



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**SIXTH ANNUAL PLENARY MEETING OF THE
REGIONAL AVIATION SAFETY GROUP – PAN AMERICA**

(RASG-PA/6)

FINAL REPORT

San Jose, Costa Rica
27 to 28 June 2013

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REGIONAL AVIATION SAFETY GROUP – PAN AMERICA**

(RASG-PA/6)

SAN JOSÉ, COSTA RICA, 27 TO 28 JUNE 2013

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History of the Meeting

ii.1 Place and Duration of the Meeting

The Sixth Annual Plenary Meeting of the Regional Aviation Safety Group – Pan America was held at the Marriott Hotel, San José, Costa Rica, from 27 to 28 June 2013, and hosted by the Costa Rica DGAC.

ii.2 Opening Ceremony and Initial Presentations

Mrs. Loretta Martin, Regional Director of the ICAO North American, Central American and Caribbean (NACC) Regional Office and RASG-PA Secretary, welcomed participants to the meeting. Messrs. Oscar Derby, Director General, Jamaica Civil Aviation Authority and RASG-PA Co-Chairperson, representing States; Alex de Gunten, Executive Director, ALTA and RASG-PA Co-Chairperson, representing Industry; and Mr. Franklin Hoyer, Regional Director, ICAO South American Regional Office also provided opening remarks. Eng. Ana Cristina Jenkins, Costa Rica Vice-Minister of Air Transport, spoke of the important work being accomplished by RASG-PA before formally welcoming the participants to Costa Rica and officially opening the event.

ii.3 Organization, Officers and Secretariat

Mr. Oscar Derby, RASG-PA Co-Chairperson/States, and Mr. Alex de Gunten, RASG-PA Co-Chairperson/ Industry, jointly chaired the meeting. Mr. Gerardo Hueto, BOEING, newly elected Co-Chairperson for Industry, co-chaired the meeting on Friday. Mrs. Loretta Martin, RASG-PA Secretary, served as Secretary of the meeting and was assisted by Messrs. Franklin Hoyer, Regional Director of the ICAO SAM Regional Office; Oscar Quesada, Deputy Regional Director, ICAO SAM Regional Office; Eduardo Chacin, Regional Officer, Flight Safety, ICAO NACC Regional Office; Adolfo Zavala, Regional Officer, Air Traffic Management, ICAO NACC Regional Office; Marcelo Ureña, Regional Officer Flight Safety, ICAO SAM Office; and Julio Garriga, Regional Officer Technical Cooperation Bureau, ICAO NACC Office.

ii.4 Working Languages

The working languages of the meeting were English and Spanish. Meeting documentation and the report of the meeting were provided in both languages.

ii.5 Agenda

The Secretary reviewed the agenda, which was adopted by the Meeting as follows:

- Agenda Item 1 Review and Approval of the Draft Meeting Agenda and Schedule**
- Agenda Item 2 Review of Conclusions and Decisions from previous RASG-PA and ESC Meetings**
- Agenda Item 3 RASG-PA Working Group(s) Reports**
- 3.1 Pan America - Regional Aviation Safety Team (PA-RAST)
 - 3.2 Annual Safety Report Team (ASRT)
 - 3.3 Aviation Safety Training Team (ASTT)
- Agenda Item 4 RASG-PA Projects**
- 4.1 Model Legislation for the Protection of Safety Information and Follow-up Activities Report
 - 4.2 Central American Accident and Incident Prevention Investigation Commission Report
 - 4.3 Flight Operations Quality Assurance (FOQA) Data Sharing Report
 - 4.4 Standardization of Spanish and English ATC Phraseology in accordance with the ICAO PANS-ATM (Doc 4444) Report
 - 4.5 Bird Strike Reduction Programme Report
- Agenda Item 5 Other RASG-PA Activities Reports**
- 5.1 Cost Benefit Analysis of On-Board Technology to Mitigate Runway Excursions (REs)
 - 5.2 Runway Safety Team (RST) Report
 - 5.3 Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs) Global Coordination Meeting Report
- Agenda Item 6 RASG-PA Plan of Activities for the Second Semester of 2013**

Agenda Item 7 Other Business

- 7.1 RASG-PA ESC Elections
- 7.2 Host and Dates for the RASG-PA/07 Annual Plenary Meeting

ii.6 **Schedule**

Sessions were held from 09:00 to 16:30 hours.

ii.7 **Attendance**

Sixty-nine delegates from 20 States/Territories of the NAM/CAR/SAM and EUR Regions, 6 International Organizations, 3 Regional Safety Oversight Organizations (RSOOs), 3 aircraft manufacturers and 4 industry representatives attended the meeting.

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.

ii.9 **List of Conclusions**

NUMBER	TITLE	PAGE
RASG-PA/6/2	COST-BENEFIT ANALYSIS OF ON-BOARD TECHNOLOGY TO MITIGATE RUNWAY EXCURSIONS	5-1
RASG-PA/6/3	RASG-PA ESC ELECTIONS	7-1

ii.10 **List of Decisions**

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RASG-PA/6/1	PA-RAST/13 MEETING SUMMARY OF DISCUSSIONS	3-1

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LIST OF DOCUMENTATION

WORKING PAPERS				
Number	Agenda Item	Title	Date	Prepared and Presented by
WP/01 Rev.	1	Draft Agenda, Working Method and Schedule of the RASG-PA/06 Annual Plenary Meeting	13/06/13	Secretariat
WP/02	2	Regional Aviation Safety Group – Pan America (RASG-PA) Activities	05/06/13	Secretariat
WP/03	2	Review of Conclusions and Decisions from RASG-PA/05 Meeting and RASG-PA ESC/15 and ESC/16 Meetings	29/04/13	Secretariat
WP/04	3.1	Pan America – Regional Aviation Safety Team (PA-RAST) Report	04/06/13	Secretariat
WP/05	3.2	RASG-PA Annual Safety Report (ASR)	05/06/13	Secretariat
WP/06	3.3	Report of 2012-13 Activities	04/06/13	Secretariat
WP/07	4.1	Legal Framework Seminar for the Protection of Safety Information Sources	26/04/13	Secretariat
WP/08 Rev.	4.2	Central America Regional Accident Investigation Group Update	27/06/13	COCESNA/ ACSA
WP/09	4.3	Report on the FOQA Sharing Information Programme (PASO)	18/06/13	COCESNA/ ACSA
WP/10 Rev.	4.4	ICAO Standard Phraseology in Accordance with PANS-ATM	26/06/13	ALTA
WP/11	5.2	Establishment of Runway Safety Teams (RST)	04/06/13	Secretariat
WP/12	6	Updated RASG-PA Work Programme for 2013	12/06/13	Secretariat
WP/13	7.1	2014 RASG-PA/7 Annual Plenary Meeting	13/06/13	Secretariat
WP/14 Rev.	7	The new ICAO Annex 19 - A Safety Management Strategic Approach	27/06/13	Secretariat
WP/15	7	The ICAO Universal Safety Oversight Audit Programme (USOAP) - Continuous Monitoring Approach (CMA)	04/06/13	Secretariat
WP/16	7.1	Advancing Global Aviation Safety Through Global Safety Partnerships	21/06/13	United States

INFORMATION PAPERS

Number	Agenda Item	Title	Date	Prepared and Presented by
IP/01 Rev.	-	List of Working and Information Papers	27/06/13	Secretariat
IP/02	5.1	Cost/Benefit Study to Mitigate Runway Excursions	02/05/13	ALTA
IP/03	4.5	Bird Strike Risk Reduction Programme	21/06/13	ALTA/IATA
IP/04	5.3	PIRG-RASG Global Coordination Meeting	02/05/13	Secretariat
IP/05	7	Publication of ICAO Documents: Doc 9365 – <i>Manual Of All-Weather Operations</i> – Third Edition and Doc 9976 – <i>Flight Planning And Fuel Management Manual</i>	04/06/13	Secretariat
IP/06	7	Strengthening Safety Oversight Capabilities Through a Regional Safety Oversight Organization (RSOO)	04/06/13	Secretariat
IP/07	7	A Comprehensive Strategy for Aviation Safety: Revised Global Aviation Safety Plan (GASP)	04/06/13	Secretariat
IP/08	4.1	Consideration of Model Framework for the Protection of Safety Information Sources	21/06/13	United States

PRESENTATIONS

Number	Agenda Item	Title	Date	Prepared and Presented by
P-01	2	Overview Regional Aviation Safety Group – Pan America (RASG-PA)	27/06/13	Secretariat
P-02	7	UK CAA State Safety Programme	28/06/13	United Kingdom
P-03	7	CANSO key tips for pilots and air traffic controllers Link: http://cansosafety.com/ .	27/06/13	CANSO

All working papers, information papers and presentations are available for download at:

<http://www.mexico.icao.int/Meetings/RASGPA6.html>

Agenda Item 1: Review and Approval of the Draft Meeting Agenda and Schedule

1.1 The Co-Chairman/States presented WP/01, inviting the Meeting to approve the draft agenda and provisional schedule. The Meeting approved the agenda as included in the historical section of this report and the schedule outlined in Appendix B to WP/01.

Agenda Item 2: Review of Conclusions and Decisions from previous RASG-PA and ESC Meetings

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

2.1.1 Under this agenda item, the Secretariat presented WP/02, which provided the Meeting with an update of RASG-PA activities that have occurred since the RASG-PA/05 Meeting in Santiago, Chile, held from 22 to 24 October 2012.

2.1.2 The Meeting was briefed on the work being performed by RASG-PA, noting that with limited economic and in-kind resources and limited participation from States civil aviation authorities in RASG-PA activities and projects, RASG-PA has still been able to successfully perform its tasks through great commitment and dedication.

2.1.3 The Secretariat delivered a presentation that provided the Meeting the status of aviation safety in the Region and globally and RASG-PA successes:

- Four Pan American Aviation Safety Summits
- Three editions of the RASG-PA Annual Safety Report
- Proposal for Amendment to Aeronautical Legislation to Protect Safety Information Sources document
- Runway Excursion Risk Reduction (RERR) Toolkit (Version 2)
- Surveys on go-around policies and unstable approach mitigation
- Advanced Maneuvers Manual for all operators
- Six RASG-PA Aviation Safety Workshops/Seminars
- Pilot Monitoring Toolkit
- High-Level Guide for Maintaining Runways in accordance with ICAO Annex 14
- Aviation safety training material available on the RASG-PA website
- Standardized CFIT training across operators
- RASG-PA Safety Advisory (RSA)
- CAR and SAM Runway Safety Teams (RSTs) implementation support
- Seminar/Workshop Development of Legal Framework for the Protection of Safety Information Sources

2.1.3 RASG-PA is also working in coordination with several entities on various projects such as:

- Consistent use of Standard Spanish and English Phraseology in accordance with the ICAO PANS-ATM –*Air Traffic Management* (Doc 4444)
- Central American Accident and Incident Investigation Commission
- Flight Operations Quality Assurance (FOQA) Programme (PASO)
- Bird Strike Reduction Programme

2.1.4 The Meeting was reminded that RASG-PA is fulfilling its objective to enhance aviation safety in the Pan American Region by reducing duplication of effort, and reducing human and financial resource expenditure.

2.1.5 RASG-PA meeting reports, as well as other material and documentation related to detailed activities of the group, including training material and 2013 programme activities, can be found on the RASG-PA webpage: www.rasg-pa.org/

2.1.6 RASG-PA acknowledged the dedication of the Detailed Implementation Plan (DIP) champion organizations.

2.1.7 The Meeting took note that the CAR and SAM Regions face many challenges to improve safety levels including:

- States with low Effective Implementation (EI) of the eight critical elements (CEs) according to the ICAO Universal Safety Oversight Audit Programme (USOAP) and ICAO Coordinated Validation Missions (ICVMs)
- Human resource and budget limitations
- Delays with ICAO State Safety Programme (SSP) and Safety Management System (SMS) implementation

2.1.8 The Meeting urged RASG-PA members to participate and support RASG-PA initiatives.

2.2 Review of Conclusions and Decisions from the RASG-PA/05 Meeting and RASG-PA ESC/15 and ESC/16 Meetings

2.2.1 The Meeting was briefed on the status of valid RASG-PA conclusions and decisions.

2.2.2 The Meeting specifically took note of the RASG-PA/05 Meeting conclusions and decisions, as well as the RASG-PA ESC/15 and ESC/16 decisions, which are contained in Appendices A and B of WP/03.

2.2.3 In this regard, the Meeting was informed that **Conclusion RASG-PA/5/2** of Appendix A, referring to cost-benefit analysis of on-board technology to mitigate Runway Excursions (REs), is valid and that ALTA will further coordinate with its members, taking into account preliminary results of the referred analysis, and provide feedback at the ESC/18 Meeting in October 2013.

2.2.4 In relation to Appendix B, the Meeting observed that the following items are still valid:

- **Decision RASG-PA/ESC10/7** – *Develop a Business Case for Terminology to Mitigate Runway Excursions*: refers to the development of a business case for technology to mitigate runway excursions. During the RASG-PA/05 Meeting it was agreed that industry should undertake its own studies to consider equipping their aircraft with on-board technology that helps mitigate REs and inform the results at the RASG-PA/06 Meeting.
- **Decision RASG-PA/ESC14/1**: requires that a RASG-PA Safety Advisory (RSA) be sent to States to inform of completed RASG-PA initiatives. The Meeting agreed to prepare the draft RSA and present it at the ESC/18 Meeting to be held in Rio de Janeiro, Brazil, in October 2013 for review and approval.
- **Decision RASG-PA/ESC16/3**: proposes the development of a RASG-PA strategic plan for communications. A draft strategic plan that included a communications section was presented during the ESC/17 Meeting in San Jose, Costa Rica. This document is being reviewed again by the PA-RAST.

2.2.5 The Meeting agreed to supersede **Decision RASG-PA/ESC10/7** and track progress through **Conclusion RASG-PA/5/2**.

Agenda Item 3: RASG-PA Working Group(s) Reports

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

3.1.1 The Meeting received an update on PA-RAST activities that have occurred since the RASG-PA/05 Meeting held in October 2012 in Santiago, Chile.

3.1.2 The PA-RAST has held two meetings in 2013. The PA-RAST/11 Meeting was held at the ICAO NACC Regional Office from 21 to 22 February, and the PA-RAST/12 Meeting was held from 22 to 23 May in Miami, United States.

3.1.3 The following Detailed Implementation Plans (DIPs) were updated by their champions at the above-mentioned meetings:

- RE/08 - *Guidance for Maintaining Runway in Accordance with ICAO Annex 14*
- RE/09 - *Specific Training for Pilots and Air Traffic Controllers to Avoid Unstabilized Approaches*
- RE/11 - *Develop Guidance Material and Training Programmes to Create Action Plans for Runway Safety Teams*
- CFIT/04 - *CRM/Situational Awareness for Pilots and Air Traffic Controllers*

3.1.4 The Meeting acknowledged the progress of the DIPs and their associated outputs.

3.1.5 The Meeting was advised that IATA is preparing a new DIP on CFIT. The draft version will be completed and presented for approval at the upcoming PA-RAST/14 Meeting.

3.1.6 During the PA-RAST/13 Meeting, it was agreed that PA-RAST would begin developing and preparing RASG-PA safety targets based on the adopted United States Commercial Aviation Safety Team (CAST) Risk Formula. The safety targets will be forwarded to the ICAO Air Navigation Bureau by October 2013.

3.1.7 The Meeting was informed that the PA-RAST/13 Meeting recommended that in addition to working on mitigation strategies for the main safety risk areas in the Region, specifically: RE, CFIT and LOC-I, that near Mid-Air Collision (MAC) events should be included in the work programme of the PA-RAST.

3.1.8 ALTA presented the Meeting with a preview of the video it is making as an output for RE/09 – *Specific Training for Pilot and Air Traffic Controllers to Avoid Unstabilized Approaches*. The video is approximately 75 percent complete and should be finished by October 2013.

3.1.9 CANSO presented a video on their initiative to improve runway safety. The initiative resulted in a Runway Safety Checklist for airports and Air Navigation Service Providers (ANSPs), as well as key tips for both pilots and air traffic controllers as follows:

- Runway Safety Maturity Checklist
- RS Mobile APP
- RE: An ATC perspective on unstable approaches
- Avoiding unstable approaches
- Important tips for pilots
- Important tips for ATCOs

For further information visit: <http://cansosafety.com/>. The documents will also be posted on the RASG-PA website with a link to the CANSO web page.

3.1.10 The PA-RAST/14 Meeting is scheduled for 25-26 September 2013, at the ICAO SAM Regional Office in Lima, Peru. The IAT/04 Meeting will be held on 24 September 2013, at the same venue.

3.1.11 The Meeting approved the PA-RAST/13 Meeting Summary of Discussions and Recommendations as presented in the report.

DECISION

RASG-PA/6/1

PA-RAST/13 MEETING SUMMARY OF DISCUSSIONS

The RASG-PA/06 Meeting approved the PA-RAST/13 Meeting Summary of Discussions and recommendations as presented in the report.

3.2 Annual Safety Report Team (ASRT) Annual Safety Report Team (ASRT)

3.2.1 The Meeting acknowledged the relevance of RASG-PA as a data-driven organization that creates its own annual safety report with reactive, proactive and predictive sections for the identification, prioritization and implementation of safety risk mitigation measures within the Region.

3.2.2 The Meeting was informed that the RASG-PA Annual Safety Report (ASR), Third Edition, was published in May 2013. RASG-PA used the fast-track mechanism to obtain State approval; the published document was distributed to meeting participants and is also available for download on the RASG-PA website: <http://www.rasg-pa.org/>

3.2.3 The Meeting was informed that the ASRT will meet at the ICAO SAM Regional Office in July 2013 to work on the fourth edition of the ASR and will develop the next edition using the high-level principles presented to the Meeting.

3.2.3 The Secretariat recommended and the Meeting agreed that States should produce a national safety report as part of their ICAO State Safety Programme (SSP) activities.

3.3 Aviation Safety Training Team (ASTT)

3.3.1 The Meeting took note of the training activities of the Aviation Safety Training Team (ASTT) carried out during the period 2012-2013. The following training activities were conducted during the referred period:

- **ASTT/04 Meeting:** held at the Airbus Training Center, Miami, United States, 17 to 18 December 2012
- **RASG-PA Aviation Safety Seminar:** held at IATA, Americas Regional Office, Miami, United States, 24 May 2013
- **RASG-PA Aviation Safety Seminar:** held at the Marriott Hotel, San Jose, Costa Rica, 25 June 2013

3.3.2 States were advised that if there was specific interest in hosting or contributing to ASTT activities, ICAO should be contacted through their respective Regional Office.

3.3.3 In addition, the representative of Colombia proposed that the ICAO NACC and SAM Regional Offices address the States of the Pan American Region under their respective jurisdiction, requesting States to inform on their available training related to priority aviation safety matters in the region. This proposal was presented considering that some State representatives at RASG-PA meetings lack the authority to commit their States to provide training.

3.3.4 The representative of Colombia mentioned that they have several available options that could be shared by addressing requests through appropriate channels.

3.3.5 The Meeting supported the proposal made by Colombia on training.

Agenda Item 4: RASG-PA Projects

4.1 Model Legislation for the Protection of Safety Information and Follow-up Activities Report

4.1.1 The Meeting was briefed on the results of the first RASG-PA Seminar/Workshop on the *Development of a Legal Framework for the Protection of Safety Information Sources* (LEG/1), which was held from 22-26 April 2013, at the ICAO SAM Regional Office in Lima, Peru.

4.1.2 During development of the seminar, it was determined that a portion of the seminar agenda would be dedicated to familiarizing participants with the basic concepts of the ICAO State Safety Programme/Safety Management System (SSP/SMS), and the importance of protecting Safety Data Collecting and Processing Systems (SDCPS).

4.1.3 The seminar was attended by 20 participants from 9 States of the CAR/SAM Regions. The average result of participant satisfaction with the seminar was 7.8 on a scale of 1 to 10 (10 being the best).

4.1.4 The industry Co-Chairperson noted that it took approximately three years to complete the document and thanked Jamaica, Airbus, Boeing, COCESNA/ACSA, ICAO and IFALPA for their contributions to produce the final document.

4.1.5 The Meeting was briefed on the location of the next two seminars, which are scheduled as shown below:

Seminar	Dates	Location	Participants	Language
RASG-PA-LEG/2	September/October 2013	Jamaica	NAM/CAR/SAM	English
RASG-PA-LEG/3	Tentative	San Jose, Costa Rica	CAR	Spanish

4.1.6 United States provided IP/08, which underscored the need to ensure protection for safety information sources and encouraged States and other Regional Aviation Safety Groups (RASGs) to review related ICAO initiatives on the development of protection(s) for safety information and the RASG-PA document: *Proposal for Amendment to Aeronautical Legislation to Protect Safety Information Sources*, which was approved by RASG-PA/5 in October 2012. This document can serve as additional guidance for States in the development of their proposals for amendment to their current legislation and for obtaining approval of safety information protection legislation by their legislative bodies. The information paper also encouraged States and other RASGs to review work of the ICAO Safety Management Panel and ICAO Safety Information Protection Task Force.

4.2 Central American Accident and Incident Prevention Investigation Commission Report

4.2.1 COCESNA/ACSA briefed the Meeting on the status of the ongoing implementation of the Regional Accident/Incident Investigation Commission championed by COCESNA/ACSA.

4.2.2 The Meeting was informed that participating States would maintain their responsibilities as Investigator In-Charge (IIC) for accident/incident occurrences in their respective States. The benefit of the Commission would be to have a team of accident/incident experts available to member States in the event of a major accident/incident.

4.2.3 The Meeting was informed on Conclusion DGAC/CAP/97/5 from the 97th Directors General of Civil Aviation of Central America and Panama Meeting - *Regional Accidents and Incidents Investigation Organization (RAIO) for Central American States*¹. COCESNA supports and is coordinating the development, establishment and management of the RAIO for Central America with the States.

4.2.4 The Meeting agreed to support this initiative as a pilot programme, which would establish the commission in Central America and continue its activities under the RASG-PA umbrella.

4.3 Flight Operations Quality Assurance (FOQA) Data Sharing Report

4.3.1 COCESNA/ACSA informed the Meeting on the outcome of the Safety Action Programme (PASO), which has developed mitigation measures for aviation safety risks identified through FOQA data.

¹ **CONCLUSION 97/5**

Regional Accidents and Incidents Investigation Organization (RAIO) for Central American States

That:

- a) *COCESNA support and coordinate the States with the development of a Project for the establishment and management of a Regional Accidents and Incidents Investigation Organization (RAIO) for Central American States; and*
- b) *Central American States and COCESNA attend the ICAO Regional Accident/Incident Investigation Workshop for the NAM/CAR Regions, in Mexico City, Mexico, 3 to 7 June 2013, and present said project.*

4.3.2 The Meeting was informed about the on-going activities of PASO and the Runway Safety Team (RST) established at Juan Santamaria (MROC) international airport in Costa Rica, which has reduced risks in the following categories: Resolution Advisories (RAs), take-off and landings with excessive tailwind, landing events due to calibration of Precision Approach Path Indicator (PAPI) lights and unstabilized approaches.

4.3.3 The Meeting agreed that a similar PASO initiative should be considered for implementation at other locations to reduce risks and improve aviation safety throughout the Pan American Region.

4.4 Standardization of Spanish and English ATC Phraseology in accordance with the ICAO PANS-ATM (Doc 4444) Report

4.4.1 Under this agenda item, the Meeting took note of the information contained in WP/10 presented by ALTA regarding the project to promote standardized English and Spanish phraseology in accordance with ICAO PANS-ATM (Doc 4444). The project described in WP/10 contains the four following activities:

- Regional Phraseology Communication Campaign: "*Standard Phraseology is not an Option, it is an Obligation*"
- Train-the-trainer course (safety training for air traffic controllers and pilots)
- Local courses for air traffic controllers and pilots on phraseology and safety
- Phraseology surveys

4.4.2 The Meeting supported the project and the estimated cost to implement and conduct the first training activities, which will be held initially at the ICAO Regional Offices on dates to be determined. Cuba informed on their training programme that has existed for several years and informed that though results are good during training and simulator exercises that when returning to duty after training, the problem with using non-standard phraseology persists.

4.4.3 The Meeting was informed that RASG-PA training courses will be available for interested States, and all documentation produced by RASG-PA projects can be found on the RASG-PA website: www.rags-pa.org

4.4.4 In answer to a State question, it was clarified that all efforts to ensure consistent use of English and Spanish phraseology will utilize the standardized phraseology contained in ICAO Doc 4444. Several States expressed their interest in hosting these courses, which should be coordinated through the respective ICAO Regional Offices to which their State is accredited.

4.5 Bird Strike Reduction Programme Report

4.5.1 IATA briefed the Meeting on the status of the Bird Strike Reduction Project, which the FAA, United States Department of Agriculture (USDA), IATA and ALTA have been working on at international airports based in the CAR/SAM Regions.

4.5.2 ALTA/IATA informed the Meeting that they have partnered with FAA and USDA to utilize their expertise in the Region to mitigate bird strikes under a pilot project that will last one year. Panama (MPTO)/Panama and Guayaquil (SEQU)/Ecuador were selected for the pilot project, and the second of four visits took place in October 2012.

4.5.3 IATA briefed the Meeting that a Bird Strike Sub-committee was created to drive the project, which will be led by IATA and ALTA with the participation of representatives from United States, ACI-LAC, Airbus, Boeing, IFALPA, USDA and AviancaTaca, Copa, LAN and TAM airlines.

4.5.4 As a result of the last sub-committee meeting, the following actions will be taken to move the project forward:

- IATA and ALTA will survey which airports have mandatory bird strike reporting
- IATA and USDA will explore the possibility of hiring a full-time biologist to perform airport assessments for the next stage of the project
- Copa Airlines, FAA and USDA will explore the possibility of an agreement with the Smithsonian Institute in Washington, D.C., United States, and a local Panamanian institute to provide bird strike remains analysis for the Region

4.5.5 The Meeting was informed that the last visit to the airports will be in July 2013 and afterwards the USDA and FAA will present a final report to aid in the establishment of wildlife management plans for airports in the CAR/SAM Regions.

4.5.6 IATA informed that coordination has been established with Brazil and Colombia for similar activities.

4.5.7 The Meeting took note of the results of this project, supported its continuance and requested that a follow-up progress report be provided to RASG-PA at the next meeting.

Agenda Item 5: Other RASG-PA Activities Reports

5.1 Cost Benefit Analysis of On-Board Technology to Mitigate Runway Excursions (REs)

5.1.1 The Meeting noted that during the Fifth Annual Regional Aviation Safety Group - Pan America (RASG-PA/05) Meeting in October 2012, the Secretariat presented a working paper regarding cost benefit analysis for on-board technology to mitigate REs.

5.1.2 As a result of this working paper, the ALTA was asked to survey its member airlines to obtain feedback regarding the viability of retrofitting currently operating aircraft with on-board technology.

5.1.3 The technology presented in the working paper was the Airbus *Runway Overrun Prevention System (ROPS)*. The objective of the survey is to determine a cost-benefit analysis including cost of implementation and return on investment.

5.1.4 The Meeting was also provided with a presentation on Boeing/Embraer's similar technology, *Runway Situation Awareness Tool*, which provides a suite of tools that includes both procedural and on-board flight deck enhancements.

5.1.5 The Meeting noted that considering that ALTA has not had sufficient time since the RASG-PA/05 Meeting to survey its members adequately, they will continue coordination with their member airlines to determine the viability of implementing this technology. Therefore, the Meeting formulated the following conclusion:

**CONCLUSION
RASG-PA/6/2**

**COST-BENEFIT ANALYSIS OF ON-BOARD TECHNOLOGY TO
MITIGATE RUNWAY EXCURSIONS**

That ALTA continue to survey its member airlines regarding cost-benefit analysis for on-board technology to mitigate Runway Excursions (REs), update the ESC, and provide the survey results at the RASG-PA/07 Meeting.

5.2 Runway Safety Teams (RSTs) Report

5.2.1 Regarding this agenda item, the Meeting took note of the progress achieved with implementation of Runway Safety Teams (RSTs) in the Region. To date, in the CAR Region RSTs have been implemented at the following international airports: Mexico City (MMMX), Mexico; San Jose (MROC), Costa Rica; and Montego Bay (MKJS), Jamaica. In the SAM Region, RSTs are being implemented at Bogota (SKBO), Colombia; Quito (SEQU), Ecuador; and Lima (SPIM), Peru.

5.2.2 The Meeting noted that each RST has its own characteristics according to requirements, problems, dimensions and local resources. The level of implementation of the ICAO State Safety Programme (SSP) by the authorities and Safety Management Systems (SMS) by the service providers are key elements for optimal operation of RSTs.

5.2.3 The Meeting was informed about the ICAO Runway Safety Programme and the publication of the ICAO Runway Safety Team Handbook (draft version).

5.3 Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs) Global Coordination Meeting Report

5.3.1 Under this agenda item, the Secretariat informed through IP/04 on the outcome of a meeting convened at ICAO Headquarters on 19 March 2013, attended by the PIRG and RASG respective Chairpersons and ICAO Secretaries. The main objective was to exchange views on the status and capabilities of the PIRG and RASG. The event also provided an opportunity to share best practices information.

5.3.2 The Meeting agreed, among other issues, on the need to endorse global safety priorities and to establish targets for these priorities. In the case of RASG-PA, priorities and safety targets should be provided to ICAO Headquarters Air Navigation Bureau (ANB) by October 2013.

5.3.3 The RASG chairpersons agreed to harmonize regional and global flight safety reports, recognizing that some parts of the reports will be region-specific.

Agenda Item 6: RASG-PA Plan of Activities for the Second Semester of 2013

6.1 The plenary was provided an update on the completed and upcoming RASG-PA activities for 2013.

6.2 For reference, the Table 1.1 below reflects completed RASG-PA activities (to date) and the tentatively scheduled activities for the remainder of year. An annual RASG-PA meeting is required as stated in the RASG-PA Procedural Handbook.

6.3 Table 1.2 reflects the RASG-PA Aviation Safety Workshops that have been completed or are scheduled for 2013.

6.4 The Secretariat advised the Meeting that the PA-RAST Meeting previously scheduled for 17 to 19 September in Lima, Peru, has been rescheduled to 24 to 26 September, which is noted in the schedule below.

6.5 The Secretariat also advised the Meeting that Jamaica had tentatively scheduled September or October 2013 for the next RASG-PA Project GSI/3 – *Protection Of Safety Information Seminar*.

**UPDATED RASG-PA WORK PROGRAMME – 2013
(Table 1.1)**

ACTIVITY	DATES	LOCATION	PARTICIPANTS
RASG-PA Executive Steering Committee (ESC) Teleconferences	Bi-monthly beginning in February 2013	Not applicable	ESC
Aviation Safety Training Team (ASTT)	As needed	To be determined	ASTT
Pan America - Regional Aviation Safety Team (PA-RAST/12)	21 - 22 February	Mexico City, Mexico	PA-RAST
RASG-PA Executive Steering Committee (ESC/16)	12 - 13 March	Lima, Perú	RASG-PA ESC
Pan America - Regional Aviation Safety Team (PA-RAST/13)	22 – 23 May	Miami, United States	PA-RAST
RASG-PA Executive Steering Committee (ESC/17)	24 June	San Jose, Costa Rica	RASG-PA ESC
Fourth Pan American Aviation Safety Summit	24 -25 June	San Jose, Costa Rica	RASG-PA Members and aviation community
Sixth Regional Aviation Safety Group – Pan America (RASG-PA/6) Meeting	27 – 28 June	San Jose, Costa Rica	RASG-PA Members
Annual Safety Report Team (ASRT)	24 – 25 July	Lima, Peru	ASRT

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ACTIVITY	DATES	LOCATION	PARTICIPANTS
Pan America - Regional Aviation Safety Team (RAST-PA/14)	24 – 26 September	Lima, Peru	PA-RAST
RASG-PA Executive Steering Committee (ESC/18)	15 – 16 October	Rio de Janeiro, Brazil	RASG-PA ESC

**RASG-PA AVIATION SAFETY WORKSHOPS
2013 COMPLETED AND TENTATIVE SCHEDULE
(Table 1.2)**

ACTIVITY	DATES	LOCATION	PARTICIPANTS
RASG-PA Aviation Safety Workshop I	24 May	Miami, IATA Offices	RASG-PA Members and aviation stakeholders
RASG-PA Aviation Safety Workshop II	25 June	San Jose, Costa Rica	RASG-PA Members and aviation stakeholders
RASG-PA Aviation Safety Workshop III	TBD	TBD	RASG-PA Members and aviation stakeholders
RASG-PA Aviation Safety Workshop IV	TBD	TBD	RASG-PA Members and aviation stakeholders
RASG-PA Aviation Safety Workshop V	TBD	TBD	RASG-PA Members and aviation stakeholders

**RASG-PA PROJECT GSI/3 – PROTECTION OF SAFETY INFORMATION SEMINARS
2013**

Seminar	Dates	Location	Participants	Language
RASG-PA-LEG/1	22-25 April 2013	ICAO SAM Regional Office, Lima, Peru	CAR/SAM	Spanish
RASG-PA-LEG/2	Sep/Oct 2013	Jamaica	NAM/CAR/SAM	English
RASG-PA-LEG/3	Tentative	San Jose, Costa Rica	CAR	Spanish

Agenda Item 7: Other Business

7.1 RASG-PA ESC Elections

7.1.1 The RASG-PA Secretariat informed that Meeting that during the ESC/17 Meeting held on 24 June 2013, the ESC agreed to propose Boeing as the new RASG-PA Co-chairperson/Industry.

7.1.2 The Secretariat also announced that the ESC agreed to propose the re-election of Costa Rica as one of the RASG-PA Vice-Chairpersons.

7.1.3 The RASG-PA/6 Meeting unanimously supported the election of Boeing as Co-chairperson/Industry and the re-election of Costa Rica as RASG-PA Vice-Chairperson, and adopted the following conclusion:

CONCLUSION

RASG-PA 6/3 RASG-PA ESC ELECTIONS

RASG-PA/6 accepts the ESC proposal to elect Boeing as RASG-PA Co-chairperson/Industry and re-elect Costa Rica as one of the RASG-PA Vice-Chairpersons/States.

7.2 Host and Dates for the RASG-PA/07 Annual Plenary Meeting

7.2.1 The Meeting noted that the RASG-PA Plenary Meetings alternate meeting locations among the NAM, CAR and SAM Regions as agreed to and documented in the RASG-PA Procedural Handbook.

7.2.2 In 2014, the location for the RASG-PA/07 Meeting is planned for the NAM Region. The Meeting tentatively agreed to conduct the meeting in the month of June 2014. However, due to highly publicized international events occurring in Brazil during this period, which would prevent attendance of RASG-PA members from Brazil, among others, the dates of the RASG-PA/07 Meeting will be reviewed further in order to support attendance by all members.

7.3 The New ICAO Annex 19 - A Safety Management Strategic Approach

7.3.1 Under this agenda item, the Secretariat presented WP/14, which introduced the new Annex 19 to the Chicago Convention, 1st edition, Safety Management, which will become effective on 15 July 2013, and applicable on 14 November 2013. Independent of the Annex 19 applicability date, the existing Standards and Recommended Practices (SARPs) retain their original applicability, dating from 2001 onwards.

7.3.2 Annex 19 presents a strategic approach for implementing a comprehensive State safety framework, which includes four major elements: Policy and Standardization, Safety Monitoring, Safety Analysis, and Implementation in accordance with the Global Aviation Safety Plan (GASP).

7.3.3 Annex 19 contains a number of requirements considered necessary to promote implementation of State Safety Programmes (SSPs) and Safety Management Systems (SMS). Some modifications were made to maintain clarity and/or harmonization and avoid duplication of SARPs.

7.3.4 States were urged to prepare for the new Annex 19 and consequential amendments to Annexes 1, 6, 8, 11, 13 and 14, Volume I, and to establish accident and incident reporting systems and Safety Data Collection and Processing Systems using ADREP-compatible systems.

7.3.5 The Meeting identified and supported other regional activities aimed at the implementation of a regional safety management framework.

7.3.6 In answer to a State question on whether States were expected to develop a specific regulation to comply with Annex 19 responsibilities, the Secretariat elevated the question to ICAO Headquarters that provided clarification as specified below from paragraphs 7.3.7 to 7.3.14.

7.3.7 Annex 19 is developed as two phases:

- Phase 1: consolidates existing safety management provisions currently contained in as many as six different Annexes into a single new Annex
- Phase 2: will focus on the development of enhanced requirements once the new Annex (1st edition) becomes applicable

7.3.8 All of the safety management provisions in Annex 19, 1st edition, were transferred or duplicated from safety management provisions previously contained in six different Annexes with the **exception** of:

- The SMS framework now applies to organizations responsible for the type design and manufacture of aircraft
- The four components of the SSP framework are elevated to the status of Standard in Chapter 3
- State Safety Oversight (Appendix 1) is applicable to the oversight of all product and service providers
- Safety Data Collection, Analysis and Exchange (Chapter 5) and the Legal Guidance for the Protection of Safety Information from Safety Data Collection and Processing Systems (Attachment B) complement the SSP

7.3.9 The overall cost impact is minimal because Annex 19 is mostly based on existing provisions gradually introduced since 2001.

7.3.10 The impact to States will be:

- Administrative work related to the review and amendment of existing legislation and regulations, and updates to existing Annex references
- Notification of differences to Annex 19, if any (State Letter 8/3 13/30 refers)

7.3.11 The impact to the service providers and international general aviation operators will be:

- Updates to operations manuals and other materials

7.3.12 The RASGs have been invited to identify activities, including required resources, to support the Annex 19 rollout plan and the effective and continuing implementation of SMS and SSP provisions.

7.3.13 The States, through their RASGs, are strongly encouraged to report progress regarding the implementation of SSP and SMS provisions, which is essential to guide future development of safety management provisions (Phase 2).

7.3.14 As part of the overall rollout of the Annex, the ICAO Continuous Monitoring and Oversight (CMO) Section has developed a document on the rollout as it relates to USOAP, which includes the timelines of the availability and applicability of USOAP to the safety management provisions of Annex 19. The document has been posted and can be downloaded from the ICAO Safety Management website at: <http://www.icao.int/safety/SafetyManagement/Pages/default.aspx> as well as the USOAP-CMA Online Framework at <https://soa.icao.int/usoap/> under “*CMA Library USOAP Documents.*”

7.4 The ICAO Universal Safety Oversight Audit Programme (USOAP) – Continuous Monitoring Approach (CMA)

7.4.1 The Meeting was briefed on the progress with implementation of the USOAP – CMA, which allows identification of deficiencies and encourages States to develop and implement Corrective Action Plans to improve their safety oversight system; therefore, resulting in lower exposure to risks.

7.4.2 The Meeting was informed that during USOAP-CMA activities, it has been noted that some States have not established an appropriate safety oversight system and/or an accident investigation system.

7.4.3 The Meeting was informed that certain services and functions of the Integrated Safety Trend Analysis and Reporting System (iSTARS) were disabled and migrated to the new CMA online framework, which is available at: www.icao.int/usoap

7.4.4 The Meeting was notified that the USOAP-CMA Protocol Questions (PQs) have been revised in accordance with the most recent amendments to the Annexes.

7.4.5 States were urged to nominate their alternate National Continuous Monitoring Coordinator (NCCM).

7.5 Publication of ICAO Documents: Doc 9365 – *Manual of All Weather Operations, Third Edition*, and Doc 9976 – *Flight Planning and Fuel Management Manual*

7.5.1 The Secretariat informed the Meeting of the availability of ICAO DOCS 9365 and 9976 on the ICAO-NET website.

7.5.2 The Meeting acknowledged that through the publication of these manuals ICAO is adapting to new trends in the air transport industry.

7.6 Review of the proposed Global Aviation Safety Plan (GASP)

7.6.1 The Secretariat informed the Meeting that the ICAO Council provisionally approved the revised edition of the GASP on 29 May 2013, which is available at: www.icao.int/safety/GASP, and that the final version would be available by the end of July 2013.

7.6.2 Under this agenda item, United States presented WP/16 emphasizing the benefits from successful development of government and industry safety partnerships that address continuous flight safety improvements and fatality risk reduction. The Meeting was informed that the United States promotes and supports the sharing of voluntary information to identify and mitigate priority flight safety risks, highlighting RASG efforts to utilize the ICAO Global Aviation Safety Plan (GASP). This working paper also stressed the need to protect safety information sources through legislation as a key factor for success.

7.6.3 The Meeting was in agreement to support the fundamental principles of the 2013 ICAO GASP to reduce the global accident rate by relying on the work of the RASGs and to amend the ICAO Global Aviation Safety Plan as necessary. The Meeting also agreed to continue pursuing opportunities for the development of safety data protection within State legal structures.

7.7 Strengthening safety oversight capabilities through a Regional Safety Oversight Organization (RSOO)

7.7.1 The Meeting took note of IP/06 presenting the benefits of establishing a RSOO, which will contribute to strengthening safety oversight capabilities both at State and regional levels. The Meeting also discussed the factors that need to be considered during the establishment of an RSOO.

7.7.2 RSOO effectiveness was discussed, and the Meeting agreed that the success of an RSOO was dependent on the degree of commitment, political will of its member States and the extent to which careful consideration has been given to its development, particularly with respect to funding.

7.7.3 Finally, the Meeting agreed that prior to the establishment of an RSOO, a comprehensive study should be conducted with careful consideration of the needs of member States, the level of available resources, the scope of activities, the level of authority delegated by member States, and the contribution to be made by agreements already established in the Region.

7.8 Presentation by United Kingdom (UK)

7.8.1 The UK representative presented the Meeting with an overview of the UK CAA State Safety Programme. In the UK, government requires that the CAA's funding is met entirely from charges received from industry. Unlike many other countries, there is no direct government funding for the CAA.

7.8.2 The UK State Safety Programme is primarily a combination of the State Safety Plan, the UK portfolio of projects and the "working in partnership." Philosophy.

7.8.3 Key to the UK concept of enhancing safety performance is a total system approach with the safety of UK citizens as the primary objective. The approach considers the total aviation system, and initiatives are conducted collaboratively with stakeholders that have the ability to improve safety outcomes.

7.8.4 In the future, the UK plans to make better use of emerging technologies to encourage more collaboration, exchange more safety data and work collaboratively with other States to improve operational system safety performance.

7.9 Farewells

7.9.1 The Secretariat informed the Meeting that Mr. William Bozin, RASG-PA ESC member, and Mr. Michael Preis, RASG-PA PA-RAST member, both representing Airbus, are retiring. The new Airbus representatives to RASG-PA are Mr. Craig Hustin and Mr. David Zwegers. Additionally, Mr. Alex de Gunten, Executive Director of ALTA and RASG-PA Co-Chair/Industry, announced that he will be leaving ALTA and Mr. Adolfo Zavala, Regional Officer, Air Traffic Management, from the ICAO NACC Regional Office, will be leaving ICAO and returning to the United States FAA. The Meeting acknowledged all of their outstanding contributions to the success of RASG-PA over the years.