



Final Version

**INTERNATIONAL CIVIL AVIATION ORGANIZATION
REGIONAL AVIATION SAFETY GROUP – PAN AMERICA**

(RASG-PA)

**SECOND MEETING OF THE RASG-PA
FLIGHT SAFETY TRAINING TEAM**

(FSTT / 02)

SUMMARY OF DISCUSSION

MEXICO CITY, MEXICO

22 FEBRUARY 2011

1. Historical

1.1 The second meeting of the RASG-PA Flight Safety Training Team (FSTT/02) was held at the ICAO NACC Office, Mexico City, Mexico, 22 February 2011. Mr. Enrique Herrera, representative of DGAC of Mexico was elected to serve as Rapporteur for the meeting. Mr. Eduardo Chacin, ICAO NACC, assisted by Mr. Adolfo Zavala, ICAO NACC, acted as Secretaries to the meeting. The meeting was conducted in Spanish.

1.2 The meeting was attended by eleven participants from States, international organizations and airports. An attendance list is provided in **Appendix A**.

1.3 Mr. Eduardo Chacin, on behalf of the RASG-PA Secretary, welcomed the attendees and thanked them for their support and participation in RASG-PA activities. He also mentioned the importance of support from States/Territories, international organizations and industry for the RASG-PA/FSTT through assignment of appropriate representatives to participate in its meetings and contribution of training courses and material corresponding with the top three data-driven risk areas as identified by RASG-PA Executive Steering Committee (ESC) for the Pan American Region such as:

- Runway Excursion (RE)
- Controlled Flight Into Terrain (CFIT)
- Loss of Control In-Flight (LOC-I)

2. Agenda Items

2.1 Agenda Item 1: Review and approval of the Draft Meeting Agenda

2.1.1 The FSTT reviewed the draft agenda and adopted it as follows:

- | | |
|----------------|---|
| Agenda Item 1: | Review and approval of the draft Meeting Agenda. |
| Agenda Item 2: | Review of RASG-PA Detailed Implementation Plans (DIPs) associated with training. |
| Agenda Item 3: | Review and assessment of available flight safety training material related to current RASG-PA Safety Enhancement Initiatives (SEIs). |
| Agenda Item 4: | Other business <ul style="list-style-type: none">• Training activity during the Second Pan American Aviation Safety Summit 2011• RASG-PA training activity for 2011• Technological aids for RASG-PA virtual meetings• Next meeting |

2.2 **Agenda Item 2: Review of RASG-PA Detailed Implementation Plans (DIPs) associated with training**

2.2.1 The Rapporteur provided a brief introduction of the updated Detailed Implementation Plans (DIPs) as developed by the Regional Aviation Safety Team – Pan America (RAST-PA) in regard to the Safety Enhancement Initiatives (SEIs) from the top three data-driven risk areas:

a) Runway Excursion (RE):

1. RAST-PA/RE/4: Promote pilot adherence to Standard Operating Procedures (SOPs) for approach procedures including the go-around decision-making process.
2. RAST-PA/RE/9: Promote specific training for pilots and air traffic controllers to avoid unstable approaches.
3. RAST-PA/RE/10: Promote specific training for aerodrome personnel regarding maintenance and operations of the runway.

b) Controlled Flight into Terrain (CFIT):

1. RAST-PA/CFIT/02: Promote specific Approach and Landing Accident Reduction (ALAR/CFIT) training for pilots.
2. RAST-PA/CFIT/04: Promote Crew Resource Management (CRM) / Situational Awareness training for pilots and air traffic controllers.

c) Loss of Control In-Flight (LOC-I):

1. RAST-PA/LOC-I/7: Promote LOC training – Advanced maneuvers.
2. RAST-PA/LOC-I/9: Promote LOC training – Pilot monitoring policies and procedures for the operator and training program for flight crews.

2.2.2 The FSTT agreed to review each DIP in detail and focused on the training aspects of each plans. It is noteworthy that most of the plans deal with training for pilots, air traffic controllers and airport maintenance and operations personnel.

2.2.3 The Secretary informed the meeting that the results of the ICAO Universal Safety Oversight Audit Programme (USOAP) shows that in many States the findings are related to insufficient and inadequate qualified personnel with experience, adequate training, certification and licenses. He also explained that lack of skills and training of aviation personnel are evident in many of the deficiencies identified by ICAO, which affect operations and efficiency in aviation.

2.2.4 The representative from ALTA briefed the Meeting on their specific activities in reference to those DIPs for which they are champions and highlighted the coordination with IATA for accomplishing some tasks noting the positive response and participation by regional airlines, including a survey. He also mentioned that as part of the safety awareness campaign a pamphlet with directives on how to use the RASG-PA website was prepared and disseminated among their Member airlines, to promote and encourage the use of the free training material available. ALTA will include in its site a link to the RASG-PA website (see **Appendix B**)

2.2.5 In regard to the well-oriented survey conducted by ALTA previously mentioned regarding RAST-PA/RE/4, it showed that approximately 70% of the airlines responded that they provide training to their crews to prevent runway excursions. ALTA is still collecting data from the survey, and will provide an update of this issue at RAST-PA/4 (see **Appendix C**)

2.2.6 The representatives from IFALPA briefed the participants about their specific activities in reference to DIPs for which they are champions. IFALPA demonstrated a training course on pilot monitoring they have developed as part of the implementation plan for RAST-PA/LOC-I/9. The training material was well received and the FSTT discussed the best way to roll-out the course. Tentative training dates were discussed and will be presented to the RASG-PA ESC/8. IFALPA also committed to present the final version at the RAST-PA/4 Meeting.

2.2.7 IFALPA will check with Colegio de Pilotos Aviadores de Mexico (CPAM) and Asociación Sindical de Pilotos Aviadores de México (ASPA) the currency and availability of the courses and training material included in the Appendix B of the Summary of Discussion from the FSTT/01 Meeting and inform RAST-PA/4.

2.2.8 In regard to RAST-PA/CFIT/04 activity, IFALPA informed that they are delayed and will provide an update in RAST-PA/4.

2.2.9 The Secretary briefed the participants on the current status of aviation safety training that had been acquired to date and now available on the RASG-PA website: <http://www.mexico.icao.int/RASGPANonICAOTraining.html>. The briefing included information about updating the link to the Airbus training site and on-going revamping of the entire ICAO NACC website that includes the RASG-PA section.

2.2.10 In addition, the Secretary advised that in order to meet some of the training requirements included in the DIPs it would be necessary to request permission from Flight Safety Foundation (FSF) to upload and share the most current version of the ALAR toolkit.

2.2.11 Mexico DGAC representative offered the facilities of Centro Internacional de Adiestramiento de Aviación Civil (CIAAC) for any RASG-PA training activity.

2.2.12 Aeropuertos y Servicios Auxiliares (ASA) of Mexico representative offered the facilities of Centro Internacional de Instrucción de ASA (CIIASA), which is ICAO TRAINAIR certified for any RASG-PA training activity.

2.2.13 The Secretary also offered the new conference room of the ICAO NACC Regional Office for any RASG-PA activity.

2.2.14 Aeropuertos y Servicios Auxiliares (ASA) of Mexico representative also proposed that a tailored made Runway Excursion Training Programme would become mandatory by the regulators as recurrent training for renewal of pilot license similar to other safety programmes such as CRM, ALAR, etc.

2.2.15 The FSTT shared a concern on how to reach the rest of the pilots that are not included in the airline groups with the RASG-PA safety initiatives. As a reference, SENEAM representative mentioned that in Mexico approximately 25% of the flights are from the corporate/executive sector.

2.3 Agenda Item 3: Review and assessment the available flight safety training material related to current RASG-PA Safety Enhancement Initiatives (SEIs)

2.3.1 Boeing representative provided some suitable training material regarding LOC-I and CFIT that will be uploaded by the Secretariat to RASG-PA website.

2.3.2 ICAO NACC TCB Officer presented a draft version of the modules for a workshop that would be delivered with the sponsorship of ACI-LAC tentatively planned in Monterrey, Mexico, in April 2011. This three-days workshop is aligned with RAST-PA/RE/10 that promotes specific training for aerodrome personnel regarding maintenance and runway operations (see **Appendix D**)

2.3.3 The FSTT was also concerned with how to demonstrate workload in the cockpit to flight crews and the consequences of last minute changes in navigation instructions by air traffic controllers. The Secretary informed that the airline United Parcel Service (UPS) developed, under the Pan American Aviation Safety Team (PAAST) and IATA activities, a short video in Spanish language about this subject, and that was distributed regionally to ATC personnel. Contact will be established with UPS/IATA to review and update this valuable material as required, which was well accepted by the CAR/SAM ATC community.

2.3.4 The Secretariat will ask IATA whether the updated version of the Runway Excursion Risk Reduction (RERR) 2nd Edition is available to be uploaded in the RASG-PA website.

2.4 Agenda Items 4: Other business

2.4.1 Training activity during the Second Pan American Aviation Safety Summit

2.4.1.1 The participants discussed the best options for training prior to the Safety Summit. The two days immediately preceding the Summit are scheduled so that RASG-PA stakeholders can provide training addressing the major aviation safety risk areas as identified by RASG-PA. Possible topics mentioned for the training: Pilot Monitoring Overview by IFALPA, Performance Based Navigation (PBN) introduction by ICAO and CANSO, and high level briefing on Safety Management Systems (SMS) and State Safety Programme (SSP) by ICAO.

2.4.2 RASG-PA training activity during 2011

2.4.2.1 The FSST considered that RASG-PA, as part of its activities and in order to increase its presence in the CAR/SAM Regions, must deliver two regional workshops/seminars in 2011. The FSTT followed the criteria of incorporating those States from the Pan American Region that should be more involve in the regional safety activity and also considered their geographic position. After some discussion, the States selected under these criteria were Argentina and Venezuela. The duration of the workshops/seminars would be two days and the subjects defined according to DIPs.

2.4.2.2 The Secretariat informed that there is on-going coordination with ACI-LAC and CANSO to deliver workshops/seminars in 2011.

2.4.2.3 The FSTT considered that the name of the team is not consistent with the scope of its activity, so it was considered more appropriate to change it to the Aviation Safety Training Team (ASTT).

2.4.3 Technological aids for RASG-PA virtual meetings

2.4.3.1 In order to maintain the continuity of FSTT meetings and associated activities, the participants agreed that it would be advantageous to use periodical virtual meetings to advance the FSTT work programme as does the RASG-PA. The FSTT agreed to elevate this request to the ESC for approval considering that there is an associated cost involved.

2.4.4 Next meeting

2.4.4.1 The FSTT agreed to have the FSTT/3 Meeting at the end of 2011 in order to prepare the work programme for 2012 based on the outcome of the Annual Safety Report 2010 and any other initiatives as mandated by RASG-PA/4.

3. Summary of Executive Steering Committee (ESC) recommended actions

3.1 The ESC is invited to note the progress of the FSTT as detailed in the summary of discussion and to:

1. Request updated ALAR Toolkit version from Flight Safety Foundation (FSF) to be uploaded in the RASG-PA website.
2. Consider the proposal of that a tailor made Runway Excursion Training Programme should become mandatory by regulators as recurrent training required for renewal of pilot licenses.
3. Consider how to reach pilots that are not included in the airline groups with the RASG-PA safety initiatives, including training programmes.
4. Acknowledge the in-kind support offered by Mexico DGAC, ASA and ICAO NACC RO of their facilities for conducting RASG-PA activities.
5. Review and adapt the advisory circular prepared by Asia COSCAP for use in RASG-PA regions.
6. Review the proposed RASG-PA training activity planned for 2012.
7. Approve the proposal to change the name of the Flight Safety Training Team (FSTT) to the Aviation Safety Training Team (ASTT).
8. Approve the use of virtual meetings to advance the FSTT work programme.
9. Approve the FSTT/3 Meeting.

LIST OF PARTICIPANTS

Name	Position/Administration	Email	State/Organization
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ACCESS GUIDE TO ICAO COURSES ON LINE

1-. Please enter to the ICAO website in Mexico, the web address is:

<http://www.mexico.icao.int>



2-. Now select Regional Groups

Archivo Edición Ver Favoritos Herramientas Ayuda

Favoritos Última Hora en ELPAI...

ICAO North American, Central American and Caribbea...

International Civil Aviation Organization - North American, Central American and Caribbean Regional Office
Organización de Aviación Civil Internacional - Oficina Regional para Norteamérica, Centroamérica y Caribe

Home ICAO Headquarters Regional Offices Meetings **Grupos Regionales** Regional Databases e- Documents

Useful Links / Enlaces útiles

- Vacancies
- News
- About NACC Office
- Visiting our Office?
- Links
- State Letters (EMX)

The NACC Office was established in Mexico City in 1957. We are accredited to -and work very closely with- a diverse mix of 21 Contracting States and 11 Territories, which results in very complex and challenging aeronautical issues that require a global perspective. State/Territory/International Organization compliance with ICAO Standards and Recommended Practices can also be challenging not only for the Staff of the Mexico City Office, but those entities that must abide by and implement them. We, in collaboration with the user community and our States and Territories, meet these challenges with a goal to provide the highest level of aviation safety, security and efficiency and promote an environment for continued growth of international civil aviation in the North American, Central American and Caribbean Regions (NAM/CAR).

La Oficina NACC fue establecida en la Ciudad de México en 1957. Estamos acreditados -y trabajamos conjuntamente- ante 21 Estados Contratantes y 11 Territorios, todos ellos con características y necesidades muy diversas, que resultan en cuestiones aeronáuticas de carácter complejo y requieren una perspectiva mundial. El cumplimiento de las Normas y Métodos Recomendados de la OACI por parte de los Estados / Territorios / Organizaciones Internacionales implica un enorme reto, no sólo para el personal de la Oficina de México, sino también para aquellas entidades que deben cumplirlas e implantarlas. Nosotros, en colaboración con la comunidad usuaria y los Estados y Territorios, enfrentamos el reto con el

L.J. Martín
Regional Director / Directora Regional

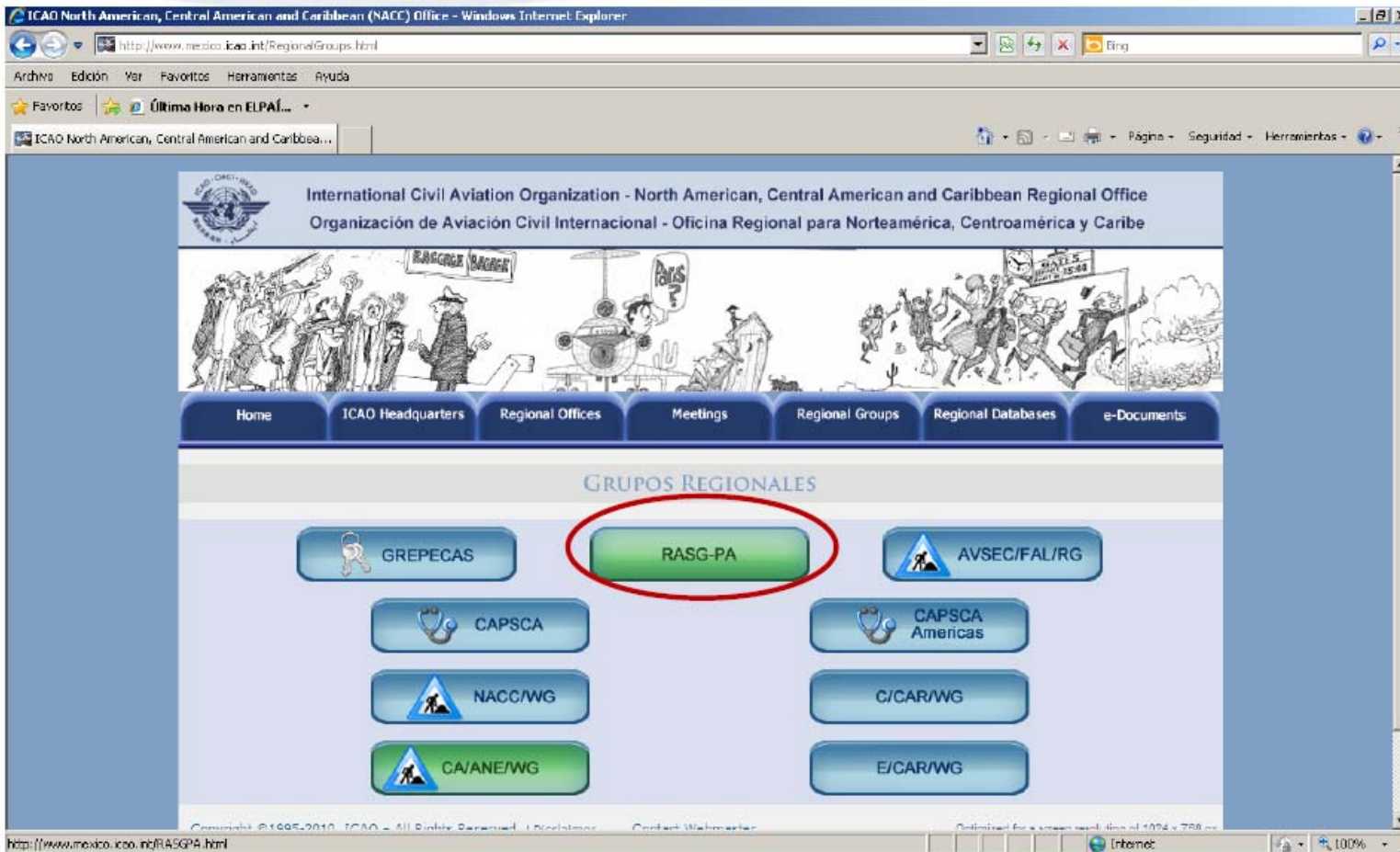
Upcoming Meetings / Próximas Reuniones

- Seminario/Taller sobre sistemas de gestión de la seguridad operacional (SMS) Cartagena de Indias, Colombia 2 al 5 de noviembre de 2010
- National AVSEC Quality Control Workshop - English ICAO ASTC Washington D.C., Arlington, Virginia, United States 8 to 12 November 2010
- 23rd Eastern Caribbean Directors of Civil Aviation (E/CAR/DCA/23) Meeting Bridgetown, Barbados 9 - 12 November 2010
- Programa Universal OACI de auditoría de seguridad de la

Internet 100%

http://www.mexico.icao.int/RegionalGroups.html

3-. Once in Regional Groups, please select the following icon:



4-. Finally, click on the icon:

ICAO North American, Central American and Caribbean (NACC) Office - Windows Internet Explorer

http://www.mexico.icao.int/RASGPA.html

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ICAO North American, Central American and Caribbea...

REGIONAL AVIATION SAFETY GROUP - PAN AMERICA (RASG-PA)

 **RASG-PA**
Introduction / Introducción

The Regional Aviation Safety Group - Pan America (RASG-PA) was established in November 2008 to be the focal point to ensure harmonization and coordination of safety efforts aimed at reducing aviation risks in the North American, Central American, Caribbean NAM/CAR, and South American (SAM) Regions and to promote the implementation of resulting safety initiatives by all stakeholders. This will be achieved through the involvement of all stakeholders including ICAO, States, International Organizations and the industry.

El Grupo regional sobre seguridad operacional de la aviación - Panamericano (RASG-PA) se establece como el punto focal para asegurar la armonización y coordinación de los esfuerzos de seguridad operacional dirigidos a reducir los riesgos de la aviación en las Regiones de Norteamérica, Centroamérica, el Caribe (NACC), y Sudamérica (SAM) y promover, por parte de todos los interesados, la implantación de las iniciativas de seguridad operacional resultantes. Esto se logrará mediante la participación de todos los interesados incluyendo la OACI, los Estados, las Organizaciones Internacionales y la industria.

 **RASG-PA**
International Civil Aviation Organization (ICAO) + States + International Organizations + Industry

 **RASG-PA**
Current News

Reports & Documentation

Articles / News

GASP / GASR

Executive Steering Committee

Training / Reference

Material de Instrucción / Referencias no perteneciente a la OACI

Statistics

RASG-PA Events

http://www.mexico.icao.int/RASGPANonICAOTraining.html

Internet 100%

Runway Excursion

In the window “**Non-ICAO Training / Reference Material**”, you will find different courses and instructional material of your interest.

It's important to mention that you could download the course material on your computer or consult it via Internet.



The screenshot displays the RASG-PA website interface. At the top left is the RASG-PA logo. The main heading is "Non-ICAO Training / Reference Material" with a Spanish translation below it: "Material de instrucción / Referencias no pertenecientes a la OACI". A navigation link "Back to RASG-PA Home" is visible. The main content area is a table with columns for "Subject / Asunto", "Documents", and "Documentos". The "Runway Excursion" link in the "Subject / Asunto" column is circled in red. Below this, a list of documents is shown, each with an "English" button and a green status indicator.

Subject / Asunto	Documents	Documentos
Runway Excursion		
IATA Runway Excursion Risk Reduction Toolkit (RERR) 1st Edition		
Air Carrier Self Audit Checklist- IATA	English	
ANSP Roles in Runway Excursion Prevention - IATA	English	
CEO & COO Brief - IATA-FSF	English	
Engineered Materials Arresting System - IATA	English	
Executive Introduction - IATA-FSF	English	
IATA DISCLAIMER RERR Toolkit 1st Edition	English	
PBN RESA EMAS definition - IATA	English	
Preventing Runway Excursions - IATA	English	
Preventing Runway Excursions with Notes - IATA	English	
Runway Condition Reporting - Boeing	English	

Loss of Control In-Flight

Loss of Control In-Flight	
Flight Safety Foundation	
i. Airplane Upset Recovery Training Aid:	Web Link
Federal Aviation Administration	
i. Airplane Upset Recovery:	Web Link
ii. Pilot Study Materials:	Web Link
Miscellaneous	
FAA Safety Culture Resource Guide	English
SKYbrary	Web Link

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Survey
Runway Excursion | Loss of Control in Flight

Runway Excursion

1.: Does your organization have a training program related to the topic "Runway Excursion" ?	YES <input type="checkbox"/>	NO <input type="checkbox"/>
2.: Do you have a policy that specifies the maneuver "Go-around" ?	YES <input type="checkbox"/>	NO <input type="checkbox"/>
3.: Do you have an special procedure during the approach phase when you have an inoperative reverse condition according to the operating equipment?	YES <input type="checkbox"/>	NO <input type="checkbox"/>
4.: Do you have a policy that applies the maneuver "Rejected Take-Off?"	YES <input type="checkbox"/>	NO <input type="checkbox"/>
5.: Do you have a policy that applies the maneuver "Rejected Landing" ?	YES <input type="checkbox"/>	NO <input type="checkbox"/>
6.: Do you have a training program that sets up the prohibition of landing after touching area (3000 ft)?	YES <input type="checkbox"/>	NO <input type="checkbox"/>
7.: Is there a criteria or standard (Pilot Monitoring) on calls out for the stabilized approaches?	YES <input type="checkbox"/>	NO <input type="checkbox"/>
8.: In the initial or recurrent workout, does the flight crew receive training on the issue Landing Techniques (Crosswind Flare Techniques Contaminated Runways Abnormal Touchdown) ?	YES <input type="checkbox"/>	NO <input type="checkbox"/>
9.: Do you have software for monitoring flight data (FDA) ?	YES <input type="checkbox"/>	NO <input type="checkbox"/>
10.: If the last question was affirmative, do you have an improvement program? Describe it, please:	YES <input type="checkbox"/>	NO <input type="checkbox"/>
11.: Do you have a diffusion process of unstabilized approaches statistics?	YES <input type="checkbox"/>	NO <input type="checkbox"/>
12.: Do you compare the data obtained from FDA with other operators (Benchmarking)?	YES <input type="checkbox"/>	NO <input type="checkbox"/>



Survey
Runway Excursion | Loss of Control in Flight

Loss of Control in Flight

1.: Does your organization have a training program related to the topic "Loss of Control in Flight" ?	YES <input type="checkbox"/>	NO <input type="checkbox"/>
2.: Do you include the topic Upset-recovery maneuvers in your training program ?	YES <input type="checkbox"/>	NO <input type="checkbox"/>
3.: In the initial or recurrent training given to the flight crew, does it handle the topics WakeTurbulence Severe Weather Autopilot Wind Shear Aircraft Icing ?	YES <input type="checkbox"/>	NO <input type="checkbox"/>
4.: Do the pilots of your organization have the APS (Emergency Maneuver Training) training program ?	YES <input type="checkbox"/>	NO <input type="checkbox"/>
5.: Do you have software for monitoring flight data (FDA) relating to Upset?	YES <input type="checkbox"/>	NO <input type="checkbox"/>
6.: If the last question was affirmative, do you have an improvement program? Describe it, please:	YES <input type="checkbox"/>	NO <input type="checkbox"/>
7.: Do you have a diffusion process of Loss of Control in Flight statistics?	YES <input type="checkbox"/>	NO <input type="checkbox"/>
8.: Do you compare the data obtained from FDA Upset with other operators (Benchmarking)?	YES <input type="checkbox"/>	NO <input type="checkbox"/>

**APPENDIX D TO THE SUMMARY OF DISCUSSIONS
D-1**

INTERNATIONAL CIVIL AVIATION ORGANIZATION

**Regional Aviation Safety
Group - Pan American**

RASG-PA

TC_0
8/31/2010





APPENDIX D TO THE SUMMARY OF DISCUSSIONS

D-2

RAST-PA/RE/10 Safety Enhancement Initiative

WORKSHOP ABOUT AGA DEFICIENCIES IN THE PAN AMERICAN REGION

Objective: to improve safety by reducing AGA deficiencies in the Pan American Region. This workshop is aligned with Safety Enhancement Initiative RAST-PA/RE/10: aerodrome personnel receive initial and recurrent training on runway maintenance and operations in order to avoid runway excursions.

Audience: aerodrome personnel, Runway Safety Action Team (RSAT) members, safety managers, etc.

Programme:

Day 1

Module 01: Awareness on the subject deficiencies

- Responsibilities of ICAO and States, articles 37 and 38 of the Chicago Convention
- The relevance of the SMS in the Certification Aerodrome process
- Impact of AGA deficiencies in airport operations
- Introduction to flight safety
- The SMS under the SSP

Module 02: Preventive vs. Corrective Actions

- Types of maintenance
- Maintenance Management
- Human resource training (certification)
- Concept of "cost-consequence"

Day 2

Module 03: Implementing a preventive maintenance system

- ICAO Documentation



APPENDIX D TO THE SUMMARY OF DISCUSSIONS

D-3

- Preparation of manuals, checklists and allocation of responsibilities
- Definition of "goals", the concept of "baseline" indicators and metrics
- Mitigation of environmental impacts and industrial safety

Module 04: Classification of failures in the infrastructure that generate deficiencies

- Aeronautical pavements
- Electro-mechanical systems and radio aids
- Visual aids
- Green areas and the wildlife hazards (birds)
- Perimeter fence and internal roads

Day 3

Module 05: Limiting surface obstacles and strips

- Determination of the boundary of obstacles
- Determination of RESA and stretches from the airport by category
- Assessment of obstacles and land requirements to meet ICAO standards

Module 06: Conclusions and reflections

- To be developed by participants

-oOo-