



RASG-PA ESC/19

**INTERNATIONAL CIVIL AVIATION ORGANIZATION
REGIONAL AVIATION SAFETY GROUP – PAN AMERICA
(RASG-PA)**

**NINETEENTH RASG-PA EXECUTIVE STEERING
COMMITTEE MEETING
(RASG-PA ESC/19)**

SUMMARY OF DISCUSSIONS

Lima, Peru

8 to 9 April 2014

Presented by the Secretariat

April 2014

ESC/19 Meeting

Summary of Discussions

Date	8 – 9 April 2014
Location	ICAO South American Regional Office, Lima, Peru
Objective	RASG-PA ESC/19 Meeting
Meeting Opening	The meeting was attended by 21 participants from Brazil, Curacao, United Kingdom, United States, Airbus, ALTA, Boeing, CANSO, COCESNA/ACSA, Embraer, IATA, and ICAO. The list of participants is attached in Appendix A. Flight Safety Foundation sent apologies for not being able to attend. Mr. Franklin Hoyer, Regional Director of the ICAO South American (SAM) Regional Office, welcomed participants to the meeting. Mrs. Loretta Martin, Regional Director of the ICAO North American, Central American and Caribbean (NACC) Regional Office and RASG-PA Secretary, welcomed the delegates and recognized the ICAO SAM Regional Office for hosting the meeting. Messrs. Oscar Derby, Curaçao, and Gerardo Hueto, Boeing, as RASG-PA/ESC Co-Chairpersons representing States/Territories and international organizations/industry, respectively, chaired the meeting. Mrs. Loretta Martin served as Secretary of the meeting and was assisted by Messrs. Oscar Quesada, Deputy Regional Director, ICAO SAM Regional Office, and Eduardo Chacin, Regional Officer, Flight Safety, ICAO NACC Regional Office. Mr. Carlos Pellegrino, RASG-PA First Vice-Chairperson and Director of ANAC, Brazil, participated in the meeting via GoToMeeting.
Discussion Items	
Agenda Item 1	Review and Approval of the Provisional Meeting Agenda 1.1 The States/Territories Co-Chairperson presented WP/01 inviting the participants to approve the provisional agenda and schedule. ALTA requested to move Agenda Item 4.3 to the following day, and the Meeting approved the agenda and schedule as requested.
Agenda Item 2	Review of Conclusions and Decisions from Previous RASGA-PA and ESC Meetings 2.1 The Secretariat presented WP/02 on the status of valid RASG-PA and RASG-PA/ESC meeting conclusions and decisions.

2.2 In regard to **RASG-PA/5/C/2 — Cost/Benefit Analysis of On-Board Technology to Mitigate Runway Excursions (REs)** - the Meeting was informed by ALTA that the activity is on-going, and an update will be provided at the ESC/20 Meeting; it was also informed that the new Avianca single aisle Airbus fleet will be equipped with the on-board technology. Airbus and Avianca confirmed that the fleet will be retrofitted with the Runway Overrun Prevention System (ROPS). Therefore, the conclusion remains “valid.”

2.3 In regard to **RASG-PA/6/C/2 — Cost/Benefit Analysis of On-Board Technology to Mitigate Runway Excursions** related to the regional airlines survey, ALTA informed that the activity is on-going and that they will provide an update at the ESC/20 Meeting. Therefore, the conclusion remains “valid.”

2.4 The Meeting was informed that Airbus and Boeing signed a partnership agreement associated with on-board technology to prevent Runway Excursions (Res).

2.5 In regard to **RASG-PA/ESC/18/D/1 — RASG-PA Strategic Communications Plan** - Brazil presented WP/10 with the plan for disseminating RASG-PA information to ensure consistent and direct communications. The outcome of the discussion is presented under the Agenda Item 7 of this report. The status remains “valid.”

2.6 In regard to **RASG-PA/ESC/18/D/2 — RASG-PA Strategic Plan**, Brazil presented WP/07 with the strategic plan developed in partnership with FSF. The outcome of the discussion is presented under Agenda Item 8 of this report. The status remains “valid.”

2.7 In regard to **RASG-PA/ESC/18/D/6 — 5th Pan American Aviation Safety Summit** - ALTA provided an update under Agenda Item 5. The decision remains “valid.”

2.8 The list of valid RASG-PA and ESC meeting conclusions, decisions, and the action items are presented in **Appendices B, C, and D**, respectively.

Agenda Item 3:

RASG-PA Working Group Reports

3.1 Pan America - Regional Aviation Safety Team (PA-RAST)

3.1.1 The Meeting received an update from the PA-RAST Co-Chairperson (international organizations/industry) on activities that have occurred since the RASG-PA/ESC/18 Meeting held in Rio de Janeiro, Brazil, from 15 to 16 October 2013, by means of WP/03 prepared by the Secretariat.

3.1.2 The Meeting was informed that Mexico was elected as Vice President of the PA-RAST representing States sharing the position with Airbus representing the international organizations/industry.

3.1.3 The PA-RAST had two meetings after RASG-PA/ESC/18; namely, PA-RAST/15 and 16, which were held in conjunction with the 5th and 6th Information Analysis Team (IAT) meetings

3.1.4 In regard to metrics/data analysis, the Meeting was provided with Flight Operations Quality Assurance (FOQA) metrics and trends for unstable approaches. Regional trends show less unstable approaches and more go-arounds for the same three-year timeframe. The Ground Proximity Warning System (GPWS)/Controlled Flight Into Terrain (CFIT) trend is flat while Traffic Collision and Avoidance System (TCAS) event rates increased over time signifying an increased risk of Mid-Air Collision (MAC). Safety Enhancement Team/4 (SET/4) is charged with Detailed Implementation Plan (DIP) development for MAC.

3.1.5 The RASG-PA risk analysis formula and parameters were reviewed by the Meeting along with the 10-year average severity and occurrence rate. Year-over-year fatality risk is being reduced by the system; however, hull loss risk is not falling at the same rate as fatality risk. Data shows the Pan American Region is trending towards fewer hull losses and fatal accidents overall; however, opportunity to improve safety in the region exists compared to worldwide averages.

3.1.6 IATA delivered the ALTA/IATA Trend Sharing Program (AITSP) presentation. The Meeting was informed that the Commercial Aviation Safety Team (CAST) and IATA have signed a Memorandum of Understanding (MoU) that will improve safety intelligence across the different Regional Aviation Safety Groups (RASGs). The review of the AITSP showed that 15 out of 60 airports in the CAR and SAM Regions had a high number of unstable approaches.

3.1.7 The Meeting noted the similar results between Aviation Safety Information Analysis and Sharing System (ASIAS) and IATA data. The data will be used in a tactical way allowing RASG-PA to create DIPs and focus on particular airports and selected en-route sectors.

3.1.8 The PA-RAST Co-Chairperson summarized activities from PA-RAST/15 and PA-RAST/16 as follows:

- ACI-LAC guidance for maintaining runways was published in English and Spanish
- ALTA presented the draft training video on LOC-I
- The RASG-PA Strategic Plan for Communications 2014-2016 was ready for presentation at the ESC/19
- LOC-I, CFIT, and RE DIPs activities were updated

3.1.9 PA-RAST requested volunteers from States to participate in DIP-related activities. The following States/organizations have volunteered to assist as follows:

- Conduct a State survey to determine if Ground Proximity Warning System (GPWS) is required by current State regulations (ICAO)
- Develop a CFIT training compliance checklist for Civil Aviation Authority (CAA) inspectors (FAA, ASSI)
- Promote implementation of Performance-Based Navigation (PBN)/vertical guidance at the focus airports (COCESNA/ACSA)
- Conduct a survey on State electronic Terrain Obstacle Database (eTOD) implementation status (ICAO)

3.1.10 The Meeting acknowledged the publication of the *Guidance for Maintaining Runways in Accordance with ICAO Annex 14 Manual* in English and Spanish by ACI-LAC. RASG-PA will publish a RASG-PA Safety Advisory (RSA) promoting the use of this document.

3.1.11 The ESC viewed the RE/09 – *Specific Training for Pilot and Air Traffic Controllers to Avoid Unstabilized Approaches* second training video from of a set of three videos prepared by ALTA. The video is in Spanish and will be supplemented with English and/or Portuguese subtitles. PowerPoint slides will accompany the training video. To assist instructors, these slides will include talking points and discussion questions. ALTA invited the Meeting to provide comments on the video. Airbus commented that the video is an excellent training tool on automation, pilot monitoring, risk management, Collision Risk Model (CRM), etc., which will be ready by mid-2014.

3.1.12 Boeing, as Rapporteur of the IAT, and the PA-RAST Co-Chairperson (international organization/industry) presented the outcomes of the IAT/6 discussions regarding the top 10 focus areas as agreed at the PA-RAST/16 Meeting, which were designated at airports (6) and en-route (4) in the CAR and SAM Regions. The Meeting was briefed on CAR and SAM trends as supported by ASIAs and FDX (IATA) data. Both sources presented similar trends from North American and Latin American regional airlines operating in the CAR and SAM Regions. The ESC supports the IAT focus on runway safety (under RE) and TCAS (under MAC).

3.1.13 The Meeting discussed how to address the detected areas of safety concerns - either focus groups or projects - taking into consideration that DIPs will be the standard for RASG-PA to address safety issues.

3.1.14 After the briefing provided by the IAT Rapporteur, the ESC agreed that the ESC will be briefed annually on regional trends in line with the production of the RASG-PA Annual Safety Report.

3.1.15 CANSO informed the Meeting on the safety initiatives they developed last year and a new one that will be implemented named, “Boundary Safety Initiative” that will be taken into consideration by SET/4 when developing associated MAC DIPs.

3.1.16 The Meeting agreed that a presentation to demonstrate that RASG-PA is a data-driven organization was appropriate to be provided at the Fifth North American, Central American and Caribbean Directors of Civil Aviation Meeting (NACC/DCA/5) and at the 5th Pan American Aviation Safety Summit to support the Port-of-Spain Declaration.

3.1.17 IATA presented SET/2 activities on the development of the CFIT DIPs, which were divided into three areas: States, airlines and RASG-PA. The Meeting discussed the participation and different organizations leading the various DIPs/tasks. The CFIT DIPs concept was approved by the ESC, and it was agreed that further development was needed by the SET/2.

3.1.18 The ESC approved the PA-RAST/15 and 16 Meetings Summary of Discussions as presented in WP/03.

DECISION

RASG-PA/ESC/19/1

**PA-RAST/15 MEETING SUMMARY
OF DISCUSSIONS**

The ESC approved the PA-RAST/15 Meeting Summary of Discussions as presented to the ESC.

DECISION

RASG-PA/ESC/19/2

**PA-RAST/16 MEETING SUMMARY
OF DISCUSSIONS**

The ESC approved the PA-RAST/16 Meeting Summary of Discussions as presented to the ESC.

3.1.19 The ESC agreed on the following decision:

DECISION

RASG-PA/ESC/19/3

**INFORMATION ANALYSIS TEAM
(IAT) TO UPDATE RASG-PA/ESC
ANNUALLY ON DATA TREND
ANALYSIS**

The ESC approved that the IAT annually update the ESC on CAR and SAM Region data trend analysis in line with the production of the RASG-PA Annual Safety Report.

3.2 Annual Safety Report Team (ASRT)

3.2.1 The Secretariat informed the Meeting that the RASG-PA Annual Safety Report (ASR), 4th Edition, was under final review. The document was presented to the Meeting for comment. The Secretariat will circulate the ASR to the ESC for review considering that it is scheduled to go to print the last week of April. Comments must be received by close of business on Monday, 14 April 2014.

3.2.2 The Secretariat committed to print the ASR in the second quarter of 2014.

3.2.3 The Secretariat informed the Meeting that the ASRT meeting to prepare the ASR, 5th Edition, will be held at the ICAO SAM Regional Office, Lima, Peru, from 17 to 19 June 2014.

3.3 Aviation Safety Training Team (ASTT)

3.3.1 The Meeting took note of the training activities carried out by the ASTT and the action items from the ASTT/5 Meeting as presented in IP/02.

3.3.2 Embraer described the Flight Risk Analysis Tool (FRAT) that they introduced at the ASTT/5 Meeting, which is used by corporate aviation and available for use on tablets, etc. The Meeting agreed that RASG-PA should promote this useful tool. One way to promote it is to include a presentation at the RASG-PA Aviation Safety Seminar.

3.3.3 The Meeting agreed to disseminate RASG-PA training tools and material in a flash drive as an i-Kit, which will be funded by RASG-PA.

3.3.4 Training videos will be excluded from public distribution; however, a list will be developed by ALTA/IATA for distribution of videos associated with DIP/RE/9.

3.3.5 Embraer noted the upcoming RASG-PA Aviation Safety Seminar that will be hosted by Nova Southeastern University and Embraer in Fort Lauderdale, United States, 22 to 23 May 2014.

3.3.6 In regard to the RASG-PA Aviation Safety Seminar to be held at the ICAO SAM Regional Office, Lima, Peru, from 5 to 6 August 2014, in coordination with Flight Safety Foundation, ICAO-SAM commented that the fee issues associated with the event have been resolved with FSF. The name of the seminar will be changed to reflect the association between REs and the RASG-PA risk focus areas.

3.3.7 The ESC approved the ASTT/5 Meeting Summary of Discussions as presented in IP/02.

DECISION

RASG-PA/ESC/19/4

ASST/5 MEETING SUMMARY OF DISCUSSIONS

The ESC approved the ASTT/5 Meeting Summary of Discussions as presented.

Agenda Item 4:

RASG-PA Project Reports

4.1 Flight Operations Quality Assurance (FOQA) Data Sharing (PASO)

4.1.1 COCESNA/ACSA informed the Meeting on the on-going activities of PASO to reduce safety risks at MROC airport (San Jose, Costa Rica) as presented in IP/03.

4.1.2 The Meeting was informed that COCESNA/ACSA assigned a budget specifically for PASO activities.

4.1.3 The Meeting agreed that RASG-PA must promote this initiative in other locations in the CAR and SAM Regions.

4.2 Central American Accident and Incident Investigation Commission

4.2.1 COCESNA/ACSA briefed the Meeting on the implementation status of the Regional Accident/Incident Investigation Commission aligned with the Regional Accident Investigation Organization (RAIO) principles as promoted by ICAO.

4.2.2 The Meeting was informed that COCESNA/ACSA allocated budget specifically for the implementation of Phase II of the project as presented in the IP/04.

4.2.3 Boeing and IATA expressed their support for the Central American Accident Investigation Commission initiative by providing training to the accident/incident investigators designated by the States.

4.2.4 The ESC supports the Central American Accident Investigation Commission initiative and encouraged COCESNA/ACSA to continue with the project under the RASG-PA umbrella.

4.3 Standardization of Spanish and English ATC Phraseology in Accordance with ICAO PANS-ATM (Doc 4444)

4.3.1 IATA informed the Meeting on the “*Train-the-Trainer*” phraseology course, and the course description was reviewed. The intended audience for the training course are key Air Traffic Control (ATC) trainers and pilots.

4.3.2 The Meeting agreed to deliver the initial courses at the ICAO NACC and SAM Regional Offices.

4.3.3 IATA mentioned that the training campaign is ready to be disseminated, and the first course may be delivered in August 2014.

4.3.4 The Meeting discussed the feasibility of recommending that in order to renew pilot and Air Traffic Control (ATC) licenses, applicants be required to take the ATC phraseology course. An alternative measure would be that ICAO encourages member States to comply with ICAO Doc 4444.

4.3.5 The Meeting considered that the “Train-the-Trainer” concept could be presented at the NACC/DCA/5 Meeting, the airline Safety Directors at the 5th Pan American Aviation Safety Summit and CANSO meetings.

4.3.6 The Meeting considered that this initiative would be included in the work programme of the ASTT for 2015.

4.4 Bird Strike Reduction Programme

4.4.1 In WP/07, IATA briefed the Meeting on the status of the Bird Strike Reduction Project and the pilot programme established at the Panama City Tocumen International Airport (MPTO), Panama, and TAGSA International Airport (SEGU) in Guayaquil, Ecuador.

4.4.2 The Meeting took note of the results of this project, recommended continued coordination with CAR/SAM Regional Bird Hazard Prevention Committee (CARSAMPAF) and supported continued activity under the RASG-PA umbrella.

4.4.3 IATA informed the Meeting that the pilot project has concluded, and that FAA and USDA support was essential. Collaboration between bird strike experts, industry partners and airports allowed SEGU to develop a collaborative action plan addressing their bird strike hazards.

4.4.4 ALTA informed the Meeting that they are working with USDA and IATA on an executive summary of the Bird Strike Reduction Programme at SEGU. The Wildlife Incident Neutralization Cooperative Action Plan was published in April 2014.

4.4.5 In regard to MPTO, IATA informed the Meeting that airport local assessment continues, and the recommendations will be adopted. Lack of vegetation control and activities near-by (including a slaughterhouse) have been identified as promoting hazards and shall be addressed through action plan development.

4.4.6 The Meeting acknowledged that this project is an example of a successful RASG-PA pilot project.

4.5 Runway Safety Teams (RSTs) — RST Go-Teams: Update

4.5.1 The Secretariat presented a summary of the Runway Safety Go-Team initiative in WP/07. The RST Go-Team to Tegucigalpa, Honduras, was supported by ICAO Global Runway Safety Programme Partners.

4.5.2 IATA suggested that the Runway Safety Go-Team approach, used in conjunction with local airport support, should be replicated in other States.

Agenda Item 5:

5th Pan American Aviation Safety Summit: Preliminary Agenda and Logistics

5.1.1 ALTA informed the Meeting on logistics and the preliminary agenda for the 5th Pan American Aviation Safety Summit.

5.1.2 The Meeting recommended/agreed on the following:

- On Day 1, add time slots for VIPs to provide welcome remarks, including the ICAO Secretary General and local ministry
- Panel 2: ICAO-SAM recommends strong panel members for this panel
- Panel 5: Suggestion to have LOC-I presentation by the Implementation Measurement Data Analysis Team (JIMDAT) Co-chairs; United States will assist with the coordination for the JIMDAT Co-chair to attend the meeting
- The programme of break-out sessions will be discussed with the Secretariat during the periodic teleconferences
- Session C: ALTA seeking State participation, airport and Air Navigation Service Provider (ANSP) collaboration
- Reviewed projected expenditures and budget

Agenda Item 6:**Bogota and Port-of-Spain Declarations**

6.1.1 ICAO SAM Regional Office summarized the Bogota Declaration in which metrics and objectives were reviewed. The specific commitments and goals to be reached by 2016 are listed in the Declaration. The safety and air navigation targets are focused on the following areas: safety oversight, accidents; RE; aerodrome certification; State Safety Programmes (SSP) and Safety Management System (SMS) implementation; PBN terminal; PBN en-route; AIM; Air Traffic Flow Management (ATFM); ground-ground digital coordination/transfer; environmental benefit; Air Traffic Service (ATS) Messages Handling Systems (AMHS) interconnection; interconnection of automated systems (ATS inter facility data communications (AIDC); and implementation of national Internet Protocol (IP) networks.

6.1.2 ICAO NACC Regional Office summarized the draft Port-of-Spain Declaration. The focus areas were similar to the Bogota Declaration.

6.1.3 The Meeting suggested sharing the Bogota and Port-of-Spain Declarations with InfoShare, which will be held in Baltimore, United States, from 23-25 September 2014.

Agenda Item 7:**RASG-PA Strategic Communications Plan**

7.1.1 Brazil presented the RASG-PA Communications Plan.

7.1.2 The Meeting discussed and agreed on the following proposals:

- Newsletter (e-mail): a summary of main activities and special materials; Issue newsletters twice a year (ALTA and ICAO Secretariat responsible, ESC members supporting)
- ALTA will provide Aero Latin News with RASG-PA updates twice a year for publishing
- RASG-PA website: needs to be more user friendly and maintained up-to-date

Definition of a central repository for communications: Skybrary was considered as a good secondary repository for RASG-PA information

- Strong dissemination of RASG-PA activities at all Pan American Region Meetings

7.1.3 The international organization/industry PA-RAST Co-Chairperson mentioned that the communication plan must consider promotion and available resources. Other ideas from PA-RAST include social media updates and development of standard slides to be included in ESC member RASG-PA presentations.

Agenda Item 8:

RASG-PA Strategic Plan

8.1.1 Brazil presented the proposed RASG-PA Strategic Plan. Following discussion, the Meeting agreed on the following:

- Overall structure of strategic plan document is good
- Recommendation to exclude Safety Policies/Principles Section from the document and only focus on strategy
- Regarding the RASG-PA safety goal, the ESC considered that PA-RAST shall suggest specific data-driven goals related to CFIT, RE, LOC-I, MAC
- ICAO SAM Bogota and ICAO NACC Port-of-Spain Declaration targets contain safety targets for States. RASG-PA targets are for both industry and States. The targets from the Bogota and Port-of-Spain Declarations do not need to be included in the Strategic Plan. The RASG-PA targets and Declaration targets are complementary.
- An Ad hoc group composed of Brazil, Boeing, IATA, and Embraer will focus on the strategy section and brief at the ESC/20 Meeting

Agenda Item 9:

Development of Metrics to Measure the Institutional Strengths of the Civil Aviation Authorities

9.1.1 ICAO SAM informed the Meeting about the project.

9.1.2 The ESC agreed to initiate the project. Volunteers from industry (Boeing, CANSO) and United States agreed to support the ICAO SAM Regional Office with the measurement of State institutional strengths. ICAO SAM Regional Office proposes to obtain a graduate student to assist with this project as an intern, and agreed to provide an update at the ESC/20 Meeting.

9.1.3 The ESC agreed on the following decision:

DECISION

RASG-PA/ESC/19/5

**DEVELOPMENT OF METRICS TO
MEASURE THE INSTITUTIONAL
STRENGTHS OF CIVIL AVIATION
AUTHORITIES**

The ESC approved initiating the project for the development of metrics to measure the institutional strengths of regional civil aviation authorities.

Agenda Item 10:

Dates/Venues of July and November 2014 RASPA/ESC Meetings

10.1.1 The Secretariat informed the Meeting about the proposed ESC/20 Meeting to be hosted by United States in Washington, D.C., United States, from 15 to 16 July 2014. Boeing offered to find a back-up location if United States is unable to secure a meeting room.

10.1.2 In regard to the ESC/22 Meeting, the Secretariat informed that it will be hosted by ANAC in Rio de Janeiro, Brazil, and the agreed dates were 6 to 7 November 2014. The IAT/8 and the PA-RAST/18 Meetings will be held at the same location from 3 to 5 November 2014, respectively.

Agenda Item 11:

Other Business

11.1.1 The Meeting agreed to cancel the RASG-PA/ESC April teleconference. The next teleconference will be on 12 June 2014.

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APPENDIX A

LIST OF PARTICIPANTS / LISTA DE PARTICIPANTES

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STATUS AND FOLLOW-UP OF CONCLUSIONS (C) AND DECISIONS (D) OF THE RASG-PA

ESC/19
APPENDIX B

Meeting	C/D	No.	Area	Title of Conclusion / Decision	Text of Conclusion / Decision	Follow-up and Remarks	Responsibility	Target Completion Date	Deliverable	Status (Valid, Completed, Superseded)
RASG-PA/5	C	2	FS	COST-BENEFIT ANALYSIS OF ON-BOARD TECHNOLOGY TO MITIGATE RUNWAY EXCURSIONS (RES)	That ALTA coordinate with its member airlines to consider the preliminary results of the cost-benefit analysis for on-board technology to mitigate Runway Excursions (REs) in order to provide RASG-PA with feedback at its next meeting.	The Meeting agreed to supersede Decision RASG-PA/ESC10/7 and track progress through Conclusion RASG-PA/5/2	ALTA	9/11/2014	Feedback	Valid
RASG-PA/6	C	2	FS	COST-BENEFIT ANALYSIS OF ON-BOARD TECHNOLOGY TO MITIGATE RUNWAY EXCURSIONS	That ALTA continue to survey its member airlines regarding cost-benefit analysis for on-board technology to mitigate Runway Excursions (REs), update the ESC, and provide the survey results at the RASG-PA/07 Meeting.	ALTA will inform the ESC the viability of continuing with the activity at ESC/20	ALTA	9/11/2014	Survey results	Valid

STATUS AND FOLLOW-UP OF DECISIONS (D) OF THE RASG-PA ESC

ESC/19
APPENDIX C

Meeting	C/D	No.	Area	Title of Conclusion / Decision	Text of Conclusion / Decision	Follow-up and Remarks	Responsibility	Target Completion Date	Deliverable	Status (Valid, Completed, Superseded)
RASG-PA ESC16	D	2	FS	ESC WORKING PAPERS	RASG-PA working papers not submitted by the established deadlines for translation will be translated based on Secretariat workload.		RASG-PA Members			Valid
RASG-PA ESC18	D	6	FS	5th PAN AMERICAN AVIATION SAFETY SUMMIT TO BE HELD JOINTLY WITH THE RASG-PA/07 ANNUAL PLENARY MEETING IN CURACAO FROM 8 TO 12 SEPTEMBER 2014	RASG-PA and ALTA will co-host the 5th Pan American Aviation Safety Summit to be held jointly with the RASG-PA/07 Annual Plenary Meeting in Curaçao from 8 to 12 September 2014		RASG-PA and ALTA	9/9/2014	Pan American Aviation Safety Summit	Valid

APPENDIX D

RASG-PA/ESC/19 Action Items

Item #	Description	Action Owner	Provision	Status
RASGPA/ESC/19/A1	Verify and present conclusions from the cost-benefit analysis of on-board technology to mitigate REs at the next RASG-PA Summit in June 2014. Agenda Item 2	ALTA		Valid
RASGPA/ESC/19/A2	Provide ICAO specific text about installation and retrofit activity of ROPS in the Avianca fleet. Agenda Item 2	Airbus		Valid
RASGPA/ESC/19/A3	Provide the world wide accident rate charts at next Safety Summit. Agenda Item 3.1	Boeing		Valid
RASGPA/ESC/19/A4	Develop process to include hot spot/emergent areas of concern in the Terms of Reference, to be ready for presentation at ESC/20 Agenda Item 3.1	IAT		Valid
RASGPA/ESC/19/A5	Arrange for Boeing pilot to travel to Miami to assist ALTA in simulator Agenda Item 3.1	Boeing		Valid
RASGPA/ESC/19/A6	Training PowerPoint presentation: Add talking points about flight mode annunciation, pilot monitoring and pilot flying duties, flight mode and automation monitoring, and appropriate levels of automation. Agenda Item 3.1	ALTA		Valid

Item #	Description	Action Owner	Provision	Status
RASGPA/ESC/19/A7	Provide a checklist for CAA inspectors to comply with CFIT Agenda Item 3.1	ASSI, FAA		Valid
RASGPA/ESC/19/A8	PBN/vertical guidance implementation Agenda Item 3.1	COCESNA/ACSA		Valid
RASGPA/ESC/19/A9	Re-distribute electronic copy of the Annual Safety Report to ESC members. Agenda Item 3.2	Secretariat		Completed
RASGPA/ESC/19/A10	Create a list of appropriate candidates to receive the training videos (such as ATC and pilots). Agenda Item 3.3	ALTA and IATA		Valid
RASGPA/ESC/19/A11	Look into training and standard phraseology for ATC. Also look into including “Train the Trainer” at their next seminar/program. Agenda Item 4.3	CANSO		Valid
RASGPA/ESC/19/A12	Draft RASG-PA recommendation related to “Train the trainer”. Circulate recommendation and incorporate comments . ESC decision at June 2014 ESC telecom. Agenda Item 4.3	ESC		Valid

Item #	Description	Action Owner	Provision	Status
RASGPA/ESC/19/A13	Request topics/papers/speakers for the 5 th Pan American Aviation Safety Summit afternoon sessions on 10 September 2014 Agenda Item 5	ALTA and ICAO		Valid
RASGPA/ESC/19/A14	Coordinate having the Bogota and Port-of-Spain Declarations added to the September 2014 InfoShare agenda. Agenda Item 6	Airbus		Valid
RASGPA/ESC/19/A15	Provide simplified slides/talking points to ESC members for review. Agenda Item 7	Boeing		Valid
RASGPA/ESC/19/A16	Suggest specific data driven goals related to CFIT, RE, LOC-I, MAC reduction over time. Agenda Item 8	PA-RAST		Valid
RASGPA/ESC/19/A17	Updated Strategic Plan to be reviewed at June ESC telecom and draft available at ESC/20 meeting. Agenda Item 8	Brazil		Valid

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