International Civil Aviation Organization

**Eighteenth Meeting of the Regional Aviation Safety Group
– Pan America (RASG-PA) Executive Steering Committee
RASG-PA ESC/18**

Rio de Janeiro, Brazil, 15-16 October 2013

Agenda Item 2:   **RASG-PA Conclusions and Decisions**
2**.1**   **Review of Conclusions and Decisions from RASGA-PA and ESC
Meetings**

**REVIEW OF CONCLUSIONS AND DECISIONS FROM THE RASG-PA/06 MEETING AND
PREVIOUS EXECUTIVE STEERING COMMITTEE (ESC) MEETINGS**

(Presented by the Secretariat)

SUMMARY
The Regional Aviation Safety Group–Pan America and Executive Steering Committee (ESC) record their activities as Conclusions and Decisions. This working paper presents the current status of those RASG-PA and ESC conclusions and decisions, which were valid at the conclusion of the RASG-PA/06 Meeting.
References: • RASG-PA/06 Meeting Report
Strategic Objective *This working paper is related to Strategic Objective A – Safety*

1.   Introduction

1.1   The Regional Aviation Safety Group–Pan America (RASG-PA) records its activities as conclusions and decisions.

1.2   Conclusions are RASG-PA actions requiring communication and action by ICAO, States/Territories, and/or international organizations/industry. Decisions are RASG-PA internal agreements.

2. **RASG-PA Conclusions and Decisions**

2.1 **Appendix A** presents the conclusions and decisions and their current status, which were valid at the conclusion of the Sixth RASG-PA Annual Plenary Meeting (RASG-PA/06) held in San Jose, Costa Rica, from 27 to 28 June 2013.

3. **RASG-PA ESC Conclusions and Decisions**

3.1 The RASG-PA ESC has not held a meeting since RASG-PA/06 and holds bi-monthly teleconferences to accomplish its agenda. The ESC also records its activities as conclusions and decisions. **Appendix B** presents the list of conclusions and decisions from previous meetings that were valid at the conclusion of RASG-PA/06 and those adopted since that meeting.

4. **Suggested Action**

4.1 The Meeting is invited to take note of the status of the valid of the RASG-PA and ESC conclusions/decisions and provide updated information.

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Meeting	C/D	No.	Area	Title of Conclusion / Decision	Text of Conclusion / Decision	Follow-up and Remarks	Responsiblility	Target Completion Date	Deliverable	Status (Valid, Completed, Superseded)
RASG-PA5	C	2	FS	COST-BENEFIT ANALYSIS OF ON-BOARD TECHNOLOGY TO MITIGATE RUNWAY EXCURSIONS (REs)	That ALTA coordinate with its member airlines to consider the preliminary results of the cost-benefit analysis for on-board technology to mitigate Runway Excursions (REs) in order to provide RASG-PA with feedback at its next meeting.	The Meeting agreed to supersede Decision RASG-PA/ESC10/7 and track progress through Conclusion RASG-PA/5/2	ALTA	11/09/2014	Feedback	Valid
RASG-PA6	D	1	FS	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.		RASG-PA	28/06/2013	Summary of Discussions	Completed
RASG-PA6	C	2	FS	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.		ALTA	11/09/2014	Survey results	Valid
RASG-PA6	C	3	FS	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.		RASG-PA	28/06/2013	Election of Co-chairperson/industry and reelection Vice-Chairperson/States.	Completed

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RASG-PA ESC10	D	7	FS	DEVELOP A BUSINESS CASE FOR TECHNOLOGY TO MITIGATE RUNWAY EXCURSIONS	That the RASG-PA ESC investigate the process to build a business case for RASG-PA to assess the cost and/or benefit of retrofitting a fleet of aircraft with a new technology to mitigate Runway Excursions.	During the RASG-PA ESC/10 Meeting the ESC discussed the benefits and resources required to develop a business case on technology to mitigate runway excursions. The consensus was to investigate the resources required for a business case and whether there were other alternatives to developing an official business case. Some ESC members felt that to develop a full business case would be cost and resource intensive. An alternative was offered by the CAST and will be presented to ESC during the RASG-PA ESC/11 Meeting in Miami. During ESC/11 Meeting it was agreed that ICAO SAM Office Deputy Director would provide the ESC with a business case for Technology to Mitigate Runway Excursions. During January 2012 ESC teleconference it was identified that a CAST/JMDAT team would be working this year to identify SEs for runway excursions by the end of the year. The resources available for the JMDAT would be substantial and therefore the ESC agreed to review the possibility of suspending RASG-PA project covering the same item. During February 2012 ESC teleconference ESC decided to continue with this Decision. 06-2012: Target date for completion extended to October 2012.

10-2012: During RASG-PA/05 Meeting it was agreed that industry should undertake its own studies to consider | RASG-PA ESC | 21/10/2012 | Business Case to mitigate runway excursions using new technology | Superseded |

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	D	7	FS			equipping their aircraft with on-board technologies that help mitigate REs and inform RASG-PA of the result at the RASG-PA/06 Meeting. The RASG-PA/06 Meeting agreed to supersede Decision RASG-PA/ESC10/7 and track progress through Conclusion RASG-PA/5/2.				
RASG-PA ESC14	D	1	FS	A RASG-PA Safety Advisory (RSA) will be provided to States when RASG-PA Safety Enhancement Initiatives have been completed.	A RSA will be sent to States informing on completed RASG-PA Safety Enhancement Initiatives including any associated recommendations.	1/10/13	ICAO	15/10/2013	RSA	Valid
RASG-PA ESC16	D	1	FS	RASG-PA ANNUAL SAFETY REPORT HIGH-LEVEL PRINCIPLES	The RASG-PA ESC will develop high-level principles to assist with production of the Annual Safety Report to maintain consistency with stated objectives to provide data to support safety initiatives in the Pan American Region.		ESC			Completed
RASG-PA ESC16	D	2	FS	ESC WORKING PAPERS	RASG-PA working papers not submitted by the established deadlines for translation will be translated based on Secretariat workload.		RASG-PA Members			Completed

Meeting	C/D	No.	Area	Title of Conclusion / Decision	Text of Conclusion / Decision	Follow-up and Remarks	Responsiblility	Target Completion Date	Deliverable	Status (Valid, Completed, Superseded)
RASG-PA ESC16	D	3	FS	RASG-PA STRATEGIC PLAN FOR COMMUNICATION	RASG-PA will develop a plan for disseminating information to States to ensure consistent and direct communications with the objective of involving all States in RASG-PA activities.	In the ESC/17, it was agreed that Brazil would continue developing the plan in accordance with the ESC review and then forwarded to PA-RAST for revision prior to resubmission to the ESC. In the PA-RAST/14 due to the absence of Brazil, this issue was not discussed. The Meeting recommended as an action item, that ICAO-SAM arrange a teleconference to review and provide comments on the draft Strategic Plan for Communication. Brazil should distribute the Plan to PA-RAST prior to teleconference.	Brazil		Strategic Plan	Valid