



**RASG-PA ESC/21**

**INTERNATIONAL CIVIL AVIATION ORGANIZATION  
REGIONAL AVIATION SAFETY GROUP – PAN AMERICA  
(RASG-PA)**

**TWENTY FIRST RASG-PA EXECUTIVE STEERING  
COMMITTEE MEETING  
(RASG-PA ESC/21)**

**SUMMARY OF DISCUSSIONS**

**Willemstad, Curaçao**

**8 September 2014**

Presented by the Secretariat

September 2014

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## RASG-PA/ESC/21 Meeting

### Summary of Discussions

<b>Date</b>	8 September 2014
<b>Location</b>	Willemstad, Curaçao
<b>Opening Ceremony</b>	<p>The Meeting was attended by 30 participants from Brazil, Canada, Costa Rica, Chile, Curaçao, Mexico, United Kingdom, United States, ACI-LAC, Airbus, ALTA, Boeing, CANSO, Embraer, IATA, IFALPA, Flight Safety Foundation (FSF), and ICAO. Mr. Gregory Fox, CASSOS, sent his apologies for not attending the meeting. The list of participants is attached at <b>Appendix A</b>.</p> <p>Mr. Oscar Derby, Director of the Curaçao Civil Aviation Authority, welcomed the meeting participants.</p> <p>Mrs. Loretta Martin, Regional Director, ICAO North American, Central American and Caribbean (NACC) Regional Office and RASG-PA Secretary, welcomed the participants and extended appreciation to Curaçao and ALTA on behalf of the ESC for hosting the meeting. She also gave special thanks to Canada for attending, noting that Canada should be a strong presence in RASG-PA considering the number of Canadians airlines operating in the region; she acknowledged the presence of Mr. John Hickey, Deputy Associate Administrator for Aviation Safety, United States, and thanked everyone for their on-going and continuous support.</p> <p>Mr. Gerardo Hueto, Boeing, highlighted the contribution of RASG-PA in achieving a 24% reduction in fatality risk in the region.</p> <p>Messrs. Oscar Derby, Curaçao, RASG-PA/ESC Co-Chairperson, representing States/Territories, and Gerardo Hueto, Boeing, Co-Chairperson, representing international organizations/industry, respectively, chaired the meeting.</p> <p>Mrs. Loretta Martin served as Secretary of the meeting and was assisted by Messrs. Franklin Hoyer, Regional Director, and Oscar Quesada, Deputy Regional Director from the ICAO South American (SAM) Regional Office; and Eduardo Chacin, Regional Officer, Flight Safety; Julio Garriga, Regional Officer, Technical Assistance; and Carlos Gonzalez, Regional Officer, Air Traffic Management, from the ICAO NACC Regional Office.</p>
<b>Discussion Items</b>	
<b>Agenda Item 1:</b>	<p><b>Review and Approval of the Provisional Meeting Agenda</b></p> <p>1.1 The Co-Chairperson, States/Territories, presented WP/01 inviting the ESC to approve the provisional agenda and schedule. The Meeting approved the agenda and schedule as presented. The ESC was reminded that the main objective of the meeting was to review the RASG-PA/7 Annual Plenary Meeting documentation.</p>

**Agenda Item 2:****Review of RASG-PA/ESC/21 Documentation**

2.1 The Secretariat presented WP/02 — *Large Height Deviations (LHDs) in the CAR and SAM Regions* to inform on the results of the Caribbean and South American Monitoring Agency (CARSAMMA) and the Scrutiny Working Group (GTE) analysis and assessment of LHDs in the CAR and SAM Regions, as presented at the Seventeenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/17), and RASG-PA action plan for LHD issues in the CAR and SAM Regions.

2.2 IATA informed the ESC that they had reviewed the IATA Flight Data Exchange (FDX) data on LHDs and expressed their concern about the data quality.

2.3 CANSO commented that they presented a Working Paper at the GREPECAS/17 Meeting regarding coordination issues, and that they are working on a global initiative document in regard to this issue that should be published next year (mid-2015). This document will be available to RASG-PA.

2.4 The ESC expressed concern about the number of aircraft in the Region not certified to fly in Reduced Vertical Separation Minimum (RVSM) airspace.

2.5 The United States supported the action to have the CARSAMMA LHD data reviewed.

2.6 The ESC noted the information and agreed that RASG-PA involvement is appropriate in the mitigation process, from the pilots and air traffic controllers operational/safety perspective.

2.7 The Secretariat encouraged the Meeting to participate in the Fourteenth Scrutiny Working Group Meeting (GTE/14) to be held at the ICAO NACC Regional Office, Mexico City, Mexico, from 1 to 5 December 2014. The main objective of this meeting will be to perform LHD risk analysis and determine the impact on the Target Level of Safety (TLS) in RVSM airspace, in order to issue the relevant risk mitigation recommendations. For additional information on the event visit: <http://www.icao.int/NACC/Pages/meetings-2014-gte14.aspx>

2.8 The ESC agreed on the following decision:

**DECISION**

**RASG-PA/ESC/21/1**

**PA-RAST SAFETY ENHANCEMENT  
TEAM (SET) 4 ACTIVITY  
REGARDING LARGE HEIGHT  
DEVIATIONS (LHDs)**

That the RASG-PA Secretariat coordinate PA-RAST Safety Enhancement Team (SET) 4 activity regarding Large Height Deviation (LHD) issues in the CAR and SAM Regions, with the CAR/SAM Regional Planning and Implementation Group (GREPECAS) Secretariat in order to avoid duplication of efforts.

**Agenda Item 3:**

**5<sup>th</sup> Pan American Aviation Safety Summit Update**

3.1 ALTA briefed the ESC about the event logistics and final programme, and mentioned that 184 registrations had been received, including 57 representatives from States, 40 airline members, and 10 airport representatives.

3.2 The ESC acknowledged the Curaçao Civil Aviation Authority, the Government of Curaçao, ALTA, and all the stakeholders involved in the successful achievement of the joint activities in Curaçao.

**Agenda Item 4:**

**Review of the RASG-PA/7 Annual Plenary Meeting Agenda and Documentation**

4.1 The ESC reviewed the RASG-PA/07 Annual Plenary Meeting agenda, working papers (WPs) and information papers (IPs) to be presented.

4.2 The ESC made the following observations and comments to the agenda, WPs and IPs:

- Agenda Item 1: Approval of the Provisional Agenda

WP/01 — *Provisional Agenda and Schedule of the Seventh RASG-PA Annual Plenary Meeting (RASG-PA/07)*: the United States requested an adjustment to the agenda/schedule due to their travel schedule. The ESC approved the requested changes.

- Agenda Item 2: RASG-PA Activities

WP/03 — *Review of Valid Conclusions and Decisions of the RASG-PA Annual Plenary Meetings and RASG-PA Executive Steering Committee Meetings*:

In regard to **RASG-PA/5/C/2** — *Cost/Benefit Analysis of On-Board Technology to Mitigate Runway Excursions (REs)* and **RASG-PA/6/C/2** — *Cost/Benefit Analysis of On-Board Technology to Mitigate Runway Excursions*, ALTA requested to close the initiative due to its sensitivity and that not all airlines are willing to participate at this time.

Therefore, both conclusions will be shown as “completed” and the RASG-PA/7 Meeting will be informed accordingly. The ESC acknowledged that manufacturers are developing technology, and airlines seek the benefits of the technology. Any future information regarding this issue will be reported by ALTA as more information becomes available.

In regard to **RASG-PA/ESC/18/D/1** — *RASG-PA Strategic Communications Plan*, ALTA informed that it will establish the format for the RASG-PA Newsletter.

The valid RASG-PA and ESC meetings conclusions, decisions, and action items lists are presented in **Appendices B** and **C**, respectively.

- Agenda Item 3: RASG-PA ESC and Team Reports

WP/04: *RASG-PA/ESC Report* — The Secretariat presented the RASG-PA/ESC/19 and 20 Meeting Summaries of Discussions. The action items were updated. The Secretariat will follow-up with the action item owners and will provide an estimated completion date for each item.

WP/05: *PA-RAST Report* — IATA presented the ESC with a draft Controlled Flight Into Terrain (CFIT) Detailed Implementation Plan (DIP), which will be discussed at the PA-RAST/18 Meeting.

- Agenda Item 4: RASG-PA Project Reports

*Standardization of Spanish and English Air Traffic Control (ATC) Phraseology in Accordance with the ICAO PANS-ATM (Doc. 4444) Update* — ALTA informed the ESC that the first “Train-the-Trainer” training activity will be delivered at the ICAO NACC Regional Office, Mexico City, Mexico, from 28 to 29 October 2014, and showed the flyer prepared for its promotion. CANSO was invited to support and attend the event. Mexico was encouraged to participate.

- Agenda Item 5: Safety Initiatives

WP/10: *U.S. Priorities for the ICAO 2015 HLSC* — The United States informed the ESC that this WP covers their position for the ICAO High Level Safety Conference (HLSC) 2015. The topics highlighted were safety information protection, and efficient and effective regional coordination. The United States welcomed the RASG-PA/States support of the WP in order to present a regional position at the HLSC 2015. The ESC supported the United States position.

WP/09: *Strategic and Proactive Coordination between GREPECAS and RASG-PA for ASBU Implementation* — The United States highlighted the coordination necessary between GREPECAS and RASG-PA and identified opportunities to coordinate in the future in order to avoid duplication of efforts. The ESC agreed with the United States position.

- Agenda Item 6: RASG-PA 2015 Activities Plan

WP/11: *RASG-PA 2015 Activities Plan* — The Secretariat informed the ESC about the 2015 RASG-PA activities calendar and the upcoming events location. Costa Rica, Boeing and COCESNA volunteered to host RASG-PA events.

**Agenda Item 5:**

**RASG-PA/ESC/22 Meeting**

5.1 Brazil informed the ESC that ANAC is prepared to host the RASG-PA/ESC/22 Meeting in Rio de Janeiro, Brazil, from 5 to 6 November 2014, as discussed in the RASG-PA/ESC Teleconference of 14 August 2014, to allow some RASG-PA Members to travel to Abu Dhabi, United Arab Emirates, to attend the Flight Safety Foundation 67th Annual International Air Safety Summit scheduled from 11 to 13 November 2014.

5.2 The ESC was reminded by Brazil, as host State, that the ICAO Safety Management Panel (SMP) will be held at ICAO Headquarters during the same week, which is a conflict for some Member States, such as Brazil, as PA-RAST Co-Chair; United States, etc., for attending the scheduled IAT/8 and PA-RAST/18 meetings.

**Agenda Item 6:**

**Other Business**

6.1 The ESC was informed by FSF that the location for the 68<sup>th</sup> Annual International Air Safety Summit (IASS) in 2015 has not yet been decided. Brazil offered to host the event. FSF took note of the kind offer.

6.2 Boeing presented the “No Landing is Routine” video. The ESC agreed to include a link to the video on the RASG-PA website. Boeing provided the link to the RASG-PA Secretariat. The ESC agreed that it must be included in RASG-PA Seminars; visit: [http://www.boeing.com/commercial/safety/technology\\_saafer.html](http://www.boeing.com/commercial/safety/technology_saafer.html)

6.3 Regarding bird strike issues, the Secretariat informed the ESC that the Twelfth CAR/SAM Regional Bird/Wildlife Hazard Prevention Committee Meeting and Conference (CARSAMPAF/12) this year is being organized together with the World Birdstrike Association (WBA)/CARSAMPAF and is being hosted by Volaris airlines. The event will be held at Volaris Headquarters in Mexico City, Mexico, from 20 to 24 October 2014; it would be appropriate to deliver a presentation about the RASG-PA project progress on this issue in order to avoid duplication of efforts. For additional information about the event visit: <http://www.icao.int/NACC/Pages/meetings-2014-carsampaf12.aspx>

6.4 No other business was considered by the RASG-PA ESC.

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APPENDIX / APÉNDICE A

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STATUS AND FOLLOW-UP ON RASG-PA ESC DECISIONS (D)

Meeting	C/D	No.	Area	Title of Conclusion / Decision	Text of Conclusion / Decision	Follow-up and Remarks	Responsibility	Target Completion Date	Deliverable	Status (Valid, Completed, Superseded)
RASG-PA ESC18	D	1	FS	RASG-PA STRATEGIC COMMUNICATIONS PLAN	That RASG-PA develop a plan for disseminating information to States to ensure consistent and direct communications with the objective of enhancing communication regarding RASG-PA outputs or requests to States and industry and provide an avenue to receive feedback from States and industry on the level of safety enhancement implementation, including information on any aviation safety challenges being confronted.	FSF, in partnership with Brazil, presented a WP at the PA-RAST/16. The Meeting requested FSF to present a WP on an updated RASG-PA Strategic Plan for Communication. ESC/20: <ul style="list-style-type: none"> <li>• RASG-PA Newsletter (twice a year)</li> <li>• ESC will request articles from members for the newsletter <ul style="list-style-type: none"> <li>- Newsletter to be released after the annual Safety Summit</li> <li>- The other newsletter will be released after publication of the RASG-PA Annual Safety Report</li> </ul> </li> </ul>	ALTA and FSF	12/31/2014	RASG-PA Strategic Communications Plan	Valid
RASG-PA ESC18	D	2	FS	RASG-PA STRATEGIC PLAN	That RASG-PA develop a strategic plan for establishing goals, metrics, and targets to be achieved by States and industry in alignment with the new ICAO Global Aviation Safety Plan (GASP).	ESC/20: RASG-PA objectives related to risk reduction in the CAR and SAM Regions have been communicated to States through the Port-of-Spain and Bogota Declarations.	RASG-PA	12/31/2014	Strategic Plan	Valid
RASG-PA ESC19	D	5	FS	DEVELOPMENT OF METRICS TO MEASURE THE INSTITUTIONAL STRENGTHS OF CIVIL AVIATION AUTHORITIES	The ESC approved initiating the project for the development of metrics to measure the institutional strengths of regional civil aviation authorities.	ESC/20: <ol style="list-style-type: none"> <li>1. Contracted specialist to manage the project</li> <li>2. Conducted States survey</li> </ol>	ICAO SAM	3/31/2015	Metrics Development to Measure the Institutional Strengths of Civil Aviation Authorities	Valid

## APPENDIX C

**RASG-PA ESC/19 and 20 Meetings  
Valid Action Items**

Action Item	Description	Action Owner	Follow up and Remarks	Status	Target Completion Date
RASG-PA/ESC/19/A4	Develop a process to include hot spot/emergent areas of concern in the Terms of Reference for presentation at ESC/22	IAT		Valid	ESC/22
RASG-PA/ESC/19/A5	Arrange for Boeing pilot to travel to Miami to assist ALTA with the simulator segment of training video	Boeing	Report to ESC/22	Valid	
RASG-PA/ESC/19/A6	Training PowerPoint presentation: Add talking points about flight mode annunciation, pilot monitoring and pilot flying duties, flight mode and automation monitoring, and appropriate levels of automation	ALTA	Report to ESC/22	Valid	
RASG-PA/ESC/19/A7	Provide a checklist for CAA inspectors to comply with CFIT	ASSI, FAA	Report to ESC/22	Valid	
RASG-PA/ESC/19/A10	Create a list of Appropriate candidates to receive the training videos (such as ATC and pilots).	ALTA and IATA	Report to ESC/22	Valid	
RASG-PA/ESC/19/A16	Suggest specific data driven goals related to CFIT, RE, LOC-I, MAC reduction over time.	PA-RAST	Report to ESC/22	Valid	
RASG-PA/ESC/20/A1	RASG-PA Website: <ul style="list-style-type: none"> <li>• Consider having a log-in area with access limited to PA-RAST members</li> <li>• Reformat the training and guidance material section to draw attention</li> </ul>	RASG-PA Secretariat	Under consideration	Valid	December 2014

Action Item	Description	Action Owner	Follow up and Remarks	Status	Target Completion Date
RASG-PA/ESC/20/A3	Review/update the RASG-PA Proposal for Amendment to Aeronautical Legislation to Protect Safety Information Sources document according to latest ICAO developments	Airbus and Boeing	Waiting for ICAO HQs SIP TF outcome	Valid	2015
RASG-PA/ESC/20/A4	Flight Operations Quality Assurance (FOQA) Data Sharing (PASO): The chart on the Jeppesen MROC approach plate is different from the AIP. The chart is to be split into two charts (one for Juan Santamaria Intl. Airport and a separate chart for Tobias Bolaños Intl. Airport) Boeing to contact Jeppesen	Boeing	Report to ESC/22	Valid	
RASG-PA/ESC/20/A5	Central American Accident and Incident Investigation Commission:  <ul style="list-style-type: none"> <li>• ESC requested the Investigation Commission to provide clarification on the type of training being requested by COCESNA/ACSA</li> <li>• ESC to remind the Investigation Commission regarding training opportunities previously identified by Brazil (CENIPA)</li> </ul>	RASG-PA ESC and COCESNA/ACSA	<ul style="list-style-type: none"> <li>• COCESNA/A CSA needs basic training.</li> <li>• COCESNA/A CSA will contact ICAO NACC RO to finalize coordination</li> <li>• It is expected to have the personnel trained by January 2015</li> </ul>	Valid	1Q/2015

Action Item	Description	Action Owner	Follow up and Remarks	Status	Target Completion Date
RASG-PA/ESC/20/A6	<p>Standardization of Spanish and English Air Traffic Control (ATC) Phraseology in Accordance with the ICAO PANS-ATM (Doc 4444):</p> <p>The attendee list for the training course will be coordinated with both the ICAO NACC and SAM ROs Separate letters should be sent to States requesting participation from trainers</p>	ALTA/ IATA	Report to ESC/22	Valid	
RASG-PA/ESC/20/A7	<p>Standardization of Spanish and English Air Traffic Control (ATC) Phraseology in Accordance with the ICAO PANS-ATM (Doc 4444):</p> <ul style="list-style-type: none"> <li>• ALTA to send phraseology training course link to CANSO</li> </ul>	ALTA	Report to ESC/22	Valid	
RASG-PA/ESC/20/A9	<p>RASG-PA Strategic Communication Plan:</p> <ul style="list-style-type: none"> <li>• RASG-PA Newsletter (twice a year)</li> <li>• ESC will request articles from members for the newsletter <ul style="list-style-type: none"> <li>○ One to be released after the annual Safety Summit</li> <li>○ The other newsletter will be released after publication of the RASG-PA Annual Safety Report</li> </ul> </li> <li>• FSF will explore ways to use social media to promote RASG-PA</li> </ul>	ALTA and FSF	Report to ESC/22	Valid	