



International Civil Aviation Organization
Regional Aviation Safety Group - Pan America (RASG-PA)

Twenty-Seventh Regional Aviation Safety Group – Pan America Executive Steering Committee Meeting

RASG-PA ESC/27

Summary of Discussions

Mexico City, Mexico, 13 to 14 December 2016



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Meeting (RASG-PA ESC/27)**

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Summary of Discussions

Date	13 to 14 December 2016
Location	Mexico City, Mexico
Opening Ceremony	<p>The Meeting was attended by 22 participants from 5 States/Territories, and 9 international organizations and industry. The list of participants is in Appendix A.</p> <p>Mr. Melvin Cintron, Regional Director, ICAO North American, Central American and Caribbean (NACC) Regional Office and RASG-PA Secretary, and Mr. Franklin Hoyer, Regional Director, ICAO South American Regional Office, welcomed participants.</p> <p>The Meeting was chaired by Messrs. Christopher Barks, United States, who was elected to act as the States/Territories Co-Chairperson in the absence of Curacao and Mr. Gerardo Hueto, IATA, representing International Organizations/Industry.</p> <p>Mr. Melvin Cintron served as Secretary of the Meeting and was assisted by Messrs. Franklin Hoyer and Romulo Gallegos, Regional Officer, Technical Assistance and RASG-PA Programme Manager, from the ICAO NACC Regional Office.</p>
Discussion Items	
Agenda Item 1	<p>Approval of the Provisional Agenda</p> <p>1.1 The Co-Chairperson, International Organizations/Industry, presented WP/01, inviting participants to approve the provisional agenda and schedule.</p> <p>1.2 By consensus of the Meeting, Agenda item 7.2 - <i>Election of the New RASG-PA Co-Chairs</i> was moved to Agenda Item 4.4.</p> <p>1.3 The Meeting, without further discussion, approved the agenda and schedule.</p>

Agenda Item 2

RASG-PA and ESC Valid Conclusions and Decisions

2.1 The Secretariat presented WP/02 on the status of RASG-PA and RASG-PA/ESC Conclusions (C) and Decisions (D), which were reviewed and updated by the Meeting.

2.2 Flight Safety Foundation briefed on the Global Safety Information Project. For calendar year 2017, information workshops are planned to be held. The ESC will receive a final report on the project at the upcoming RASG-PA ESC/29 Meeting in October 2017. RASG-PA/22 Decision 1 remains valid.

2.3 The Meeting discussed the Implementation of a “RASG-PA Tactical Go-Team (RSP/TF)” concept to further the work on risk mitigation. The focus of this group should demonstrate, through data analysis that TEAM missions, when designated, are for the benefit of the State being visited to enhance and promote safety issues. When States are identified to receive a mission, prior coordination through the appropriate ICAO Regional Office is required.

2.4 The Meeting agreed to allow the PA-RAST, at its next scheduled meeting in February 2017, to discuss the concept of the “RASG-PA Tactical Go-Team” and provide a working paper on a strategy at the next ESC Meeting. The RASG-PA/23 Decision 1 remains valid.

2.5 The Meeting deliberated over the RASG-PA Strategic Plan and the RASG-PA Procedural Handbook, 4th edition, as it was noted that, from the documentation of previous ESC meetings and the RASG-PA/9, there was not a clear decision made regarding the approval of the 4th edition of the Handbook. With the addition of new elements and the need for further updates, the Meeting agreed that the RASG-PA Strategic Plan document and the RASG-PA Procedural Handbook shall be revised and Secretariat will seek the approval of the RASG-PA membership, by sending a State Letter to RASG-PA members detailing the proposed changes and updates to the Handbook (see item 7.5). A new decision by the meeting will be proposed to supersede previous decisions on the matter.

2.6 PA-RAST/22, 23 and 24 Summaries of Discussion were approved by the RASG-PA/26, Decision 1 - Completed.

2.7 The list of RASG-PA and ESC valid conclusions and decisions are presented in **Appendices B** and **C** respectively.

Agenda Item 3

RASG-PA Team Reports

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

3.1.1 The Secretariat presented WP/03, which included the Summaries of Discussions of the PA-RAST/25 Meeting held in Bogota, Colombia, from 6 to 8 September 2016; and the PA-RAST/26 held in San Jose, Costa Rica, from 30 November to 2 December 2016.

3.1.2 The Secretariat informed the Meeting that the success of the PA-RAST work programme is based on participation by as many States, industry and aviation safety stakeholders as possible. The PA-RAST/26 Meeting noted lack of participation among States. Therefore, the next PA-RAST meeting would address concerns regarding lack of participation. It was also noted that the “Industry Day”, held on the third day of the last two PA-RAST meetings, was a success. This led to a discussion that as a result of Industry Day events, the future PA-RAST meetings would consider incorporating a third day in targeted States with a focus on data analysis as a decision making means.

3.1.3 The Meeting agreed that States and industry stakeholders should be encouraged, to the extent possible, to provide resources by either assigning experts to assist the PA-RAST with their work programme and/or provide in-kind contributions. The PA-RAST was also encouraged to find methods to encourage stakeholders to implement Safety Enhancement Initiatives (SEIs).

3.1.4 The Meeting heard updates from the PA-RAST State and Industry Co-chairs about the on-going work of the Safety Enhancement Teams regarding the Detailed Implementation Plans (DIPs) related to Loss of Control-Inflight (LOC-I), Controlled Flight Into Terrain (CFIT), Runway Excursion (RE), and Mid Air Collision (MAC). The presentations will be made available on the meeting website.

3.1.5 The Meeting approved the Summary of Discussions of the PA-RAST/25 Meeting, as presented in WP/03 and formulated the following Decision:

DECISION

RASG-PA/ESC/27/D/1

**APPROVAL OF THE PA-RAST/25 MEETING
SUMMARY OF DISCUSSIONS**

The RASG-PA/ESC/27 Meeting approved the PA-RAST/25 Summary of Discussions as presented to the Meeting. The Summary of Discussions for the PA-RAST/26 Meeting will be sent for approval via the fast track procedure.

3.2 Annual Safety Report Team (ASRT)

3.2.1 In June 2016, the RASG Safety Report Team met in Lima, Peru, to complete the development of the 7th edition of the Annual Safety Report (ASR). Data for the ASR was provided by, Boeing, CAR/SAM Monitoring Agency (CARSAMMA), IATA, ICAO, and the Regional Safety Oversight Cooperation System (SRVSOP). The Secretariat will provide an updated status on the ASR, and make preparations for the next Team ASR Meeting, scheduled for the last week of May 2017 in Lima, Peru.

Agenda Item 4

RASG-PA Project Reports

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

4.1.1 COCESNA informed the Meeting that ALTA and IATA provided Flight Operations Quality Assurance (FOQA) data from regional air carriers operating into Daniel Oduber Quiros (MRLB) and Juan Santa Maria (MROC) International Airports in Costa Rica, through the ALTA/IATA Safety Data Sharing Program. Through the use of this data, it was determined that Traffic Collision and Avoidance System-Resolution Advisory (TCAS RA's) in the Terminal Area of MROC has remained stable with a decrease shown from 2009 to the present. The data also shows an increase in unstable approaches due to the transition from Instrument Landing System (ILS) to Visual approaches into Runway 7. This is due to the lack of Precision Approach Path Indicator Lights (PAPIs) on Runway 7. The PAPIs are due to be commissioned soon.

4.1.2 COCESNA also reported that the MROC Runway Safety Team (RST) and the DGCA from Costa Rica are working to minimize unstable approaches to Runway 25. PAPIs are set for installation; however, further studies need to be accomplished, and other mitigation measures to include approval of new Required Navigation Performance (RNP) procedures are also pending.

4.2 Regional Aviation Accident Investigation Group (GRIAA) of Central American States

4.2.1 COCESNA informed the Meeting that its agency, ACSA, is entering into bilateral arrangements with the Central American States for the provision of Accident Investigation and Prevention (AIG) services, in accordance with the recommendations established in the Accident Investigation and Prevention Divisional Meeting (AIG/08), held in Montreal, Canada in October 2008. Most of the arrangements are scheduled for completion by the first half of 2017; however, Costa Rica, in advance of its Universal Safety Oversight Audit Programme (USOAP) Audit, has formalized its arrangement with ACSA.

4.3 CAR and SAM Regions Safety Information Project

4.3.1 Flight Safety Foundation (FSF) presented a Global Safety Information Project (GSIP) update. The focus of the project in 2016 was a quantitative analysis measuring the level of use of Safety Performance Indicators (SPIs), as well as information sharing practices and the protection of information provided.

4.3.2 Planned 2017 activities include:

- Continued validation of framework documents
- Emphasizing methods with scenario examples in most levels
- Continued use of Webinars to reach participants and interested parties
- Continued work with ICAO at regional and global levels

4.3.3 The Meeting noted the work done by FSF. In this regard, the meeting continues to support the FSF Project, by encouraging stakeholders to participate in the planned 2017 activities. The ESC requested that the Data Analysis tool kits be distributed to the ESC members for information sharing purposes.

4.4 Election of new RASG-PA Co-Chairs

4.4.1 Under WP/06, the Secretariat presented considerations for the election of the RASG-PA Co-Chairs, representing States and Industry, in accordance with the RASG-PA Procedural Handbook, 4th Edition.

4.4.2 The Secretariat proposed that due to the extraordinary circumstances of losing both State and Industry Co-Chairs in the same year, the procedure contained in the RASG-PA Procedure Manual, paragraph 6.3, be waived.

4.4.3 The Meeting noted objections from Industry representatives regarding the new level of complexity suggested by various States regarding the make-up of the ESC leadership. The Meeting, after lengthy discussions on the scope and circumstances of electing new ESC Co-Chairs, agreed to the following:

- Propose the inclusion of language into the RASG-PA Procedures manual to establish a position of “Vice-Chairs”. Language for inclusion is at **Appendix D**
- Send the draft language under RASG-PA Procedural Handbook, paragraph 6, to the ESC under the “fast-track” approval method
- At the earliest opportunity, convene a teleconference of eight (8) State Members, four (4) from each ICAO Region (NAM/CAR and SAM) to agree on the appointment of a Co-Chair and Vice Co-Chair representing States.

4.4.4 The Meeting noted the nomination of Mr. Carlos Cirilo, International Air Transport Association (IATA), as the RASG-PA Industry/International Organizations Co-Chair.

4.4.5 The Meeting gratefully acknowledged the leadership and dedication to the outgoing Industry Co-Chair, Mr. Gerardo Hueto, and wished him well in his new endeavours.

Agenda Item 5

RASG-PA Strategic Plan

5.1 With consideration to the RASG-PA Strategic Plan as noted in Agenda Item 2, the Secretariat has no further update regarding this agenda item.

Agenda Item 6

RASG-PA Communication Plan

6.1 With consideration to the RASG-PA Communication Plan as noted in Agenda Items 2 and 4.3, the Secretariat has no further update regarding this agenda item.

Agenda Item 7

Other Business

2017 PA-RAST Calendar

7.1 The Secretariat presented WP/05 as each year, based upon current activities, initiatives and member guidance, the PA-RAST developed a provisional work programme for approval by the RASG-PA ESC.

7.2 The Secretariat noted that since the PA-RAST/26 meeting held in San Jose, Costa Rica, from 30 November to 2 December 2016, the members discussed possible modification to the proposed 2017 work programme and calendar. The PA-RAST noted that a restructure was needed, with modifications to the agenda, and meeting content, in order to ensure continuous progress of Safety Enhancement Teams, and provide more robust information sessions to States and Industry.

7.3 The PA-RAST concluded, that it would propose to the ESC a modification to the approved calendar (RASG-PA/9 refers): two meetings of two (2) day duration, to be held at each of the ICAO Regional Offices, in Mexico City, Mexico and Lima, Peru, respectively and two meetings of three (3) day duration, to be held in States where the PA-RAST has its membership; thorough data analysis, shows that States visited would benefit from the information provided and would encourage the implementation of the predictive process for safety implementation.

7.4 The Meeting, having noted the need for close coordination with the ICAO Regional Offices before hosting the two 3-day meetings, approved the following 2017 PA-RAST Calendar:

- 14-15 February 2017, Miami, United States
- 23-25 May 2017, ICAO SAM Region TBD
- 22-23 August 2017, ICAO SAM Regional Office, Lima, Peru
- 7-9 November 2014, ICAO NACC Region, TBD

RASG-PA Procedural Handbook

7.5 With respect to the discussion of the RASG-PA Procedural Handbook as noted in Agenda Item 2.5 and Agenda Item 4.4.3, the following decision was undertaken by the Meeting:

DECISION

RASG-PA/ESC/27/D/2

**RASG-PA REVISED PROCEDURAL HANDBOOK
AND ESC MEMBERSHIP**

That, in order to expedite the approval of the updates identified for the RASG-PA Procedural Handbook, as well as having the designation of the new RASG-PA ESC Members:

- a) The Secretariat shall:

- Incorporate the new composition of the RASG-PA Steering Committee (ESC) which will consist of 4 SAM States and 4 CAR States, based upon the agreed to language in Paragraph 6
 - Send a State Letter to RASG-PA Members requiring the approval of the RASG-PA Procedural Handbook 4th Edition
 - Publish the final version of the RASG-PA Procedural Handbook 4th Edition and post it the RASG-PA web site
 - Finalize the PA-RAST Terms of Reference (ToRs) and seek approval from the ESC and then from RASG-PA, to include them as an amendment to the approved version of RASGPA Procedural Handbook using fast track procedure
 - Ensure that the ESC periodically reviews and as necessary, revise the Procedural Handbook based upon changes submitted to the Secretariat to then be approved by the RASG-PA; and
- b) The ICAO NACC and SAM Regional Offices coordinate with their member States and inform the new composition of RASG-PA ESC to all RASG-PA members by **31 May 2017**.

7.6 This Decision supersedes Decision RASG-PA/3/7.

State Participation at RASG-PA

7.7 With respect to a discussion regarding maximizing and encouraging State's participation in safety events and RASG-PA activities, the following decision was undertaken:

DECISION

RASG-PA/ESC/27/D/3 OUTREACH EFFORTS FOR RASG-PA ACTIVITIES

That, a group/team is activated to analyse possible outreach opportunities to market RASG-PA activities. The group will be led by the Representative from Chile, with participation of the following States and Industry:

- Costa Rica
- International Air Transport Association (IATA)
- Flight Safety Foundation
- RASG-PA Secretariat

FOQA Programme

7.8 The representative from ATR raised a question regarding the FOQA programme and its restriction involving aircraft and operators above the 27,000 MTOW threshold, noting that it may fall to RASG-PA to challenge/discuss these issues at the appropriate levels, and proposed another threshold using type of operations/number of passenger criteria.

7.9 The Airbus representative noted that currently weight or type of operation requires the establishment of a FOQA programme and posed the question on how this impacts other manufacturers. The Meeting noted that, at least in the ICAO SAM Region, the reactive data show fatality risk in aircraft below 27,000 MTOW and agreed to follow up on it. From the discussion, the following decision was formulated:

DECISION

RASG-PA/ESC/27/D/4 FOQA PROGRAMME

That, the ICAO SAM Regional Office work with ATR on researching and providing guidance and possible solutions to the restriction of involving aircraft and operators above 27,000MTOW threshold on FOQA programme , in preparation for a possible review by the ICAO Air Navigation Commission (ANC), as impacting safety. This shall be completed prior to the next meeting of the ESC.

7.10 It was further decided that the objective of this review should be on how or if the RASG-PA should take a position, how best to communicate this issue to the ICAO ANC, and if consideration should be given to create a new SEI under the PA-RAST.

ATFM Network for the Americas

7.11 ALTA commended CANSO for its work on the CADENA (Air Traffic Flow Management (ATFM) Network for the Americas). The CADENA promotes information sharing, facilitates the safe and efficient movement of air traffic in the Americas, and enables the continuity of effective operations through the implementation of ATFM and Collaborative Decision Making (CDM). CANSO noted it will provide an update on this initiative for the next ESC meeting.

Agenda Item 8

RASG-PA/ESC/28 Meeting

8.1 A proposal was made by ALTA to hold the next ESC after the ALTA Safety Summit to be held in Mexico City in June 2017. After considering various options, the Meeting agreed to work with ALTA to find an alternative meeting format for the ALTA Conference, with RASG-PA participation, in order to maximize State's participation.

8.2 After this discussion, the Meeting further agreed to the following decision:

DECISION

RASG-PA/ESC/27/D/5 RASG-PA ESC MEETINGS

That, considering there will be two (2) meetings of the ESC each year, and shall be scheduled, to the extent practicable, after the conclusion of every two (2) PA-RAST meetings.

The RASG-PA will also support an information sharing session with all States and interested parties during the ALTA Safety Summit 2017 in Mexico City, Mexico. There would be no additional cost/burden on the ESC, as most/all travel ESC members will participate/travel to the ALTA Conference.

The 2017 RASG-PA ESC meetings will be held as follows:

- 25-26 April at the ICAO SAM Regional Office, Lima, Peru (ESC/28)
- 17-18 October at the ICAO NACC Regional Office, Mexico City, Mexico (ESC/29).

APPENDIX / APÉNDICE A

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RASG-PA ESC MEETINGS CONCLUSIONS (C) AND DECISIONS (D)

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 ESC22	D	1	FS	CAR AND SAM REGIONS SAFETY INFORMATION PROJECT	The ESC approved to support the Flight Safety Foundation Global Safety Information Project and to be included as a RASG-PA Project for the CAR and SAM Regions.	Update to be presented at the ESC/26 Meeting. FSF is planning to carry out other focus groups in the Region.	Flight Safety Foundation	11-Dec-16	Report	Valid
RASG-PA ESC23	D	1	FS	IMPLEMENTATION OF A "RASG-PA TACTICAL GO-TEAM" CONCEPT	That RASG-PA implement a "RASG-PA Tactical Go-Team" concept to work at the identified "hot spots" as an effective way of targeting, managing and monitoring safety enhancements at the particular locations.		PA-RAST	23-Jun-16	Include RASG-PA Tactical Go-Team procedure in the RASG-PA Procedural Handbook	Valid
RASG-PA ESC23	D	2	FS	RASG-PA STRATEGIC PLAN	That RASG-PA review the draft RASG-PA Strategic Plan presented by Brazil to develop a consolidated RASG-PA Strategic Plan document, which will be carried out by the created RASG-PA Strategic Planning Task Force (RSP-TF).	To be presented at the ESC/26 Meeting. Remarks: RASG-PA Strategic Planning Task Force (RSP-TF) is composed by Brazil (Rapporteur), Chile, Costa Rica, Curacao, Honduras, United States, ALTA, Boeing, CANSO, and IATA. Brazil, United States, ALTA, IATA, ICAO NACC (RASG-PA Secretariat) and ICAO SAM met at the ICAO SAM RO, from 25 to 26 August 2015 to review the RASG-PA Procedural Handbook. See RASG-PA ESC/25/D/3.	Brazil	11-Dec-15	RASG-PA Strategic Plan Document and Revised RASG-PA Procedural Handbook	Valid

RASG-PA ESC MEETINGS CONCLUSIONS (C) AND DECISIONS (D)

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 ESC23	D	3	FS	RASG-PA COMMUNICATION PLAN	That RASG-PA develop a Communication Plan integrated with the RASG-PA Strategic Plan to disseminate information to the States and stakeholders to ensure consistent and direct communications with the objective of enhancing communication regarding RASG-PA outputs or requests to States and industry.	An update was presented at the RASG-PA/8 Meeting. Deliverables: 1. Update the RASG-PA web page on the ICAO website. 2. Post RASG-PA safety enhancement initiatives, the annual safety reports, etc., in SKYbrary. 3. Work with web experts from ICAO on search engine optimization in order to drive traffic to the RASG-PA web page. 4. Work with the editors of FSF's AeroSafety World to place articles on RASG-PA initiatives and accomplishments in the magazine. 5. Develop and distribute a semi-annual electronic RASG-PA newsletter. 6. Use social media for the information distribution on RASG-PA activities and publish the accomplishments and to engage stakeholders on pertinent safety issues by creating curated RASG-PA Twitter, LinkedIn and Facebook accounts.	ALTA and Flight Safety Foundation	11-Dec-15	See follow-up and remarks.	Valid

CONCLUSIONS AND DECISIONS OF RASG-PA PLENARY MEETINGS

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/9	D	1	FS	RASG-PA/ESC/24, 25 AND 26 MEETINGS SUMMARIES OF DISCUSSIONS APPROVAL	The RASG-PA/9 Plenary Meeting approved the RASG-PA/ESC/24, 25, and 26 Meetings Summaries of Discussions as presented in RASG-PA/9 WP/03.	Summaries of Discussions were approved	RASG-PA/9 Plenary Meeting		Approval of the RASG-PA/ESC/24, 25, and 26 Meetings Summaries of Discussions	Completed
RASG-PA/9	D	2	FS	RASG-PA ANNUAL SAFETY REPORT (ASR) - SIXTH EDITION APPROVAL	The RASG-PA/9 Annual Plenary Meeting will approve the RASG-PA Annual Safety Report (ASR) sixth edition publication through the fast-track mechanism once the review and editing processes are completed.	It was approved through the fast-track mechanism, State Letter NACC61675 on 26 August 2016	RASG-PA/9 Annual Plenary Meeting		RASG-PA Annual Safety Report (ASR) sixth edition	Completed