

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

## Pan American Regional Aviation Safety Team (PA-RAST)

### PA-RAST 56<sup>th</sup> Meeting Report



Miami, 23, 24 & 25 August 2022



# Table of contents

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<b>Acknowledgements</b>	2
<b>Acronyms</b>	3
<b>Attendees</b>	4
<b>Summary of discussions</b>	5
Industry information session	5
Discussions on the information presented by the industry	5
Projects status reports	5
CSTs update	6
Safety data review	7
Administrative issues	8
<b>Action items review</b>	9
<b>Appendix A – Structure for the PA-RAST Meetings</b>	10
<b>Appendix B – Draft PA-RAST report the ESC</b>	11

## Acknowledgements

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We express sincere appreciation to those who contributed to and participated in this meeting, all of whom contributed to its great success.

We thank IATA for hosting us once again in their facilities and for their customary hospitality.

Finally, we want to extend our appreciation to Cap. John DeLeeuw and American Airlines for sharing their experiences with us, and their willingness to support the strengthening of safety in the Region.

# Acronyms

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AFAC	Federal Civil Aviation Agency – Mexico
ALTA	Latin American & Caribbean Air Transport Association
AMOC	Alternative Methods of Compliance
ASIAS	Aviation Safety Information Analysis and Sharing Program
BCAST	Brazilian Commercial Aviation Safety Team
CAA	Civil Aviation Authority
CAST	Commercial Aviation Safety Team
CFIT	Controlled Flight Into Terrain
CST	Collaborative Safety Team
FDX	Flight Data eXchange
GASP	Global Aviation Safety Plan
GTE	GREPECAS Scrutiny Working Group
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
IFALPA	International Federation of Air Line Pilots' Associations
LOC-I	Loss of Control In-flight
MCAST	Mexican Collaborative Safety Team
RE	Runway Excursion
TCAS	Traffic Collision Avoidance System

# Attendees

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<b>Name</b>	<b>Organization</b>
Bryan Franca	Aruba
Michel Roy	Canada
Alicia Ventura	Dominican Republic
Gender Damian Castro	Dominican Republic
Aida del Rosario	Dominican Republic
Jonathan Quezada	Mexico
Maria Elena Sandoval	ACI-LAC
Diana Martinez	IFALPA
Rodolfo Quevedo	Airbus
Santiago Saltos	Airbus
Virginio Corrieri	ALTA
John De Leeuw	American Airlines
Ricardo Petrucci	ATR
Mike Snover	Boeing
Fabio Catani	Boeing
Jackqueline Munroe	Global Crossing Airline
Thomas Jackson	Global Crossing Airline
Floyd Abang	IATA
Fernando Rojas	IATA
Javier Puente	ICAO
Maria Arizmendi	MCAST
Francisco Renteria	MCAST
Raj Narwani	Trinidad and Tobago
Angel Luna	USA
Gerardo Hueto	USA

# Summary of discussions

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## 1. Opening remarks

1.1 The Co-chairs welcomed participants to the meeting. They thanked States and Organizations for their support on the work carried out by PA-RAST, and recognized the importance of having such a good number of participants.

## 2. Industry information session

2.1 American Airlines provided a comprehensive review of their procedures (for light, moderate and severe turbulence), and tools to mitigate turbulence related injuries (e.g. use of a weather tool that presents vertical profile on turbulence). Currently, “encounters with turbulence” are on the rise in the Region. There is sufficient amount of information on turbulence to allow for the development of adequate mitigation measures, especially those related to the injuries caused by unexpected turbulence penetration.

## 3. Discussions on the information presented by the industry

3.1 Based on the information shared by American Airlines, the meeting discussed the different alternatives that could serve to support the operators and authorities in the region.

It was agreed that PA-RAST needed to undertake work on this issue in the short term. For this reason, a working group was formed to develop a toolkit. The project would be led by ICAO, and will include the participation of ALTA, USA, IATA, Canada, Airbus, Boeing, ATR and American Airlines.

## 4. Projects status reports

**4.1 Runway Safety** (Led by ALTA – Mr. Virginio Corrieri) – The team is working to finish a RASG-PA Advisory Circular (AC) that is based on information contained on a BCAST AC. Currently the team is identifying selected runways to be included on the AC. Additionally, a request for information on runway incursion was sent to some stakeholders. The AC will be completed by the end of October 2022.

**4.2 LOC-I** (Led by Boeing – Mr. Fabio Catani) – The team is working to update two existing Safety Advisories (SA) from 2012 and 2013 respectively. Several information sources are being revised to determine its validity. Revised RSA001 will be completed by the end of October 2022. Target date for RSA002 yet to be defined by the team.

**4.3 MAC** (Led by IATA – Mr. Floyd Abang) – A Working Paper on the formalization of the Terms of Reference and the collaboration methodology between the GTE and PA-RAST was developed and presented at the meeting. This was an important step for the official establishment

of the collaboration group. Using FDX information the team identified potential areas of opportunity but is awaiting information from ASIAs and CARSAMMA to further advance the analysis of safety opportunities identified. Deliverable from this effort is formalization of the Terms of Reference for the Joint Group effort expected for end of October.

**4.4 CFIT** (Led by USA – Mr. Angel Luna) – Given the similarities, and in order to avoid duplication of efforts, this project will join forces with the IATA/ICAO CFIT DIP being developed at this time. Aside from this activity, there is material available to continue the development of a Safety Advisory on CFIT. Deliverable from this effort is Regional Safety Advisory expected for end of October.

#### **4.5 Mexico Airspace**

4.5.1 PA-RAST representatives met with Mexico's AFAC and MCAST to review data on the Mexico airspace. Based on the available information from FDX and ASIAs programs, for the period under review for unstable approach, a downward trend was observed. Other indicators for CFIT/MAC/LOC-I precursors based on the program did indicate upward trend and others downward trends MCAST will continue to work with appropriate stakeholders to monitor the evolution of this issues.

4.5.2 It was highlighted that the PA-RAST, FAA and other stakeholders will continue to work along AFAC and MCAST. The subject will be coordinated by the PA-RAST under CSTs and will no longer be considered a project. (See 5.6)

#### **4.6 Runways condition in Peru**

4.6.1 The meeting decided to invite the airlines of Peru to the next PA-RAST meeting to be held in Lima, so that they can share their data on the condition of the runways in Peru. Once the information is analyzed, during the PA-RAST/57 meeting, a decision will be made on the best course of action to create an adequate project for the level of risk.

#### **4.7 Turbulence**

4.7.1 As mentioned in Section 3.1, a working group was created to collect information and available tools related to the mitigation of injuries caused by turbulence, in order to produce a RASG-PA Toolkit on the subject to be made available to operators in the region. The project would be led by ICAO, and will include the participation of ALTA, USA, IATA, Canada, Airbus, Boeing, ATR and American Airlines. The Toolkit should be available by the RASG-PA Plenary Meeting on 14 November 2022. Follow-up metric yet to be defined by the working group.

#### **4.8 Summary of current projects**

4.8.1 Please refer to **Appendix A**.

### **5. CSTs update**

5.1 The meeting agreed that the CST guidance be circulated so that it can be reviewed and commented on by PA-RAST members.

5.2 In relation to the different engagement efforts that are being carried out to promote the creation and operation of CSTs in the region, it was agreed that it is essential that said activities be carried out in a coordinated manner to avoid duplication of efforts and to guarantee that all interested stakeholders are aware of what is happening in the different States. A need to define a mechanism to track engagement activities was identified.

5.3 There is a consensus that the promotion of CSTs is an activity of the RASG-PA, and that it requires going through the ESC and with the due coordination of the ICAO Regional Offices.

5.4 It was also commented that the group needed to establish a way to measure CSTs success and impact, to better understand which ones have the potential to be sustainable and which ones do not. The aspects mentioned above must be adequately reflected in the final version of the guidance.

5.5 **Colombia and Chile CST** - Initial steps towards establishing CSTs have been taken. Some political and legal issues could slow down the implementation process. It is important to consider the possibility of establishing CSTs without the participation of the CAA, in those cases in which it could negatively affect the operation of the CST, for example where protection of information cannot be guaranteed.

5.6 **Argentina** - Progress is being made to advance the work of the CST. However, the inconsistent schedule to effectively drive the CST agenda presents a challenge for all stakeholders to participate.

5.7 **Mexico MCAST** - MCAST activities have been key to initiating a deeper discussion of safety issues in Mexico. MCAST is working with AFAC to identify certain KPIs that will allow them to share information. The best organizational alternatives for the MCAST are still being explored to ensure its efficiency and effectiveness. The team is still under construction, but they will continue to work together with PA-RAST, ICAO, FAA, IATA. For the moment, Mexico's priority is the recovery of Category I, but the tasks of the MCAST will not be neglected.

5.8 **Canada CAG** – The Collaborative Analysis Group (CAG) that includes two national Airlines associations, NAV Canada and Transport Canada created a master list of the sector's top 30 safety risks and met to develop a risk ranking to support identifying the safety risk priorities that will be subject to an in-depth risk assessment.

5.9 Further discussion on a strategy for Chile and Colombia engagement was had with the potential to invite them to participate in the exercise that PA-RAST will carry out with the airlines of Peru during the PA-RAST/57 in order to see the potential for information exchange.

5.10 The PA-RAST will coordinate with the SMRT to explore the possibility to include a new section into the RASG-PA Annual Safety Report, to reflect the work of the CSTs in the region.

## 6. Safety data review

6.1 FDX and ASIAs data was presented to the meeting participants. On this topic, the meeting noted that PA-RAST is open to new sources of information that can contribute to the identification of hazards in the region. It would be very positive if those Organizations and States that have the capacity to process data could bring their analysis to the PA-RAST to share them with the group and complement other safety information. Local level information could be very beneficial to validate broader sets of data.

6.2 Another important aspect that was addressed at the meeting was the need to complement the data review with concrete actions. These could be actions related to existing projects or activities, or the creation of new activities. The important consideration is that the information analysis presented at each meeting be followed by a formal discussion to confirm what (if any) action should be undertaken in response to the information presented. The objective is to ensure that presentations translate into PA-RAST actions, when warranted, and as long as it fits in the capacity of the team.

## 7. Administrative aspects

7.1 The Secretariat presented a list of new administrative procedures for the PA-RAST, which will serve to improve the process of internal and external communication. The main changes that will be applied from the next meeting onward will be the following:

- a) The invitations for the PA-RAST meetings will be distributed by the Secretariat with 60 days notice, in order to allow the participants to make the necessary arrangements to attend.
- b) To facilitate the planning of meetings, a general structure will be established for all PA-RAST meetings, the same one that is presented as a proposal in **Appendix A**. This will be especially useful for those members who, for whatever reason, cannot participate in all the days of the meeting.
- c) All the information that must be discussed by the PA-RAST must be presented through a working paper which must be published at least 15 days before each meeting.
- d) The report on the status of approved projects is excluded from point c). Champions will use the Monday.com tool to record the progress of activities and projects.
- e) The reports of the PA-RAST meetings will be prepared by the Secretariat and distributed up to 7 working days after the meeting. The final version will be published on the web and sent to the ESC, maximum 30 days after each meeting.
- f) PA-RAST activities will be developed based on results, and for this the basic principles of project management will be applied. Each activity/project will have clearly identified a person in charge, a deliverable, a deadline, a budget (if applicable), and some metric to measure its impact or implementation.

- g) Finally, the different working groups will define the form and frequency of work that best suits their objectives and the defined deadlines; and will report their progress during regular PA-RAST meetings.

7.2 Virginio Corrieri, representative of ALTA, was elected as PA-RAST Industry Vice-Co-chairperson, completing the list of chairpersons as follows:

Gerardo Hueto (USA) – Co-Chairperson representing the States

Santiago Saltos (Airbus) – Co-Chairperson representing the International Organizations/Industry

Michel Roy (Canada) – Vice Co-Chairperson representing the States

Virginio Corrieri (ALTA) – Vice Co-Chairperson representing the International Organizations/Industry

7.3 The Secretariat presented a proposal for the contents of the PA-RAST report to the ESC. Please refer to **Appendix B**.

7.4 As part of the report mentioned in 7.3, the teams exchanged comments regarding the task sent to the PA-RAST by the ESC, to determine if there was an actual need to develop a project on ATC Language related risks in the region. The initiative received the support of multiple members of PA-RAST and an ad-hoc group was created to work on this matter.

7.5 Finally, the team agreed on the dates for the upcoming PA-RAST meetings:

- Lima, Peru Oct. 25-27, 2022
- Miami, USA Feb 7-9, 2023

## Action Items review

Action item 01/2022 (PA-RAST/55): ICAO to reassume Secretariat of the PA-RAST			
That ICAO reassume the Secretariat role of the PA-RAST and applies its regular meeting-related procedures for the team.	By the end of July 2022	J. Puente (ICAO)	Completed
Action item 02/2022 (PA-RAST/55): PA-RAST Secretariat to amend the PA-RAST Terms of Reference within the RASG-PA Handbook			
That the PA-RAST amends the PA-RAST Terms of Reference within the RASG-PA Handbook with the agreed changes included in this Meeting Report, so the PA-RAST can send it to the ESC for consideration.	By the end of July 2022	J. Puente (ICAO)	Valid (Due)
Action item 03/2022 (PA-RAST/55): Champions to define deliverables and deadlines for all projects/activities			

That the Secretariat meets with the PA-RAST Co-chairs and Vice-Co-chairs to define initial deadline for most immediate deliveries on each existing and new projects/activities to be developed.	By the end of June 2022	J. Puente (ICAO)	Completed
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<b>Action item 04/2022 (PA-RAST/55): List of airports and their RE risk scenarios</b>			
RE Champion to present the list of airports on the PA Region with international flights, and their corresponding RE risk scenarios as described in the Project document.	By the end of October 2022	V. Corrieri (ALTA)	Valid

<b>Action item 05/2022 (PA-RAST/55): MC Project deliverables</b>			
Formalization of the Terms of Reference for the Joint Group effort	By the end of October 2022	A. Floyd (IATA)	Valid

<b>Action item 06/2022 (PA-RAST/55): EGPWS/TAWS Safety Advisory</b>			
CFIT Champion to present the following Safety Advisory for consideration: Fleet EGPWS/TAWS Obstacle Database/Software Update Guidance.	By the end of October 2022	A. Luna (USA)	Valid

<b>Action item 07/2022 (PA-RAST/55): LOC-I Deliverables</b>			
Once all coordination with Co-chairs and Champions are complete, the Secretariat to prepare a Working Paper to report to the ESC.	By the end of October 2022	A. Luna (USA)	Completed

<b>Action item 08/2022 (PA-RAST/55): EGPWS/TAWS Safety Advisory</b>			
Once all coordination with Co-chairs and Champions are complete, the Secretariat to prepare a Working Paper to report to the ESC.	By the end of July 2022	J. Puente (ICAO)	Valid (Due)

<b>Action item 09/2022 (PA-RAST/55): CST Policy</b>			
Develop a high-level policy for the prioritization of CSTs, and the PA-RAST/ESC/ICAO workflow for its implementation approval.	By the end of July 2022	S. Saltos (Airbus)	Superseded by AI/12/2022

<b>Action item 10/2022 (PA-RAST/56): PA-RAST turbulence toolkit</b>			
Develop a turbulence related toolkit. The project will be led by ICAO, and will include the participation of ALTA, USA, IATA, Airbus, Boeing, ATR and American Airlines.	By the end of October 2022	J. Puente (ICAO)	Valid

<b>Action item 11/2022 (PA-RAST/56): Revised RSA001 on LOC-I</b>			
Revised RSA001 will be finished by the end of October 2022.	By the end of October 2022	S=C. Fabio (Boeing)	Valid

Action item 12/2022 (PA-RAST/56): CST Policy			
WP on a proposed CST development strategy to be circulated for comments. Final product should be available for ESC Approval by the end of October 2022.	By the end of October 2022	S. Saltos (Airbus)	Valid

Action item 13/2022 (PA-RAST/56): Invite airlines to PA-RAST/57			
Secretariat to invite airlines from Peru to share runway related data during PA-RAST/57 in Lima	By the end of September 2022	J. Puente (ICAO)	Completed

## Appendix A – Proposed structure for the PA-RAST Meetings

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As discussed during the meeting, the PA-RAST could benefit from having a fixed structure for all its meetings, which allows to easily identify the order of the issues to be dealt with. The following is the meeting structure proposed by the Secretariat:

	Day 1	Day 2	Day 3
Morning	Industry information session	Projects status report by project champions  CSTs update	Ad-hoc Items Administrative Items and issues  Action items review
Afternoon	Discussions on information presented by industry	Safety data review & discussion of actions based on the presented data	

# Appendix B – Draft PA-RAST report the ESC

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## PA-RAST Report

(Presented by the PA-RAST)

EXECUTIVE SUMMARY	
IATA,	
<b>Action:</b>	The Meeting is invited to: a) Take note on the information provided on this working paper; b) Endorse the proposed Decisions detailed in 2.4.1.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Safety</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>•</li></ul>

## 1. Introduction

1.1 During the PA-RAST/55 meeting held in Mexico City on 23 & 24 May 2022, the team considered some internal modifications that would bring additional agility to the treatment of projects and their deliverables, and that would benefit a better internal and external communication process.

1.2 Given the fact that the ESC/37 Meeting occurred right after the PA-RAST/55 Meeting, the ESC was asked for a reasonable amount of time to define the proposed modifications and present an extemporaneous report that includes both internal changes and the status of current PA-RAST activities.

1.3 This working paper puts the approval of these changes under consideration by the ESC and conveys the current and future status of all PA-RAST projects and activities.

## 2. Discussion

### 2.1 Administrative changes within the PA-RAST

2.1.1 In the search for a continuous improvement to the internal processes of PA-RAST, the team members considered and discussed various opportunities for improvement and agreed to implement the following list of administrative changes, for the benefit of the team's functioning.

- a) That the role of Secretariat of the team be adopted by ICAO. This change, in addition to being consistent with the functions of the ICAO Secretariat in the RASG-PA, allows the adoption of administrative processes associated with the preparation and convening of meetings, preparation and publication of reports, and other formalities, which guarantee the historical record of PA-RAST activities, and facilitate the communication process with the ESC and other RASG-PA members. In order to realize these benefits, PA-RAST requests that the ESC approve the use of RASG-PA resources to ensure the presence of one Secretariat representative at all PA-RAST meetings. (See 2.4.1)
- b) It was also considered that the reincorporation of the figure of the vice co-chairperson would benefit the follow-up and continuity of PA-RAST activities, by granting greater flexibility and guaranteeing the presence of at least one of the chairpersons at each meeting. Thus, it was agreed to designate vice co-chairpersons representing the States and the International Organizations/Industry. (See 2.4.1)

2.1.2 The Secretariat was tasked with the amendment of the RASG-PA Handbook in order to reflect the changes described above. (See 2.4.1)

## 2.2

### Status of the PA-RAST Projects

**Runway Safety** – The team is working to finish a RASG-PA Advisory Circular (AC) that is based on information contained on a BCAST AC. Currently the team is identifying selected runways to be included on the AC. Additionally, a request for information on runway incursion was sent to some stakeholders. The AC will be finished by the end of October 2022.

**LOC-I** – The teams is working to update two exiting Safety Advisories (SA) from 2012 and 2013 respectively. Several information sources are being revised to determine its validity. Revised RSA001 will be finished by the end of October 2022. Target date for RSA002 yet to be defined by the team.

**MAC** – A Working Paper on the formalization of the Terms of Reference and the collaboration methodology between the GTE and PA-RAST was developed. This was an important step for the official establishment of the collaboration group. Currently, the team is waiting data from ASIAS and CARSAMMA for the identification of safety opportunities. Deliverable from this effort is Formalization of the Terms of Reference for the Joint Group expected for October 2022.

**CFIT** – Given the similarities, and in order to avoid duplication of efforts, this project will join forces with the IATA/ICAO CFIT DIP being developed at this time. Aside from this activity, there are material available to continue the development of a Safety Advisory on CFIT. Deliverable from this effort is expected for the end of October.

## 2.3

### Potential new PA-RAST Projects

#### 2.3.1

The PA-RAST is collecting information for two potential new projects:

- a) RASG-PA prevention of turbulence-related injury Toolbox; and
- b) Analysis of the condition of runways in Peru.

#### 2.3.2

progress.

Both initiatives are still in preparation stage. The PA-RAST will keep the ESC informed on its

## 2.4

### Status of the Collaborative Safety Teams

The PA-RAST is currently working on a high-level CST Policy to ensure adequate prioritization, coordination and follow-up of CSTs in the Region. The final version of this document will be send for ESC consideration by the end of October 2022. There is a consensus that the promotion of the CSTs is an activity of the RASG-PA, and that it requires going through the ESC and with the due coordination of the ICAO Regional Offices.

**Argentina CST** - Progress is being made to advance the work of the CST. However, the inconsistent schedule to effective drive the CST agenda presents a challenge for all stakeholders to participate. Need to ensure participation from A-CAST in PA-RAST meetings.

**Colombia and Chile CST** - These countries have taken some initial steps towards establishing CSTs. Some political and legal issues could slow down the implementation process. It is important to consider the possibility of establishing CSTs without the direct participation of the CAA, in those cases in which it could negatively affect the operation of the CST, for example where protection of information cannot be guaranteed. In those cases however, adequate mechanisms for coordination should be in place.

**Mexico MCAST** - MCAST activities have been key to initiating a deeper discussion of safety issues in Mexico. MCAST is working with AFAC to identify certain KPIs that will allow them to share information. The best organizational alternatives for the MCAST are still being explored to ensure its efficiency and effectiveness. The team is still under construction, but they will continue to work

together with PA-RAST, ICAO, FAA, IATA. For the moment, Mexico's priority is the recovery of Category I, but the tasks of the MCAST will not be neglected.

**Canada CAG** - The Collaborative Analysis Group (CAG) that includes two national airline associations, NAV Canada and Transport Canada created a master list of the sector's top 30 safety risks and met to develop a risk ranking to support identifying the safety risk priorities that will be subject to an in-depth risk assessment.

Inactive CST's were noted with further discussion on a strategy for Chile and Colombia engagement held with the potential to invite them to participate in the exercise that PA-RAST will carry out with the airlines of Peru during the PA-RAST/57 in order to see the potential for information exchange.

## 2.5 ESC Conclusions/Decisions addressed to the PA-RAST

2.5.1 During the ESC/37 Meeting, the following conclusion and decision were addressed to the PA-RAST:

- a) ***Decision RASG-PA ESC/37/D2 "NACC/SAM ATS LANGUAGE PROFICIENCY PROJECT"***
- In order to identify the level of risk for air operations of the language proficiency in the Pan-American Region, that the PA-RAST:*
- a) *conducts a review of the Project Proposal providing additional data to support the requirement and*
  - b) *presents its assessment review to the RASG-PA Plenary/12.*

An ad-hoc group was created that is working on this matter. Some preliminary meetings were held and the corresponding data is being analysed to forward a proposal to the ESC. The initiative has received the support of multiple members of PA-RAST. The final proposal will be sent to the ESC before the end of October 2022.

- b) ***Conclusion RASG-PA ESC/37/C5 "MEXICO RISK MITIGATION"***
- In order to support with the data and analysis of the safety issues reported in the Control Area (CTA) of Mexico, the PA-RAST conducts its analysis and develop a report for the ESC with the background and its recommendations on the possible mitigation by July 30.*

PA-RAST representatives met with Mexico's AFAC and MCAST to review data on the Valley of Mexico airspace. Based on the available information from FDX and ASIAs program, it was determined that there is no increasing trend on unstable approaches. Other indicators for RE/CFIT/MAC/LOC-I precursors based on the program did indicate upward trend and others downward trends. MCAST will continue to work with appropriate stakeholders to monitor the evolution of this issues..

It was highlighted that the PA-RAST, FAA and other stakeholders will continue to work along AFAC and MCAST. The subject will be coordinated by the PA-RAST under CSTs.

## 2.4 Conclusion/Decision proposals

2.4.1 In accordance with the information presented in this Working Paper, and in order to allow the effective implementation of the proposed modifications to the structure and functioning of PA-RAST, the following Decisions are submitted to the ESC for consideration:

DECISION		<i>PA-RAST internal structure</i>	
RASG-PA ESC/37/XX-POST			
<b>What:</b> <ul style="list-style-type: none"> <li>The ESC to approve the reincorporation of the Vice Co-Chair to the PA-RAST structure, which will be as follows: <ul style="list-style-type: none"> <li><b>Gerardo Huetto</b> (USA) – Co-Chairperson representing the States</li> <li><b>Santiago Saltos</b> (Airbus) – Co-Chairperson representing the International Organizations/Industry</li> <li><b>Michel Roy</b> (Canada) – Vice Co-Chairperson representing the States</li> <li><b>Virginio Corrieri</b> (ALTA) – Vice Co-Chairperson representing the International Organizations/Industry</li> </ul> </li> </ul> <hr/> <b>How much:</b> <ul style="list-style-type: none"> <li>No resources needed from RASG-PA</li> </ul>		<b>Expected impact:</b> <ul style="list-style-type: none"> <li><input type="checkbox"/> Political/Global</li> <li><input type="checkbox"/> Inter-regional</li> <li><input type="checkbox"/> Economic</li> <li><input type="checkbox"/> Environmental</li> <li><input checked="" type="checkbox"/> Operational/Tech.</li> </ul>	
<b>Why:</b> To allow better continuity and monitoring of PA-RAST activities, and to guarantee the presence of Co-Chairpersons at all meetings.			
<b>When:</b> Immediate		<b>Status:</b> Valid	
<b>Who:</b> <ul style="list-style-type: none"> <li><input type="checkbox"/> States <input type="checkbox"/> IATA</li> <li><input checked="" type="checkbox"/> ICAO SAM and NACC Offices (Secretariat)</li> <li><input type="checkbox"/> Other (Specify)</li> </ul>		<i>Responsible: ICAO Secretariat (Javier Puente &amp; Sereya Schotborg)</i>	

DECISION		<i>PA-RAST internal structure</i>	
RASG-PA ESC/37/XX-POST			
<b>What:</b> <ul style="list-style-type: none"> <li>The ESC to approve the amendment to the RASG-PA Handbook as detailed in <b>Appendix A</b> to this Working paper.</li> </ul> <hr/> <b>How much:</b> <ul style="list-style-type: none"> <li>No resources needed from RASG-PA</li> </ul>		<b>Expected impact:</b> <ul style="list-style-type: none"> <li><input type="checkbox"/> Political/Global</li> <li><input type="checkbox"/> Inter-regional</li> <li><input type="checkbox"/> Economic</li> <li><input type="checkbox"/> Environmental</li> <li><input checked="" type="checkbox"/> Operational/Tech.</li> </ul>	
<b>Why:</b> To formalize the Secretariat role of ICAO in the PA-RAST.			
<b>When:</b> Immediate		<b>Status:</b> Valid	
<b>Who:</b> <input checked="" type="checkbox"/> ESC		<i>Responsible: ESC</i>	

DECISION		<i>RASG-PA Secretariat presence at the PA-RAST Meetings</i>	
RASG-PA ESC/37/XX-POST			
<b>What:</b> <ul style="list-style-type: none"> <li>The ESC to approve the use of RASG-PA resources to cover travel costs, under ICAO rules, for the minimum required Secretariat representation to attend PA-RAST meetings and fulfill its functions.</li> </ul> <hr/> <b>How much:</b> <ul style="list-style-type: none"> <li>10,000 U\$D per year approximately for 4 meetings.</li> </ul>		<b>Expected impact:</b> <ul style="list-style-type: none"> <li><input type="checkbox"/> Political/Global</li> <li><input type="checkbox"/> Inter-regional</li> <li><input type="checkbox"/> Economic</li> <li><input type="checkbox"/> Environmental</li> <li><input checked="" type="checkbox"/> Operational/Tech.</li> </ul>	
<b>Why:</b> To ensure presence of the Secretariat at the PA-RAST meetings in order to fulfill its functions.			
<b>When:</b> Immediate		<b>Status:</b> Valid	

Who: <input checked="" type="checkbox"/> ESC	Responsible: ESC
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**4. Suggested Actions**

- 4.1. The Meeting is invited to:
- a) Take note on the information provided on this working paper;
  - b) Endorse the proposed Decisions detailed in 2.4.1.

**Appendix A – RASG-PA Handbook proposed amendment**

**5.4 Pan America – Regional Aviation Safety Team (PA-RAST)**

5.4.1 PA-RAST will focus on safety data analysis and development of Safety Enhancement Initiatives/Detailed Implementation Plans (SEI/DIP) designed to reduce fatality risk. RASG-PA will ensure that the RAST-PA remains focused on safety data analysis and the development of SEI/DIP. At ESC discretion, a tasking review process could be developed. PA-RAST will also monitor SEI/DIP implementation.

*Note.- Refer to Table 1 in Paragraph 6.2.1 for the distribution of responsibilities regarding the targets of the GASP.*

~~5.4.2 PA-RAST will internally designate one or more persons responsible for coordinating the meeting logistics with the meeting host; develop the meeting agenda; develop meeting documents and reports; and monitor action items. Reports will be coordinated with the Secretariat.~~

~~5.4.3 Secretariat will ensure meeting invitation, agenda, documentation and reports are provided to members (those documents not produced by the Secretariat will be made available as soon as they are received); provide an updated list of registered participants to PA-RAST Co chairs (as is); ensure meeting summaries, notices, and related documents (i.e. SEI/DIP) are posted on a timely manner on the RASG-PA website.~~

5.4.2 The RASG-PA Secretariat will support the PA-RAST meetings and activities with the same functions described in 6.1.1. (a) to (j) of this Handbook, and will provide periodic reports to the ESC.

5.4.3 Besides its Secretariat role, Participation of the ICAO Regional Offices in PA-RAST meetings will be of a technical nature related to the accomplishment of the related GASP goals, and to provide technical assistance when needed.

5.4.4 Refer to Appendix B for the PA-RAST Terms of Reference.

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