that, in accordance with the terms of reference of the Group, deserve the direct attention of States/Territories and/or International Organizations, which require further necessary measures to be raised by the Secretary in accordance with established procedures.

The Decisions refer only to matters that deal with the internal organization of the work of the Group and its Auxiliary Bodies.

### ii.9.2 List of Conclusions

Number	Title	Page
C1/2023	APPROVAL OF THE RASG-PA SAFETY PARTNER PROGRAM	1-2
C2/2023	APPROVAL OF THE VALUES OF THE RASG-PA INDICATORS	2-1
C3/2023	RASG-PA SUPPORT FOR THE IMPLEMENTATION OF THE SSP IN THE PAN AMERICAN REGION	3-1
C4/2023	LIST OF JOINT GREPECAS/RASG-PA ACTIVITIES	7-3
C5/2023	PARTICIPATION OF THE GTE IN THE PA-RAST MEETINGS	7-3
C6/2023	APPROVAL OF THE PRESIDENTS AND VICE-PRESIDENTS OF THE RASG-PA AND THE MEMBERS OF THE ESC	9-1

### ii.9.3 List of Decisions

Number	Title	Page
D1/2023	APPROVAL OF THE ELECTION PROCEDURE OF THE CO-PRESIDENTS OF THE RASG-PA AND THE MEMBERS OF THE EXECUTIVE DIRECTING COMMITTEE (ESC) OF THE RASG-PA	1-1
D2/2023	PA-RAST TERMS OF REFERENCE	1-1
D3/2023	APPROVAL OF THE RASG-PA ACTIVITY REPORT TO BE SUBMITTED TO THE AIR NAVIGATION COMMISSION (ANC) AND THE ICAO COUNCIL	4-2
D4/2023	REDUCTION OF TCAS-RA AND ALTITUDE DEVIATIONS (LHD)	7-5
D5/2023	APPROVAL OF THE TENTATIVE SCHEME OF RASG-PA MEETINGS FOR THE 2024-2026 TRIENNIUM	9-3

**iii. List of participants****ANTIGUA AND BARBUDA**

1. Shenneth Phillips

**ARUBA**

2. Bryan Franca

**BAHAMAS**

3. Twana Lockhart

**BELIZE**

4. Ellis Stanley Gideon

**BRAZIL**

5. André Gustavo Fernandes Peçanha
6. Alessander de Andrade Santoro
7. Luiz Felipe Thomaz Gomes Araujo
8. Diego Henrique de Brito
9. Jorge Wilson de Avila F. Penna
10. Wallace Gutemberg Medeiros Luz
11. Bernardo Tomaz de Castro

**CANADA**

12. Andrew Larsen

**COLOMBIA**

13. Rodrigo Ramón Zapata Romero
14. Ivonne Vergara
15. Julián Echeverery

**COSTA RICA**

16. Fernando Naranjo Elizondo

**CUBA**

17. Carlos Pérez Andino
18. Rigoberto Ochoa
19. Orlando Nevot

**DOMINICAN REPUBLIC**

20. Héctor Porcella
21. Roosevelt Peña Mendez
22. Noel José Ortiz
23. Rosa Melissa Castro Batista
24. Eglá García Toro

25. Christian José Delfino Fernández
26. Vicmar Marín
27. José Miguel Escalante Ledesma
28. Ninoska Rodríguez Reynoso
29. Alejandro Bartolomé Reynoso
30. Augusto Pérez Cuevas
31. Aída Lidia Del Rosario Lantigua
32. Alicia Ventura
33. Mabel Mejía
34. Manuel Cassasnovas

**EL SALVADOR**

35. Jaime Roberto Palomares Ardon

**FRANCE**

36. Ravo Randria
37. Benoit Roturier

**NICARAGUA**

38. Uwe Cano
39. Héctor Espinosa

**PANAMA**

40. Ivette Iturrado
41. Ivette Kerube Prado
42. Sandra Rodríguez
43. Agustín Zúñiga

**TRINIDAD AND TOBAGO**

44. Curtis Peters

**UNITED STATES**

45. Nicholas Reyes
46. Angel Luna
47. Giles Strickler

**URUGUAY**

48. Alejandro Trujillo

**ACI**

49. Rafael Echevarne
50. Juan Manuel Manriquez Viñas

**AEROMEXICO**

51. Germán Díaz Barriga

**AIRBUS**

52. Rudy Quevedo

**ALTA**

53. Virginio Corrieri

**AMERICAN AIRLINES**

54. John DeLeeuw

**ARAJET**

55. John Allen

56. Garret Malone

57. Hector Guarin

**AZUL**

58. Renan Frota

**BOEING**

59. Alvimar de Lucena Costa Junior

60. Michael Snover

**COCESNA**

61. Roger Pérez

62. Alejandro Mena Ortega

**EASA**

63. Alfonso Arroyo Fernandez

**EMBRAER**

64. Paulo Manoel Razaboni

**IATA**

65. Peter Cerda

66. Gerardo Hueto

**IFALPA**

67. Diana Martínez

**KOREAN AIR**

68. Kang Won Bae

**NTSB**

69. Daniel Bower

**UNIVERSITY OF READING**

70. Paul Williams

**ICAO**

71. Fabio Rabbani

72. Christopher Barks

73. Oscar Quesada

74. Julio Siu

75. Raúl Martínez

76. Jorge Armoa

77. Fernando Hermoza

78. Martin Maurino

79. Mayda Ávila

80. Eddian Méndez

81. Javier Puente

82. Fernando Camargo

83. Francisco Almeida

84. Sereya Schotborgh

85. Roberto Sosa

86. Fabiana Todesco

87. Elie Tanious EL Khoury

88. Virginia Tavella

89.

#### iv Documentation List

iv.1 All the Meeting documentation is available at the following web link:

<https://www.icao.int/RASGPA/Pages/MeetingsDocumentation.aspx?m=2023-RASGPA13>

Number	Agenda item	Title of the Working Paper	Date	Presented by
WP/02	4	Report from the ESC to the RASG-PA on the activities, initiatives and projects of the RASG-PA	3/10/2023	Secretariat
WP/03	1	Procedure for the election of the Co-Chairs of the RASG-PA and the members of the Executive Steering Committee (ESC) of the RASG-PA	24/08/2023	Secretariat
WP/04	1	RASG-PA Safety Partner Program	6/09/2023	Secretariat
WP/05	3	Support for the implementation of the state operational safety program (SSP) in the Pan American region	12/09/2023	Secretariat
WP/06	2	Status of RASG-PA Safety Indicators (SPI)	6/12/2023	Secretariat
WP/07	7	GREPECAS-RASG-PA Coordination	24/10/2023	Secretariat
WP/08	8	Harmonization of regulations by States	23/10/2023	COCESNA
WP/09	8	Management of technical personnel through Regional Safety Oversight Organizations (RSOO)	23/10/2013	COCESNA
WP/10	8	Management of the Regional Operational Safety Oversight Organization (RSOO)	23/10/2023	COCESNA
WP/11	8	Contribution to operational safety in the management of avian and fauna danger - Regional guide to avian and fauna danger	23/10/2023	COCESNA

Number	Agenda item	Title of the Information Paper	Date	Presented by
IP/02	1	Financial Statements and Support to RASG-PA	12/09/2023	Secretariat
IP/03	8	Application of the Collaborative Safety Team (CST) concept	06/09/2023	United States
IP /05	7	Working Session for the KPIs of the RASG-PA and GREPECAS	13/11/2023	Secretariat

**Agenda Item 1**

**Administrative aspects of the RASG-PA**

1.1 The Secretariat presented Working Paper 3 “Procedure for the election of the Co-Chairs of the RASG-PA and the members of the Executive Steering Committee (ESC) of the RASG-PA”.

1.2 Various comments and suggestions were received to improve the original proposal. One of the most relevant discussions was related to the convenience of replicating the election procedures for the PA-RAST. It was reported that the PA-RAST is working on updating the Terms of Reference (TORs) for its operation, and that the procedures for electing its representatives should be included in said TORs, being able to copy or adapt the procedures approved for the RASG-PA, and the final proposal must be approved by the ESC.

1.3 Once the comments made during the discussion period were incorporated, the Procedure for electing the Co-Chairs of the RASG-PA and the members of the Executive Steering Committee (ESC) of the RASG-PA was as detailed in **Appendix B** of this report.

1.4 In this sense, the Meeting agreed on the following Decisions:

DECISION RASG-PA13/D1/2023		APPROVAL OF THE ELECTION PROCEDURE OF THE CO-CHAIRS OF THE RASG-PA AND THE MEMBERS OF THE EXECUTIVE DIRECTING COMMITTEE (ESC) OF THE RASG-PA	
<b>What:</b> a) The Procedure for the election of the RASG-PA Co-Chairs and members of the RASG-PA Executive Steering Committee (ESC) is approved as described in Appendix B of this report. b) The necessary modifications are made to the RASG-PA Procedural Handbook.		<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/Technical	
<b>Why:</b> a) To formalize the mechanism for electing co-presidents and vice-presidents of the RASG-PA, and members of the Executive Steering Committee (ESC) of the RASG-PA. b) To ensure its compatibility with approved procedures.			
<b>When:</b> Immediately		<b>Status:</b> Valid	
<b>Who:</b> <input checked="" type="checkbox"/> RASG-PA Secretariat		<b>Responsible:</b> Secretariat	

DECISION RASG-PA13/D2/2023		UPDATE OF PA-RAST TERMS OF REFERENCE	
<b>What:</b> That te PA-RAST Terms of Reference (TOR) be updated.		<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/Technical	

<b>Why:</b>	To adequately reflect their current way of working, and that these TOR include the procedure for electing their co-presidents. Because the current PA-RAST TORs are outdated and do not adequately reflect the current way of working of said team. Additionally, there are no procedures for the election of PA-RAST presidents and co-presidents.		
<b>When:</b>	By ESC/39 (May 2024)	<b>Status:</b>	Valid
<b>Who:</b>	<input checked="" type="checkbox"/> RASG-PA Secretariat		<b>Responsible:</b> Secretariat

1.5 Through WP/04, the Secretariat presented the RASG-PA Safety Partners Programme initiative.

1.6 During the last two years, PA-RAST has strengthened its relationship with some airlines in the region, which now participate in the meetings and provide important information on safety risks. The Partner Program seeks to deepen this relationship, formalizing the voluntary support of airlines and other service providers to:

- a) Validate the PA-RAST deliverable/product concepts before they are developed;
- b) Suggest the development of new products by PA-RAST based on specific safety needs; and
- c) Validate the usefulness of the products and provide feedback based on their anticipated use before publication.

1.7 In this way, PA-RAST will be able to calibrate and prioritize the development of its products based on the specific safety needs of service providers, and quickly and easily know the impact of its products.

1.8 The Meeting unanimously supported the proposal of the Secretariat, and agreed on the following Conclusion:

CONCLUSION		APPROVAL OF THE RASG-PA SAFETY PARTNERS PROGRAM	
<b>RASG-PA12/C1/2023</b>			
<b>What:</b>	<ol style="list-style-type: none"> <li>a) The initiative to establish the RASG-PA Safety Partners Programme is approved; and</li> <li>b) PA-RAST to prepare the general conditions of the Programme and send it to the ESC for approval and subsequent implementation.</li> </ol>		<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/Technical
<b>Why:</b>	To enable greater collaboration between PA-RAST and service providers in the region for the identification, validation and calibration of PA-RAST priorities and products.		
<b>When:</b>	By ESC/39 (May 2024)	<b>Status:</b>	Valid
<b>Who:</b>	<input checked="" type="checkbox"/> RASG-PA ESC <input checked="" type="checkbox"/> PA-RAST		<b>Responsible:</b> ESC

**Agenda Item 2**

**Status of GASP Implementation in the Pan American Region**

2.1 Through WP/06, the Secretariat presented the status of the RASG-PA Safety Performance Indicators (SPIs). The current status of the indicators is presented in **Appendix C** of this report.

2.2 The paper was well received, however, there were some suggestions to improve the readability of the table. All comments will be forwarded to the Safety Monitoring and Reporting Team (SMRT) to be incorporated into a revision of the table in Appendix C, and the new dashboard mentioned in para. 2.4.

2.3 In order to incorporate the KPIs values into the RASG-PA annual report for the Air Navigation Commission (ANC) and the ICAO Council, the Meeting agreed to approve the following Conclusion:

CONCLUSION		APPROVAL OF THE RASG-PA SPI VALUES	
<b>RASG-PA12/C2/2023</b>			
<b>What:</b>	The RASG-PA safety indicator (SPI) values are approved, as set out in Appendix C of this 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/Technical
<b>Why:</b>	To include the SPI values in the RASG-PA annual report to the Air Navigation Commission (ANC) and the ICAO Council.		
<b>When:</b>	Inmediately	<b>Status:</b>	Valid
<b>Who:</b>	<input checked="" type="checkbox"/> RASG-PA Secretariat		<b>Responsible:</b> Secretariat

2.4 Additionally, the Secretariat is working on an important update of the RASG-PA Dashboard, which allows automating the updating of most of the indicators, through direct connection with the databases that contain these values (for example, the of the ICAO Universal Safety Oversight Audit Programme - USOAP). This update will allow for better use of the resources of the Secretariat and the RASG-PA work teams.

2.5 People who have access to the current Dashboard will be able to continue accessing the new version through the same procedure. For those RASG-PA members who do not yet have access to the Dashboard, you can complete the following form to receive help: <https://forms.gle/iYQbjnTwDZ4H8qAq9>

2.6 The new Dashboard will be available from February 1, 2024.

**Agenda Item 3**

**Identification of implementation gaps and possible solutions**

3.1 The Secretariat presented WP/05 “Support for the implementation of the State Safety Programme (SSP) in the Pan American region” in response to the low progress of the implementation of the SSP in the region in general.

3.2 Despite multiple activities developed by the NACC and SAM Regional Offices, the general level of SSP implementation is low, and its progress is slow.

3.3 The low level of establishment and implementation of SSPs implies that States do not have Safety Data Collection and Processing Systems (SDCPSs) to capture, store, aggregate and allow the analysis of safety data and information and limits its data exchange capacity.

3.4 The inability of many States in the region to adequately identify and process reactive and proactive safety information does not allow for an adequate understanding of the risks and their potential impact on local and regional safety.

3.5 However, the causes behind the low level of establishment of SSPs are not entirely clear, and the different programmes and promotion projects that have been applied in recent years to encourage and promote their advancement have proven to have a limited impact.

3.6 In order to identify the causes of the low implementation of the SSP in the region, for the development of appropriate corrective measures, the Meeting expressed its agreement with the content of the Working paper and agreed on the following conclusion:

<b>CONCLUSION</b> <b>RASG-PA/C3/2023</b>		<b>RASG-PA SUPPORT FOR THE IDENTIFICATION OF THE ROOT CAUSE OF THE LOW IMPLEMENTATION OF THE SSP IN THE PAN AMERICAN REGION</b>	
<b>What:</b>	a) RASG-PA Secretariat coordinate the development of a project aimed at identifying the causes of the low implementation of the SSP in the Pan American region to be presented to the ESC for its consideration and approval.	<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/Technical
<b>Why:</b>	a) To develop adequate and efficient mitigation measures, which allow greater progress in the implementation of the SSP in the region. b) For your consideration and approval.		
<b>When:</b>	The projects must be approved by the ESC, at the latest, during the ESC/39 meeting.	<b>Status:</b>	Valid
<b>Who:</b>	<input checked="" type="checkbox"/> Secretariat	<b>Responsibles:</b> Secretariat	

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## Agenda Item 4

### Status of RASG-PA safety improvement projects and initiatives

4.1 Through WP/02, the ESC presents a summary of the activities carried out by the RASG-PA since the RASG-PA/12 meeting, specifically the activities carried out by the PA-RAST, the SMRT, and the projects promoted by the Regional Offices, as described below.

#### Activities carried out by PA-RAST:

- a) RSA-07: Mitigation of accidents type CFIT/Mitigations for Controlled Flight Into Terrain  
<https://www.icao.int/RASGPA/Pages/RASGPA-SA.aspx>
- b) RSA-08: Compatibility Issues Between Required Landing Performance and Touchdown Zone Definition  
<https://www.icao.int/RASGPA/Pages/RASGPA-SA.aspx>
- c) RSA-09: Mode Awareness and Energy State Management Aspects of Flight Deck Automation  
<https://www.icao.int/RASGPA/Pages/RASGPA-SA.aspx>
- d) RSA-10: Manual Flight Operations  
<https://www.icao.int/RASGPA/Pages/RASGPA-SA.aspx>
- e) Formalization of the Terms of Reference and the collaboration methodology between the GTE and the PA-RAST  
<https://www.icao.int/RASGPA/Pages/Library.aspx>
- f) PA-RAST Strategy for Collaborative Safety Teams  
<https://www.icao.int/RASGPA/Pages/Library.aspx>
- g) Turbulence Mitigation Toolkit (RASG-PA Turbulence Toolkit)  
<https://www.icao.int/RASGPA/Pages/TurbulenceToolkit.aspx>
- h) Guide for the implementation of CSTs  
<https://www.icao.int/RASGPA/Pages/Library.aspx>

#### Activities carried out by SMRT:

- a) RASG-PA Dashboard:  
<https://portal.icao.int/RASG-PA/Pages/KPIs-Dashboard-.aspx>
- b) RASG-PA Annual Safety Report (ASR):  
<https://www.icao.int/RASGPA/Pages/ASR.aspx>

**Projects in execution by the NACC and SAM Regional Offices:**

	Name of the Project	Approval Date	Assigned Resources	Executed Resources	Status
A	SUPPORT FOR THE IMPLEMENTATION OF THE SSP IN THE CAR REGION	25-05-2022	35000	0	Active
B	EXPANDED EXPERIENCE OF THE RASG-PA PROJECT "FROM VISUAL TO PBN" IN THE CAR REGION	25-05-2022	0	0	Active
C	IMPLEMENTATION OF RST IN THE CAR AND SAM REGIONS	25-05-2022	15000	900	Active
D	PROJECT TO STRENGTHENING LIGUISTICS COMPETENCE IN ATS SERVICES	25-05-2023	35000	0	Active

4.2 The following link leads to the Working Paper that contains all the Appendices mentioned in this Section of the Report:

<https://www.icao.int/SAM/Documents/2023-RASGPA13/RASG-PA13%20NE02%20Reporte%20del%20ESC%20al%20RASG-PA.pdf>

4.3 The Meeting expressed its recognition to the RASG-PA work teams for the achievements made, and its support for the content of the Working Paper, including the following Decision:

<b>DECISION RASG-PA/D03/2023</b>		<b>APPROVAL OF THE RASG-PA ACTIVITY REPORT TO BE SUBMITTED TO THE AIR NAVIGATION COMMISSION (ANC) AND THE ICAO COUNCIL</b>	
<b>What:</b>  The RASG-PA Activities Report corresponding to the periods 2022-2023 is approved, to be presented to the Air Navigation Commission (ANC) and the ICAO Council.		<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/Technical	
<b>Why:</b> To comply with the reporting procedure to the Air Navigation Commission and the ICAO Council.			
<b>When:</b> Immediately		<b>Status:</b> Valid	
<b>Who:</b> <input checked="" type="checkbox"/> Secretariat			

**Agenda Item 5**

**Specific measures and improvements requiring consideration by the ANC and the Council**

No Papers were submitted under this Agenda Item.

**Agenda Item 6**

**Specific measures and improvements requiring consideration by the ANC and the Council**

No Papers were submitted under this agenda item.

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**Agenda Item 7**

**Coordination aspects between RASG-PA and GREPECAS**

7.1 Through WP/07 of the RASG-PA and WP/03 of GREPECAS, a summary of the following activities that have been developed in a coordinated manner between both groups during this year was presented:

- a) Collaboration between the Scrutiny Working Group (GTE) – Regional Aviation Safety Team – Pan America (PA-RAST)
- b) CAR and SAM Runway Safety Team (RST) Implementation Project.
- c) Implementation of Performance Based Navigation (PBN) procedures in Visual Track – SAM.
- d) Implementation of Performance Based Navigation (PBN) procedures in a Visual Track – NACC.
- e) Air Traffic Services (ATS) Language Proficiency Project in the CAR and SAM regions.
- f) IATA/ICAO Project for Controlled Terrain Impact Mitigation (CFIT).
- g) General considerations on possible interference caused by the 5G network.
- h) Activities related to UAS/RPAS.
- i) Assessment of AIS personnel competencies.
- j) Activities related to the prevention of accidents related to turbulence.
- k) Analysis of the 7th Edition of the GANP.

7.2 The details of each activity are attached to NE/10, which can be accessed through the following link: <https://www.icao.int/SAM/Documents/2023-RASGPA13/RASG-PA13%20NE07.pdf>

7.3 WP/07 also raised possible activities that could be discussed in the future for the collaboration of both groups. The Meeting recognized the efforts of both Groups and highlighted their ability to conduct tasks in a coordinated manner, highlighting the importance of seeking efficiencies and minimizing duplication of efforts.

7.4 During the discussion of the Paper, the modifications described below arose, and will be incorporated in the final version of this report. 7.5. During the discussion of the Paper, the modifications described below arose, and will be incorporated in the final version of this report.

- a) **Appendix A** on the “Joint Activities of the Scrutiny Working Group (GTE) – Regional Aviation Safety Team – Pan America (PA-RAST)
  - The collaboration between RASG-PA and GREPECAS ensures avoiding duplication of efforts by mitigating the same safety issues. RASG-PA is interested in mitigating the risk of Mid-Air Collisions (MACs), while GREPECAS seeks to do the same, but for flights in Reduced Vertical Separation Minimum (RVSM) airspace. Regional monitoring agencies provide validated Large Height Deviation (LHD) data to GREPECAS through Scrutiny Working Group (GTE), and FAA/CAST contributes important Traffic Collision Avoidance System (TCAS) Resolution Advisory (RA) data through RASG-PA that provides additional visibility to operational information. Combined, these data can help States reduce the occurrence of LHDs. CAST/ASIAS data cannot be shared virtually and, rather than identifying mechanisms to present data virtually, collaboration between the two groups

can be achieved through the MAC High Risk Category (HRC) team during PA-Meetings. RAST, which the FAA/CAST is a part of.

- b) **Appendix B** on the CAR and SAM Runway Safety Team (RST) Implementation Project. (In progress)
- c) **Appendix C** on the Implementation of Performance Based Navigation (PBN) procedures in Visual Track – SAM. (Filled)
- d) **Appendix D** on the Implementation of Performance Based Navigation (PBN) procedures in Visual Track – NACC. (In progress)
- e) **Appendix E** on the Air Traffic Services (ATS) Language Proficiency Project in the CAR and SAM Regions. The following actions are carried out by RASG-PA:
  - Inform about the selection of the training institution.
  - Inform the States about the nomination of participants for the Pilot Project
- f) **Appendix F** on the “IATA/ICAO CFIT type accident mitigation project”
  - The IATA/ICAO Controlled Terrain Impact Mitigation (CFIT) project description should be updated to reflect the current status of the project. The project is currently a PA-RAST collaboration led by the FAA (champion), the surveys for the operators were carried out by IATA and ALTA, and those for the states were carried out by the ICAO (NACC and SAM). The project status should also reflect that in addition to IATA (GADM) data, the equipment also relies on US CAST (ASIAS) data.
  - Other suggested changes to the appendix:
    - o **Title:** RASG-PA Project for Controlled Impact Against Terrain (CFIT) Mitigations
    - o **Scope and Objective:** RASG-PA is committed to promoting a collaborative approach to address key safety issues in the Pan American Region through a data-driven approach, involving all aviation stakeholders from industry and government. RASG-PA, through collaboration with its members, identified a safety risk attributed to controlled impact into terrain (CFIT) and created a team to address this risk composed of members such as IATA, US CAST and ALTA, among others. In efforts to continue reducing the number of CFIT accidents, the CFIT team - through RASG-PA -, in collaboration with the ICAO NACC and SAM Regional Offices, called on States and Industry stakeholders to ensure the updating databases and terrestrial systems. Continued monitoring and implementation of the CFIT Detailed Implementation Plan (DIP) is necessary for all aviation stakeholders.
    - o Next steps or actions: The RASG-PA CFIT team has issued RASG-PA Safety Advisories (RSA-07 and RSA-07b) aimed at reducing CFIT events in the LATAM/CAR region. IATA, ALTA and ICAO SAM and NACC will survey States and operators to measure the adoption of RSA recommendations.
- g) **Appendix G** on general considerations on possible interference caused by the 5G network. (finalized)
- h) **Appendix H** on UAS/RPAS related activities. (In progress)

- **Scope and Objective:** Support the CAR and SAM States in the development of the corresponding regulation and integration in Traffic Management (UTM) operations of Unmanned Aircraft Systems (UAS).
  - **Next steps or actions:** Support the CAR region activities carried out through the NACC/WG Working Group and the activities planned by the SAM Region through the Regional Safety Oversight Cooperation System (SRVSOP) and recommended by the SAM Office. Support Project II LAC APP – RoC 142 – Support to the SRVSOP for UAS so that the SRVSOP can continue with the implementation of UAS integration.
- i) **Appendix I** on the Competency Assessment of AIS personnel. (In progress)
- j) **Appendix J** on “Activities related to the prevention of accidents related to turbulence”
- Under project achievements and deliverables should include the turbulence toolkit developed by PA-RAST (RASG-PA Toolkit).

7.6 It was agreed that the Secretariat would review and incorporate the suggested modifications to the Appendices of WP/07 as described in section 7.5 above.

7.7 Finally, once the content of the Working Paper had been analysed and the corresponding considerations had been made by the members of the group, the Meeting approved the following Conclusion:

<b>CONCLUSION</b>		<b>LIST OF JOINT ACTIVITIES GREPECAS/RASG-PA</b>	
<b>RASG-PA13/C4/2023</b>			
<b>What:</b>		<b>Expected impact:</b>	
<p>The Plenary Meetings of GREPECAS and RASG-PA approve the updated list of joint activities for presentation to the Air Navigation Commission (ANC):</p> <ol style="list-style-type: none"> <li>1) Collaboration between the Scrutiny Working Group (GTE) and the Mid-Air Collision Working Group (MAC) of the RASG-PA;</li> <li>2) CAR and SAM Runway Safety Equipment (RST) Implementation Project;</li> <li>3) Implementation of Performance Based Navigation (PBN) procedures in a Visual Track – SAM;</li> <li>4) Implementation of Performance Based Navigation (PBN) procedures in a Visual Track – NACC;</li> <li>5) Linguistic Competence Project in Air Traffic Services (ATS) in the CAR and SAM regions;</li> <li>6) IATA/ICAO project for the mitigation of CFIT type accidents;</li> <li>7) Activities related to Unmanned Aircraft System(s) (UAS)/Remotely Piloted Aircraft System (RPAS);</li> <li>8) Assessment of competencies of aeronautical information service (AIS) personnel; and</li> <li>9) Activities related to the prevention of accidents related to turbulence.</li> </ol>		<input type="checkbox"/> Political/Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	
<b>Why:</b> To include the progress and next steps of the coordinated activities in the GREPECAS and RASG-PA reports and submit to the ANC and the ICAO Council.			
<b>When:</b>	Immediately	<b>Status:</b>	Valid
<b>Who:</b>	<input checked="" type="checkbox"/> RASG-PA/GREPECAS Secretariat		<b>Responsible:</b> RASG-PA/GREPECAS

7.8 Under WP/05, the Secretariats of RASG-PA and GREPECAS presented the progress in collaboration in data analysis between the Scrutiny Working Group (GTE) and the PA-RAST specifically related to Large Height Deviations (LHDs) and Collisions and Traffic Avoidance. Data from traffic collision avoidance system (TCAS), proposing actions to maintain and improve this collaboration. The Working Paper received support from members of both groups during the asynchronous phase, where the following Conclusion and Decision were agreed:

CONCLUSION RASG-PA/C5/2023		PARTICIPATION OF THE GTE IN THE PA-RAST MEETINGS	
<b>What:</b> In order to facilitate data exchange, GTE members who have data participate, at least, in the PA-RAST meetings held in the Regional Offices (twice per year).		<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/Technical	
<b>Why:</b> To facilitate the data exchange process between the GTE and the PA-RAST.			
<b>When:</b> Immediately	<b>Status:</b> Valid		
<b>Who:</b> <input checked="" type="checkbox"/> GTE		<b>Responsible:</b> <input checked="" type="checkbox"/> GTE	

DECISION RASG-PA12/D4/2023		TCAS-RA AND LHD REDUCITON	
<b>What:</b> To address the challenges identified in terms of data exchange between the GTE and PA-RAST, in order to make the most of their collaboration, the GTE and PA-RAST coordinate with States and/or service providers of the CAR/SAM Regions to establish a mechanism to propose activities to reduce the occurrence of Traffic and Collision Avoidance System – Resolution Advisory (TCAS-RA) and Large Heigh Deviation (LHD).		<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/Technical	
<b>Why:</b> To promote data exchange between the GTE and PA-RAST.			
<b>When:</b> GREPECAS/21	<b>Status:</b> Valid		
<b>Who:</b> <input checked="" type="checkbox"/> GTE <input checked="" type="checkbox"/> PA-RAST		<b>Responsible:</b> GTE/PA-RAST	

7.9 Additionally, the GREPECAS Secretariat discussed the following topics that are directly related to the activities of the RASG-PA:

7.9.1 Under GREPECAS WP/02 – Follow-up to the current Conclusions and Decisions of GREPECAS and RASG-PA, a follow-up executive summary (Appendix) was presented that includes the Conclusions and Decisions of the previous Meetings of the GREPECAS and the Programmes and Projects

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Committee (CRPP) of GREPECAS, identifying those that were part of the 2nd joint RASG-PA/GREPECAS Meeting. The WP/02 is available at:

<https://www.icao.int/NACC/Documents/Meetings/2023/GREPECAS21/GRP21WP02.pdf>.

7.9.2 Under GREPECAS WP/04 – Topics of Interest for GREPECAS and RASG-PA, the topics of interest for both groups, RASG PA and GREPECAS, were identified, considering that operational safety risks arise during the delivery of air navigation services or the conduct of an activity (e.g., operation of an aircraft, airports or of air traffic control). Common topics of interest were focused on the integration of human factors and the classification of human action with open system concepts of safety culture and practices. It also provided safety professionals with the innovative ability to select the most effective safety management and intervention approaches.

7.9.3 Uruguay and Brazil support that both GREPECAS and RASG-PA collaborate fully on these new topics of interest. Similar support was received from members of both groups during the asynchronous phase, that GREPECAS and RASG-PA provide support on issues related to both regional groups, to avoid duplication of efforts; promote forums or spaces for conversation on topics in which navigation and air safety are transversal and interactive; and promote joint work in the States on issues that interact air navigation with safety, to optimize the resources of the States. The WP/04 is available at:

<https://www.icao.int/NACC/Documents/Meetings/2023/GREPECAS21/GRP21NE04.pdf>.

7.9.4 Under Presentation 03 - Implementation Support Products and Services to Address Aviation Needs, the Secretariat reminded the Meeting that, in addition to its standards development function, ICAO also provides, through its Capacity Development and Implementation Bureau (CDI), critical support to Member States to successfully implement those same standards. It also highlighted the diverse portfolio and capacity development and implementation support products and services available to support the needs of GREPECAS members and urged members to consider using them to address their implementation support needs.

7.9.5 Furthermore, the Secretariat suggested that interested members contact the CDI to explore how ICAO can help address current and future implementation challenges.

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**Agenda Item 8**

**Any other business**

8.1 The Central American Corporation of Air Navigation Services (COCESNA) presented the following Working Papers:

**WP/08 on “Harmonization of regulations by States”**

The Working Paper deals with the adoption of a standard regulatory system in order to promote the harmonization and standardization of regulations in the Central American territory.

In this regard, it was commented that, although this process is beneficial and has given good results in different parts of the world, aspects of compatibility with existing legislation must be taken into consideration, and the advantages offered by using existing common regulations that are already in place. used in other States of the Region.

**WP/09 on “Management of technical personnel through regional safety oversight organizations (RSOOs)”**

The Paper aims to expose the current problems that affect Civil Aviation Authorities to attract and maintain competent and capable personnel to carry out the wide range of technical tasks necessary to establish (EC 1-5) and implement (EC 6, 8), as well as actions carried out by COCESNA/ACSA to establish mitigation actions in this regard, especially the inspector exchange programs.

**WP/10 on “Management of technical personnel through RSOOs”**

The Working Paper exposes the elements already established by COCESNA/ACSA as RSOO in the Central American region, what the collaboration mechanisms are like with the States to share best practices in establishing and implementing sustainable operational safety systems, as well as exposes the challenges that RSOO have identified to maintain these systems optimally in the region.

**WP/11 on the “Contribution to Operational Safety in the management of avian and fauna dangers”**

This Paper briefly presents advances made to improve operational safety concentrated in the Regional Guide to Avian and Fauna Danger created with the aim of making known the knowledge, good practices, technologies, and considerations that support the mitigation of the danger. avian and fauna; which are integrated into the Avian and Fauna Danger Guide. This document was prepared with the support of the Civil Aviation authorities of the COCESNA Member States and the Environment Management (GMA), with the objective of promoting the strengthening of the knowledge of the actors in the region, in order to reduce the impacts with birds. The PAF Regional Guide integrates information on the different elements that must be considered to efficiently and respectfully manage birds and other animals.

**Synchronous Session of the RASG-PA/13 Meeting**

**9.1 Asynchronous Phase Feedback**

9.1.1 The Meeting unanimously expressed its support and recognition of the discussion of Working Papers and Information Papers in an asynchronous manner and requested the Secretariat to maintain this practice for future meetings, without prejudice to the improvements that the Secretariat can identify and implement before the next meeting.

9.1.2 To this end, the Secretariat announced that it will distribute a feedback document on the asynchronous and synchronous phases following the meeting.

**9.2 Election of RASG-PA Co-Chairs and RASG-PA Executive Steering Committee (ESC) Members**

9.2.1 The Meeting approved, at the request of the Secretariat, the increase in the members of the Executive Steering Committee representing States from 8 to 10, as a mechanism to promote greater participation of States in RASG-PA meetings. Next, the corresponding election was carried out, the results of which were approved by the RASG-PA as follows:

CONCLUSION RASG-PA12/C6/2023	APPROVAL OF THE CHAIRPERSONS AND VICE-CHAIRPERSONS OF THE RASG-PA AND THE MEMBERS OF THE ESC	
<p><b>What:</b></p> <p>The election of the Co-Chairs and Vice-Co-Chairs of the RASG-PA for the period 2024-2026 is approved as follows:</p> <ul style="list-style-type: none"> <li>• Co-Chair representing the States – Andrew Larsen (CANADA) – Second term</li> <li>• Co-Chair representing the Industry – Javier Vanegas (CANSO) – Second period</li> <li>• Vice Co-Chair representing the States – Fernando Naranjo (Costa Rica)</li> <li>• Vice Co-Chair representing the Industry – Gerardo Huetto (IATA)</li> </ul> <p>Likewise, the members of the Executive Steering Committee are approved as follows:}</p> <ul style="list-style-type: none"> <li>• Aruba</li> <li>• Brazil</li> <li>• Canada</li> <li>• Chile</li> <li>• Colombia</li> <li>• Costa Rica</li> <li>• Dominican Republic</li> <li>• Panama</li> <li>• United States</li> <li>• Uruguay</li> <li>• Airbus</li> <li>• ALTA</li> <li>• ATR</li> </ul>	<p><b>Expected Impact:</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Political/Global</li> <li><input checked="" type="checkbox"/> Inter-regional</li> <li><input type="checkbox"/> Economic</li> <li><input type="checkbox"/> Environmental</li> <li><input checked="" type="checkbox"/> Operational/Technical</li> </ul>	

<ul style="list-style-type: none"> <li>• BOEING</li> <li>• CANSO</li> <li>• EMBRAER</li> <li>• IATA</li> <li>• IFALPA</li> </ul>	
<b>Why:</b> To comply with the approved election procedure.	
<b>When:</b> Immediately	<b>Status:</b> Valid
<b>Who:</b> <input checked="" type="checkbox"/> Secretariat	<b>Responsible:</b> RASG-PA

9.2.2 It was also agreed to complement the new Procedure for the election of the Co-Chairs of the RASG-PA and the members of the Executive Steering Committee (ESC) of the RASG-PA, with the provision that those members of the ESC who do not participate in two consecutive meetings of the ESC may be removed of said Committee or replaced by other States/International Organizations.

9.2.3 The Secretariat was entrusted with incorporating these modifications into the procedure.

### 9.3 Approval of the Conclusions and Decisions of the RASG-PA/13 Meeting

9.3.1 During the synchronous phase, the Meeting approved the Conclusions and Decisions of the RASG-PA/13 Meeting that were reached through the discussion of the Working Papers in the asynchronous phase, as detailed below:

Number	Title
C1/2023	APPROVAL OF THE RASG-PA OPERATIONAL SAFETY PARTNER PROGRAM
C2/2023	APPROVAL OF THE VALUES OF THE RASG-PA INDICATORS
C3/2023	RASG-PA SUPPORT FOR THE IDENTIFICATION OF THE ROOT CAUSE OF THE LOW IMPLEMENTATION OF THE SSP IN THE PAN AMERICAN REGION
C4/2023	LIST OF JOINT GREPECAS/RASG-PA ACTIVITIES
C5/2023	PARTICIPATION OF THE GTE IN THE PA-RAST MEETINGS
C6/2023	APPROVAL OF THE PRESIDENTS AND VICE-PRESIDENTS OF THE RASG-PA AND THE MEMBERS OF THE ESC

Number	Title
D1/2023	APPROVAL OF THE ELECTION PROCEDURE OF THE CO-PRESIDENTS OF THE RASG-PA AND THE MEMBERS OF THE EXECUTIVE DIRECTING COMMITTEE (ESC) OF THE RASG-PA
D2/2023	PA-RAST TERMS OF REFERENCE
D3/2023	APPROVAL OF THE RASG-PA ACTIVITY REPORT TO BE SUBMITTED TO THE AIR NAVIGATION COMMISSION (ANC) AND THE ICAO COUNCIL
D4/2023	UPDATE OF APPENDICES ON JOINT ACTIVITIES
D5/2023	APPROVAL OF THE TENTATIVE SCHEME OF GREPECAS AND RASG-PA MEETINGS FOR THE 2024-2026 TRIENNIUM

**9.4 Approval of dates for RASG-PA meetings for the next triennium**

9.4.1 The Meeting approved the tentative schedule of RASG-PA meetings for the triennium 2024-2026 as detailed below:

DECISION RASG-PA12/D5/2023		APPROVAL OF THE TENTATIVE SCHEME OF RASG-PA MEETINGS FOR THE 2024-2026 TRIENNIUM	
<p><b>What:</b></p> <p>The meetings of the Executive Steering Committee (ESC) of the RASG-PA are planned and carried out in the following periods:</p> <ul style="list-style-type: none"> <li>• ESC/39 –29-30 May 2024</li> <li>• ESC/40 –28-29 May 2025</li> <li>• ESC/41 –27-28 May 2026</li> </ul> <p>The following plenary meetings are planned and carried out and coordinated to be consecutive in the following periods:</p> <ul style="list-style-type: none"> <li>• RASGPA/14 &amp; GREPECAS/22 11 to 15– November 2024</li> <li>• RASGPA/15 &amp; GREPECAS/23 –10 to 14 November 2025</li> <li>• RASGPA/16 &amp; GREPECAS/24 –9 to 13 November 2026</li> </ul>		<p><b>Expected Impact:</b></p> <p><input type="checkbox"/> Political/Global</p> <p><input checked="" 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><b>Why:</b> To comply with the content of the Generic Terms of Reference (ToRs) issued by the ICAO Council for PIRGs and RASGs, and to facilitate the planning and organization of meetings.</p>			
<p><b>When:</b> Agendas for each meeting must be available for approval at least 30 days in advance for ESC meetings, and 60 days in advance for plenary meetings.</p>		<p><b>Status:</b> Valid</p>	
<p><b>Who:</b> <input checked="" type="checkbox"/> Secretariat</p>		<p><b>Responsible:</b> RASG-PA and GREPECAS</p>	

**9.5 Presentation on the evolution of the ICAO global safety strategy and regional links**

9.5.1 ICAO made a presentation on the evolution of the ICAO global safety strategy and regional links, which is published on the meeting website:

<https://www.icao.int/RASGPA/Pages/MeetingsDocumentation.aspx?m=2023-RASGPA13>



International Civil Aviation Organization  
Regional Aviation Safety Group – Pan America

## RASG-PA/13 Plenary Meeting

13 & 14 November 2023 – Santo Domingo, Dominican Republic

**Day 1 – Monday, 13 November 2023**

### RASG-PA Safety Day – Turbulence

*A Day of Discovery: One Day, Eight Minds, Infinite Learning!*

Time	Presentation	Organization
08:00 – 08:30	Registration	
08:30 – 08:45	Opening remarks	ICAO
08:45 – 09:15	What does the data tell us about turbulence?	<b>Gerardo Hueto</b> IATA
09:15 – 09:45	Turbulence case study	<b>Cap. German Diaz Barriga</b> Aeromexico
09:45 – 10:15	How can Collaborative Safety Teams foster turbulence data sharing	<b>Cap. Renan Frota</b> AZUL/BCAST
Coffee Break		
10:45 – 11:15	Navigating turbulence safely	<b>Cap. John DeLeeuw</b> American Airlines
11:15 – 11:45	Turbulence Trend Analysis with Robotic Process Automation	<b>Capt. Kang Won Bae</b> Korean Air
11:45 – 12:15	Effects of climate change in turbulence	<b>Paul D. Williams</b> University of Reading
Lunch Break		
13:30 – 14:00	Preventing Turbulence-Related Injuries	<b>TBD</b> NTSB
14:00 – 14:30	Contributing factors to turbulence related accidents	<b>Julian Echeverry</b> DIACC Colombia
14:30 – 15:00	Panel Discussion	All presenters
15:00 – 15:15	Closing remarks	RASG-PA – Cochairs

**BCAST** – Brazilian Commercial Aviation Safety Team

**DIACC Colombia** – Accident Investigation Authority of Colombia, Member of the South American AIG Cooperation Mechanism.



**Day 2 – Tuesday, 14 November 2023**  
**RASG-PA/13 Plenary Meeting – Morning Session**

Time	Presentation	Organization
08:00 – 08:30	Registration	
08:30 – 08:45	Opening remarks	ICAO & RASG-PA Cochairs
08:45 – 09:15	Asynchronous Phase Feedback Session	
09:15 – 09:45	Future RASG-PA Meetings format and dates for the next triennium	
09:15 – 09:45	Revision of the RASG-PA Chairmen, Cochairmen and ESC members election procedure	
09:45 – 10:15	Election of RASG-PA Chairmen, Cochairmen and ESC members	
Coffee Break		
10:45 – 11:15	Reading and Approval of the Final Report	
11:15 – 11:45	ICAO presentation on the future of GASP and RASGs	
11:45 – 12:00	Any other business	
12:00 – 12:45	Closing remarks	ICAO & RASG-PA Cochairs

**Day 2 – Tuesday, 14 November 2023**  
**RASG-PA/GREPECAS Joint Session – Afternoon**  
*Roundtable on RASG-PA & GREPECAS Performance Indicators*

Time	Presentation	Organization
13:45 – 14:00	Registration	
14:00 – 14:15	Opening remarks	ICAO/GREPECAS
14:15 – 14:30	Roundtable briefing	Secretariat
14:30 – 15:30	Roundtable exercise	
Coffee Break		
15:30 – 16:00	Roundtable exercise	
16:00 – 16:45	Roundtable debriefing	
16:45 – 17:00	Closing remarks	ICAO/GREPECAS

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## APPENDIX B

### **Procedure for the election of the Co-Chairs of the RASG-PA and the members of the Executive Steering Committee (ESC) of the RASG-PA**

#### **Election of RASG-PA Co-Chairs**

1. The RASG-PA chairmanship is composed of two cochairs and two vice-cochairs. A cochair and a vice cochair representing the member States and Territories that make up the Executive Steering Committee (ESC); and a Cochair and a Vice Cochair representing International Organizations and Industry, members of the ESC.
2. The members of the ESC representing the States/Territories, and the Organizations/Industry, will elect their respective Cochair. They will also elect a Vice-Cochair, who will assume the role of Co-Chair when the incumbent is unable to attend a meeting.
3. The co-chairs and vice co-chairs proposed by their representatives in the ESC will be approved by the members of the RASG-PA during the plenary meeting of the year corresponding to the election. Approval will be formalized by a Plenary Decision.
4. Upon approval, the co-chairs and vice-cochairs will serve for a period of three years. Co-chairs and vice co-chairs may not serve for more than two consecutive terms.
5. If a Co-chair is unable to serve his or her three-year term, the Vice-chair will assume the duties of Co-chair for the remainder of the original term.
6. To maintain continuity and transition functions, the State or organization from which the outgoing co-chair comes will appoint a replacement from its organization who will assume the position of vice-cochair for the remaining period of the original term.

#### **Election of members of the Executive Steering Committee (ESC)**

7. The Regional Offices, in coordination with their RASG-PA Member States, will propose four States from the CAR/NAM Regions, and four States from the SAM Region, to represent them in the ESC.
8. Members of industry and International Organizations, members of the RASG-PA, will nominate four of their members to represent them in the ESC.
9. International Organizations, including Regional Safety Oversight Organizations (RSOO), Cooperative Development of Safety and Continued Airworthiness Programs (COSCAP), and Regional Accident and Incident Investigation Organizations (RAIO), from other regions, who are members of the RASG-PA by virtue of their presence within the accreditation area of the ICAO NACC/SAM Offices, may not be elected members of the ESC.
10. For the selection of ESC members, the professional profile and experience of the representatives, their communication and leadership skills, and their familiarity with the procedures and operation of the RASG-PA should be taken into account. Particular attention should be paid to the ability of proposed members to attend all ESC meetings and other RASG-PA meetings, in-person and virtual, for the duration of their participation in the ESC.

11. A desirable criterion for ESC members is to have knowledge and experience in safety management, and in the 8 critical elements of safety oversight.
12. States should consider aspects such as geographic diversity, industry complexity, availability of resources, among others, to ensure that ESC members equitably and adequately represent the diversity of the region.
13. Candidates for members of the ESC will be proposed by its members and must be approved by the RASG-PA during the plenary meeting of the year corresponding to the election. Approval will be formalized through a Plenary Conclusion.
14. Upon approval, the members of the ESC will serve for a period of three3 years and may be re-elected only once for a similar period, and may not serve more than two consecutive terms. Final considerations
15. If an ESC member is unable to continue serving on the ESC, he will be replaced by someone from his State/Organization, who meets the relevant selection criteria, for the original term of office of his predecessor.
16. If a State or Organization cannot continue to be part of the ESC, it will be replaced by another State or Organization, respectively, taking into account the selection and approval criteria for members of the ESC.
17. The replacement of Co-Presidents, members, States and/or Organizations referred to in points (5), (6), (15) and (16) will be approved by the RASG-PA through the express approval mechanism, for the remaining term of office that corresponds to the original member.
18. If an ESC member does not attend two consecutive ESC meetings, he or she will be removed from the Committee.

**APPENDIX C**

**Status of RASG-PA Safety Indicators**

Indicator	Target	2021 Value	2022 Value	Difference
5 year accident rate	Maintain a decreasing trend of global accident rate.	3.21	<b>3.09</b>	-012
Accident rate		2.8	<b>2.97</b>	+0.17
Fatal accidents		0	<b>2</b>	+2
Fatal accident rates		0	<b>0.17</b>	+0.17
Fatality risk		0.23	<b>0.11</b>	-12
Average EI	By 2024, all States to reach 75% EI	72.16	<b>71.7</b>	-0.46
Percentage of States above 75% EI		72.2	<b>65.56</b>	-6.64
SSP foundation implementation regional average	By 2023, all States to implement the foundation of an SSP.	70.44	<b>79.6</b>	+0.16
SSP establishment regional average		31.73	<b>28.55</b>	-3.18
Percentage of States that have submitted their National Safety Plans	By 2024, all States to publish a national aviation safety plan (NASP).	43.32	<b>75.53</b>	+30.21
Number of IOSA operators	Maintain an increasing trend in industry's contribution in safety information sharing networks to States and regions to assist in the development of NASPs and RASPs.	81	<b>78</b>	-3
AGA average regional EI	By 2025, maintain an increasing trend of States with air navigation and aerodrome infrastructure that meet relevant ICAO Standards.	63.89	<b>64.38</b>	+0.49
ANS average regional EI		67.68	<b>66.96</b>	-3
Percentage of Certified Aerodromes		53.14	<b>58.85</b>	+5.71
Percentage of aerodromes with Runway Safety Teams (RST)		46.54	<b>45.67</b>	-0.87

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