



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

Tenth Regional Aviation Safety Group — Pan America Plenary Meeting

(RASG-PA/10)

Final Report

Quito, Ecuador, 20 & 21 June 2019

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HISTORICAL

ii.1 Place and Date of the Meeting

The Tenth Regional Aviation Safety Group — Pan America Plenary Meeting (RASG-PA/10) was held at the Marriot Hotel in Quito, Ecuador on 20 & 21 June 2019.

ii.2 Opening Ceremony

Mr. Fabio Rabbani, Regional Director of the South America (SAM) Office of the International Civil Aviation Organization (ICAO) provided opening remarks and thanked the Ecuadorian Civil Aviation Authority for hosting the meeting. Mr. Galos Cevallos, Civil Aviation Authority SSP Coordinator from the host State, welcomed the participants to the Ninth Regional Aviation Safety Group – Pan America Plenary Meeting and officially opened it.

ii.3 Officers of the Meeting

The RASG-PA/9 Meeting was chaired by Messrs. Pablo Simone, Uruguay, Co-Chairperson representing States/Territories, and Gabriel Acosta, IATA, Co-Chairperson representing international organizations/industry, respectively. Mr. Fabio Rabbani, Regional Director, of the ICAO SAM Regional Office, RASG-PA Secretary was assisted by Mr. Melvin Cintron, Regional Director, of the ICAO NACC Regional Office, Mr. Oscar Quesada, Deputy Regional Director, ICAO SAM Regional Office, Mr. Julio Siu, Deputy Regional Director, ICAO NACC Regional Office Mr. Javier Puente, Safety Implementation Regional Officer, and Mr. Eric Picaud, Flight Safety Regional Officer, from the ICAO NACC Regional Office.

ii.4 Working Languages

The working languages of the meeting were English and Spanish. The working papers, information papers and report of the meeting were available to participants in both languages.

ii.5 Schedule and Working Arrangements

It was agreed that the working hours for the session of the meeting would be from 08:00 to 16:00 hours with adequate breaks.

ii.6 Agenda

Agenda Item 1: Approval of the Provisional Agenda

Agenda Item 2: Organizational Challenges

- 2.1 Global developments related to safety (ICAO HQs)
- 2.2 Global Aviation Safety Plan (ICAO HQ)
- 2.3 NACC & SAM GASP Implementation Status (USOAP, SMS/SSP/Safety Plans, challenges)

Agenda Item 3: Operational safety risks

- 3.1 Review of valid Conclusions & Decisions
- 3.2 PA-RAST Report
- 3.3 ASRT Report
- 3.4 NACC & SAM Risk mitigation activities
- 3.5 RASG-PA work program

Agenda Item 4: Infrastructure

- 4.1 Basic Building Blocks overview (GREPECAS)
- 4.2 Coordination activities between RASG-PA and GREPECAS

Agenda Item 5: Other business

- 6.1 Financial Status of RASG-PA

ii.7 Attendance

The Meeting was attended by 23 States/Territories from the NAM/CAR and SAM Regions, 5 International Organizations and the industry, totalling 54 delegates as indicated in the list of participants.

ii.8 Conclusions and Decisions

The Regional Aviation Safety Group – Pan America recorded its activities as conclusions and decisions as follows:

CONCLUSIONS: Activities requiring communication to States/Territories/International Organizations.

DECISIONS: Internal activities of the Regional Aviation Safety Group – Pan America.

List of Conclusions and Decision

Number	Conclusion	Page
10/C1	PROMOTION AND TRAINING ON ISTARs	2-2
10/C2	RASGPA REGIONAL AVIATION SAFETY PLAN	2-2
10/C3	AIMED HARMONIZATION STRATEGY	3-3
10/C4	CONFIDENTIALITY AGREEMENT BETWEEN RASG-PA AND GREPECAS	4-1
Number	Decision	
10/D1	RASG-PA 2020 WORK PROGRAM APPROVAL	3-3

ii.9 List of Working and Information Papers and Presentations

Refer to the Meeting web page:

<https://www.icao.int/RASGPA/Pages/RASG-PA-Meetings.aspx>

WORKING PAPERS

Number	Agenda Item	Title	Date	Prepared and Presented by
WP/01	1	Provisional Agenda and Schedule of Tenth Regional Aviation Safety Group – Pan America Plenary Meeting (RASG-PA/10)	25/05/16	Secretariat
WP/02	2	Global Aviation Safety Plan implementation status in NACC and SAM	12/06/19	Secretariat
WP/03	2	Regional Aviation Safety Plan	07/06/19	Secretariat
WP/04	3	ESC approved projects and conclusions-decisions status	12/06/19	Secretariat
WP/05	3	Report of the regional safety oversight cooperation system (SRVSOP)	11/06/19	SRVSOP
WP/06	3	Aimed harmonization strategy	07/06/19	Secretariat
WP/07	2	Assistance to States for Aerodrome Certification GREPECAS Projects and in Support of SAMSP Goals	08/04/19	

WORKING PAPERS

Number	Agenda Item	Title	Date	Prepared and Presented by
WP/08	3	Status of AIG initiatives in the NACC Regions	14/05/16	Secretariat
WP/09	3	Enhancing Support for Safety Management Implementation	14/05/16	Secretariat
WP/11	2	Areas of Interest for the United States at the 40th Session of the International Civil Aviation Organization (ICAO) Assembly	11/06/19	United States
WP/13	6	RASG-PA support and financial status	15/06/16	Secretariat

INFORMATION PAPERS

Number	Agenda Item	Title	Date	Prepared and Presented by
IP/01	2	SAM Safety Plan	17/06/16	Secretariat
IP/03	3	Upset Prevention and recovery training and (UPRT) implementation	24/05/16	Secretariat
IP/04	3	Strategy for the strengthen of AIG effective implementation in SAM	24/05/16	Secretariat
IP/05	2	ICAO new global reporting format for runway conditions	10/06/16	Secretariat
NI/06	4	Improvements to the coordination between GREPECAS and RASG-PA	15/06/16	Secretariat

PRESENTATIONS

Number	Agenda Item	Title	Presented by
1	2	Global Developments related to Safety Management	Secretariat
2	2	Global Aviation Safety Plan	Secretariat
3	3	Safety Activities for enhancement of RSOOs and Safety Risk Mitigations	Secretariat
4	4	Basic Buildings Blocks	Secretariat
5	3	PA-RAST Work Plan 2019-2022	PA-RAST
6	3	Annual Safety Report	Secretariat

LIST OF PARTICIPANTS

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Agenda Item 1 Approval of the Provisional Agenda

1.1 The Co-Chairperson representing the Industry presented WP/01, inviting the Meeting to approve the provisional agenda and schedule. The Meeting approved the agenda as presented in the historical section of this report.

Agenda Item 2 Organizational challenges

Global developments related to safety

2.1 Under WP/01 The Secretariat presented ICAO’s global developments related to safety, especially those related to the Amendment 1 to Annex 19, 4th Edition of the Safety Management Manual, and the integrated Safety Trends and Analysis System (iStars) applications related to safety management.

2.2 One State mentioned that States could greatly benefit from the information available on iStars, but that training on the use of its applications is necessary in order for States to make the most out of it. It was also mentioned that the results from the last iStars workshops delivered in Panama and Peru got very good feedback, and that ICAO should promote these workshops more actively.

2.3 The Secretariat reiterated the importance for States, Industry and International Organizations to take advantage of iSTARS. In this regard, the Meeting agreed on the following Conclusion:

CONCLUSION		Promotion and training on iSTARS	
RASG-PA/10/C1			
What: NACC and SAM Regional Offices invite its States, the Industry and International Organizations to register and use the applications of the integrated Safety Trends Analysis and Reporting (iStars) and the Safety Information Monitoring System (SIMS); and States to participate on the - familiarization workshops on the use of the iSTARS and SIMS applications.		Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Tech.	
Why: To improve access to safety related data, and promote data-driven decision-making.			
When: Before ESC/33		Status: Valid	
Who: <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other		Javier Puente – SAM Eric Picaud - NACC	

Global Aviation Safety Plan

2.3 Under P/2 The Secretariat presented an update related to the ICAO’s 2020 – 2022 Edition of the Global Aviation Safety Plan (GASP) that will be endorsed at the 40th session of the ICAO Assembly. Major changes on the structure of the GASP were highlighted, including the new set of objectives, targets and indicators. It was also mentioned that according to the text of the GASP, RASGs are expected to develop a Regional Aviation Safety Plan.

2.4 Comments were made regarding the relationship of the RASG’s Regional Aviation Safety Plan and those plans already developed by Regional Offices, and whether this may interfere with the implementation process of the SSP at the State level, since it may be perceived as a proliferation of plans.

2.5 The Secretariat explained that Regional Aviation Safety Plans and those plans developed by Regional Offices are perfectly aligned with the GASP, and that there should not be any overlapping of responsibilities for the parties involved, since each plan applies to different levels (States, Regional Offices, RASGs). This subject was later covered in detail paragraph 2.9 and 2.10.

Areas of Interest of the USA for the 40th of the ICAO Assembly

2.6 Under WP/11 USA provided an overview of the areas of interest for the United States at the 40th Session of the ICAO Assembly: Global Aviation Safety Plan (GASP), future development of a Global Aviation Safety Oversight System (GASOS), Global Aviation Navigation Plan (GANP), UAS & Remotely Piloted Aircraft Systems (RPAS), Environment, Commercial space transportation, Cyber resiliency, Aerodrome safety promotion, Availability of accurate continuing airworthiness information, Pilot training improvements to address automation dependency, Preparedness for implementation of U.S. Automatic Dependent Surveillance – Broadcast (ADS-B) Out equipment mandate, Financial and management reform, Aviation security, and Human Trafficking.

NACC and SAM GASP Implementation Status

2.7 Under WP/02 the Secretariat presented the status of implementation of the GASP in NACC and SAM Regions. Both Regional Offices presented a detail analysis of its progress, and special recognition was given to SAM for reaching a regional effective implementation average of 80%. One State mentioned the important role that the SRVSOP played in the process. Another State recognised that being aware of the iSTARS data availability prior to its latest ICAO USOAP Audit and ICAO Coordinated Validation Mission (ICVM) would have resulted in better preparation.

Regional Aviation Safety Plan

2.9 Under WP/03 the Secretariat referred to the GASP mandate for each region and each State to use the GASP to develop a regional aviation safety plan and national aviation safety plan. Since Regional Safety Plan are to be developed by the RASGs, and NACC and SAM Regional Offices already have regional initiatives regarding safety planning in line with the contents of the GASP, the Meeting discussed possible options to address such mandate.

2.10 One State referred to the fact that both the GASP 2020-2022 and the framework for the Regional Aviation Safety Plans are still to be endorsed by the 40th Session of the ICAO Assembly later this year, and recommended this issue to be addressed after the Assembly. After some exchange regarding the relationship between the Regional Aviation Safety Plan and the Plans developed by the Regional Offices, and how can this relationship might affect the States, the Meeting agreed to reschedule the discussion on this subject for the next ESC meeting after the Assembly:

CONCLUSION		RASG-PA Regional Aviation Safety Plan	
RASG-PA/10/C2			
What:	-In order to comply with the GASP requirement for a Panamerican Regional Aviation Safety Plan, the Executive Steering Committee to define the best course of action regarding the Regional Aviation Safety Plan.	Expected impact:	<input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Tech.
Why:	To determine best way to comply with GASP mandate regarding Regional Aviation Safety Plans.		
When:	Next ESC (ESC33) after the 40th Session of the ICAO Assembly	Status:	Valid
Who:	<input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other		Javier Vanegas – ESC Co-chair Tomas Insausti – ESC Co-chair

SAM Safety Plan

2.11 Under IP/01 the Secretariat made presented information regarding the SAM Safety Plan.

Assistance to States for aerodrome certification as part of GREPECAS F1 Project and in support of SAMSP goals

2.12 Under WP07 the Secretariat presented the advances and challenges of Aerodrome Certification in the SAM Region, as well as a proposal for direct assistance to States, under the GREPECAS F1 Project for the SAM Region, so that States with difficulties to certify their aerodromes can make use of the support of experts from other States, with the assistance of the Regional Office and the SRVSOP Technical Committee, to achieve the certification of their aerodromes.

2.13 Both NACC and SAM Regional Offices shared their experiences and challenges regarding aerodrome certification such as trial processes in preparation for actual certification, and certification as a financial burden for service providers. Comments regarding liability issues on uncertified aerodromes were also made.

2.14 The States also shared some of their experiences and expressed concerns regarding re-certification of aerodromes that are already certified. ICAO offered to open a space for the industry to provide feedback on aerodrome certification and surveillance regulation.

ICAO new Global Reporting Format for Runway Conditions

2.15 Under IP/05 the Secretariat presented the new ICAO Global Reporting Format (GRF) for reporting runway conditions, as well as its challenges and related resources for States and Industry to successfully implement and get the benefits of this harmonized format that aims to reduce runway excursions.

Agenda Item 3 Operational Safety Risks

Review of valid decisions and conclusions

3.1 Under WP/04 the Secretariat presented the status of RASG-PA valid decisions and conclusions. The Secretariat announced a follow-up teleconference before the next ESC meeting. **Appendix A** presents the status of valid decisions and conclusions

ESC projects status

3.2 The Secretariat, along with ATR, presented the status of the VFR to PBN project being developed with the support of ANAC Brazil, DECEA, INFRAERO, and AZUL. VFR to PBN are a series of projects aimed to develop PBN approach procedures for visual runways in the region, under a collaborative approach. The first project in Brazil is scheduled to be finished before the end of this year. The project charter will be presents to the ESC for approval before the ESC/33.

3.3 IATA and Flight Safety Foundation highlighted the importance of the project and manifested its intention to become part of the project team.

3.4 All other projects were briefed during the PA-RAST report.

PA-RAST report

3.5 The PA-RAST Co-chairs presented a report on the past work of the team, as well as the working plan for the next three years organised as projects, to be presented to the ESC for approval. Some comments were made regarding the duration for some of the specific projects, and it was explained that in case additional resources are available, its duration could be greatly shortened. It was also highlighted that if the ESC prioritizes specific projects, these can be executed earlier than others.

3.6 It was also mentioned that the activities of the PA-RAST represent the core of hat RASG-PA does, and the States and Industry should strongly support that PA-RAST Projects. It was informed, as well, that through the coordination of IATA and ALTA, implementation of the project deliverables will be supported by airlines from the region.

3.7 After some exchange, it was agreed that in order to get further support and participation from member States, TCAS RA and Weather events PA-RAST Projects will be prioritized.

ASRT report

3.8 The Secretariat presented WP/11 to inform the Meeting on the following issues regarding the activities of the Annual Safety Report:

- The results of the Annual Safety Report (ASR) - Eight Edition
- The distribution of the ASR Eight Edition
- The work plan for the production of the ASR Ninth and Tenth Editions

3.9 The Secretariat reminded the need for RASG-PA members to support the activities of the ASRT, to which ACSA ratified its intention to become part of the team.

SRVSOP report

3.10 Under WP/05 the Secretariat presented information regarding the activities of the SRVOP, including its organization, working methods, and benefits. It was highlighted that SRVSOP States

have an effective implementation average higher than 80% and that during the last 3 years, five out of thirteen States have won the ICAO's President of the Council Certificate in recognition of the States' significant progress in resolving safety oversight deficiencies and improving the effective implementation of ICAO Standards and Recommended Practices.

NACC risk mitigation strategies

3.11 The Secretariat presented NACCs response to the No Country Left behind (NCLB) campaign. It was explained to the Meeting that NACC has diverse operational scenarios, with some States with the highest volume of traffic in the world, while other States with the lowest levels of effective implementation in the world. This sort of combinations represent a several challenges that need a wide variety of solutions. NACC Regional Office explained that they have developed State strategies with specific action plans in order to solve the deficiencies including, among others, the NACC Systemic Assistance Programme (SAP).

Status of AIG initiatives in the NACC regions

3.12 Under WP/08 the Secretariat briefed the meeting on the status of the regional initiatives in the North American, Central American and Caribbean regions to improve the effective level of implementation (EI) of accidents and incidents investigation related SARPs.

3.13 NACC Regional Office explained that for many of those States - whose size and complexity of their civil aviation systems make unfeasible the establishment of an investigation authority to fully perform this activity – regional accident investigation organizations (RAIOs) emerge as an efficient alternative to be pursued. The establishment of a RAIO allows States, through joint and decentralized research, to save financial, material and human resources, while maintaining sovereignty. In the regions of Central America and the Caribbean, the mobilization of States led to two initiatives in this regard: the Aviation Accident and Incident Research Group (GRIAA) and the Caribbean Accident Investigation Organization (RAIO-C).

3.14 The RAIO approach was highlighted by the Meeting as an AIG solution that makes sense from both strategic and technical perspective.

Strategy for the strengthen of AIG effective implementation in SAM

3.15 Under IP/04 the SAM Regional Office presented its strategy for the strengthen of AIG effective implementation, which goal is to reach an AIG effective implementation of at least 60% and a regional average of 80% EI by the end of 2023.

Aimed harmonization strategy

3.16 Under WP/06 the Secretariat presented an initiative to initiate a program of aimed harmonization, with the support of the industry, as a suitable strategy for the CAA and the industry to address the specific needs of the regulatory issues that pose a challenge for the industry in the assurance of connectivity in the Pan-American Region.

3.17 It was generally agreed that harmonization is greatly beneficial to support the expected growth of the industry in the Region, however concerns were raised regarding the subject being more related to economic development of air transport than to safety, in which case other forums would be more appropriate to analyse this topic.

3.18 The Meeting agreed on the fact that higher level of harmonization have a positive impact on safety, and that a data drive approach to the matter may be the appropriate way to continue the

analysis; however, availability of resource need also to be taken into account. As such the Meeting agreed the following conclusion:

CONCLUSION		Aimed Harmonization Strategy	
RASG-PA/10/C3			
What: -For States to review, comment and approval of, the Executive Steering Committee to define the best course of action regarding the Aimed Harmonization Strategy, on a risk based approach under the RASG-PA, or to consider it analysis by a different forum.		Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Tech.	
Why: To define if regional regulatory harmonization, falls within the scope of RASGPA for enhancing regional safety			
When: ESC/33		Status: Valid	
Who: <input type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> ESC		Javier Vanegas – ESC Co-chair Tomas Insausti – ESC Co-chair	

RASG-PA work program

3.20 Under PW/09 the Secretariat presented the 2020 RASG-PA work program structured, based on the criteria established on the RASG-Handbook. It was noted, however, that this plan might be modified by the new terms of reference for the RASGs to be considered by the ICAO Assembly during its 40th Session.

DECISION		RASG-PA 2020 work program approval	
RASG-PA/10/D1			
What: The States, in order to ensure the timely and efficient work of RASG-PA approve in principal the RASG-PA 2022 work program as proposed. However, it may be necessary to make adjustments during the next ESC meeting after the 40th Session of the ICAO Assembly.		Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Tech.	
Why: As mandated by the RASG-PA Handbook and the RASG Terms of reference.			
When: Next ESC after the 40th Session of the ICAO Assembly		Status: Valid	
Who: <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> ESC		Javier Vanegas – ESC Co-chair Tomas Insausti – ESC Co-chair	

Upset Prevention and Recovery Training (UPRT) implementation

3.21 Under IP/03 the Secretariat presented the tasks undertook in the SAM region, supporting the State's upset prevention and recovery training implementation. The paper details the task developed since 2013 in SAM, including the development of supporting materials, as well as the training workshops delivered. It also included the planned activities for 2020 regarding UPRT.

3.22 The meeting recalled that RASG-PA guidance material on UPRT is also available, and that ICAO, IATA, FAA and UK CAA among others are a very good source of information on the subject. The Secretariat announced that links to these resources will be available on the RASG-PA website.

Agenda Item 4 Infrastructure

Basic Building Blocks Overview

4.1 The Secretariat provided a comprehensive presentation on the Basic Building Blocks framework for the Global Air Navigation Plan.

Communication between RASG-PA and GREPECAS

4.3 Under IP/06 the Secretariat reported on the communication process between RASG-PA and GREPECAS. It was acknowledge that an adequate level of coordination between the groups already exists, and that the communication process could be improved. Past and current joint projects were mentioned as good examples of coordination.

4.4 The importance of good communication between two groups was highlighted. The meeting agreed that the signature of a confidentiality agreement would allow the presentation of protected data on operational safety at GREPECAS meetings, improving the exchange of safety data between RASG-PA and GREPECAS:

CONCLUSION		Confidentiality agreement between RASG-PA and GREPECAS	
RASG-PA/10/C4			
What:	Expected impact:		
The Secretariat of RASG-PA coordinate with the Secretariat of GREPECAS the signature of a confidentiality agreement that allows the presentation of protected data on operational safety at GREPECAS meetings.	<input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Tech.		
Why:	To allow for improved information exchange between RASG-PA and GREPECAS.		
When:	Report at ESC/33	Status:	Valid
Who:	<input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> ESC	Javier Puente – SAM Eric Picaud – NACC	

Agenda Item 5 Other business

RASG-PA support and financial status

5.1 Under WP/13 the Secretariat presented the financial status of RASG-PA for 2018 and budget activities for 2019.

APPENDIX A

Conclusion / Decisions	Deliverable	Responsible	Follow-up	Status
<p>RASG-PA ESC/30/C/4 - PROJECT MANAGEMENT APPROACH FOR RASG-PA That, in order to effectively deliver what is required in RASG-PA and GREPECAS, and to use a common language for a better integration of RASG-PA and GREPECAS, ICAO will:</p> <p>a) analyze the available options to implement Project Management Techniques in the RASG-PA and GREPECAS work programme; and</p> <p>b) recommend the best option by the RASG-PA-ESC/32 Meeting.</p>	<p>Inform on the best option - available options to implement Project Management Techniques in the RASG-PA and GREPECAS work programme</p>	<p>ICAO NACC/SAM Offices</p>	<p>Secretariat will develop a PMO manual by ESC/33.</p> <p>Work on going. Initiative is also being work with GREPECAS as concluded in GREPECAS/18 Meeting (2018)</p> <p>GREPECAS Work programme is defined. RASG-PA to present its work programme at ESC/32. With this information, ICAO will decide on best options. Proposed to be delivered by ESC/33.</p>	<p>Valid (Secretariat will develop a PMO manual by ESC/33)</p>
<p>RASG-PA ESC/30/C/6 IMPROVEMENT AND EXPANSION OF RASG-PA'S DATA SHARING PROCESS That, in order to improve and expand RASG-PA's data sharing process;</p> <p>a) PA-RAST develop a plan for sharing and storing appropriate safety data with the ICAO Regional Office in order to develop risk-based safety improvements/implementation actions in the region;</p> <p>b) ACI-LAC and CANSO seek the sharing of their safety data to enhance data analysis and precision; and</p> <p>c) PA-RAST, ACI-LAC, and CANSO report progress to the ESC/31 Meeting.</p>	<p>Plan for sharing and storing appropriate safety data</p> <p>sharing of their safety data to enhance data analysis and precision</p>	<p>PA-RAST</p> <p>ACI-LAC and CANSO</p>	<p>That, in order to improve and expand RASG-PA's data sharing process;</p> <p>a) PA-RAST develop a plan for sharing and storing appropriate safety data with the ICAO Regional Office in order to develop risk-based Safety improvements/implementation actions in the region;</p> <p>b) ACI-LAC and CANSO seek the sharing of their safety data to enhance data analysis and precision; and</p> <p>c) PA-RAST, ACI-LAC, and CANSO report progress to the ESC/31 Meeting.</p>	<p>Valid</p> <p>Confirmation from CANSO and ACI is still pending.</p>

Conclusion / Decisions	Deliverable	Responsible	Follow-up	Status
<p>RASG-PA ESC/31/C3 - RASGPA GUIDANCE IN MAINTAINING RUNWAYS IN ACCORDANCE TO ICAO ANNEX 14 VOL. I ALACPA to keep the Guidance for maintaining runways of RASG-PA updated, according to ICAO's Annex 14 in the three available languages (English, Spanish and Portuguese).</p>	Updated guidance for maintaining runways of RASG-PA	ALACPA	ALACPA to keep the Guidance for maintaining runways of RASG-PA updated, according to ICAO's Annex 14 in the three available languages (English, Spanish and Portuguese).	Valid . To be circulated to the ESC for comments. 2019, June 30 th
<p>RASG-PA ESC/31/D7 - TURNING VFR APPROACHES INTO IFR USING PBN ATR in coordination with RASG-PA Secretariat and the GREPECAS, to develop a Safety Case regarding turning VFR approaches into IFR using PBN.</p>	Safety Case regarding turning VFR approaches into IFR using PBN	ATR	Safety Case regarding turning VFR approaches into IFR using PBN	Valid Charter under development (Secretariat+ATR) Presentation 2019, July 12 th
<p>RASG-PA ESC/31/D11 - REQUEST FOR SAFETY DATA RASG-PA Secretariat in coordination with the ICAO NACC and SAM Offices to send a letter to States, Industry and International Organizations in the Region, to request their hazards and safety information to the PA-RAST for improved risk mitigation.</p>	Request hazards and safety information to the PA-RAST for improved risk mitigation	Secretariat	RASG-PA Secretariat in coordination with the ICAO NACC and SAM Offices to send a letter to States, Industry and International Organizations in the Region, to request their hazards and safety information to the PA-RAST for improved risk mitigation.	Valid – Secretariat in coordination with FAA on the contents of the Letter. NACC and SAM to send State Letters 2019, July 5 th.
<p>DECISION RASG-PA ESC/32/D2 APPROVAL FOR THE IMPLEMENTATION OF PROJECT MANAGEMENT APPROACH The Secretariat will develop a framework for the Project Management Office (PMO) and Project Based Approach (PBA) to identify RASG-PA core-activities.</p>	Framework for the PMO and PBA	Secretariat	That the Secretariat develops a manual containing the Project Management Office (PMO) workflow for the RASG-PA Projects by ESC33.	Valid.
<p>CONCLUSION RASG-PA ESC/32/C1 ASG-PA STRATEGIC PLAN APPROVAL That the Secretariat circulate the RASG-PA strategic plan for comments, and have an agreed version ready by the ESC teleconference of 5 May 2019 for ESC approval</p>	Agreed Strategic plan	Secretariat	Strategic Plan circulated and open for comments. Approval expected via fast track before ESC/33.	Valid. To be circulated to the ESC for comments. 2019, June 30 th

Conclusion / Decisions	Deliverable	Responsible	Follow-up	Status
<p>DECISION RASG-PA ESC/32/D4 PA-RAST PROJECT CHARTERS That the PA-RAST present its project charters to the ESC for evaluation before RASG-PA plenary meeting.</p>	Project charters	PA-RAST	PA-RAST to present its Project Charters before ESC/33.	Valid

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