



RASG-PA ESC/23

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

**TWENTY-THIRD RASG-PA EXECUTIVE STEERING
COMMITTEE MEETING
(RASG-PA ESC/23)**

SUMMARY OF DISCUSSIONS

Miami, United States

19 - 20 March 2015

The designations employed and the presentation of material in this publication do not imply the expression of any opinion whatsoever on the part of ICAO concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontiers or boundaries.

**ESC/23 Meeting
Summary of Discussions**

Date	19 – 20 March 2015
Location	Miami, United States
Opening Ceremony	<p>The Meeting was attended by 30 participants from 7 States/Territories, and 5 international organizations and industry. The list of participants is attached at Appendix A.</p> <p>Mr. Eduardo Iglesias, ALTA, welcomed participants to the Meeting.</p> <p>Mr. Melvin Cintron introduced himself as the appointed Regional Director, ICAO Regional North American, Central American and Caribbean (NACC) Office and RASG-PA Secretary. He welcomed the participants and extended appreciation to ALTA on behalf of the Executive Steering Committee (ESC) for hosting the Meeting.</p> <p>Messrs. Oscar Derby, Curaçao, and Gerardo Hueto, Boeing, as RASG-PA/ESC Co-Chairpersons representing States/Territories and International Organizations/Industry, respectively, chaired the Meeting.</p> <p>Mr. Cintron served as Secretary of the Meeting and was assisted by Messrs. Oscar Quesada, Deputy Regional Director, ICAO SAM Regional Office; and Eduardo Chacin, Regional Officer, Flight Safety, ICAO NACC Regional Office.</p>
Discussion Items	
Agenda Item 1	<p>Approval of the Provisional Agenda</p> <p>1.1 The Co-Chairperson, International Organizations and Industry, presented WP/01 inviting the participants to approve the provisional agenda and schedule. The Meeting approved the agenda and schedule with the following change in the schedule: Agenda Item 10 — Other Business was rescheduled to the first day of the Meeting after Agenda Item 2.</p>
Agenda Item 2	<p>Review of RASG-PA and ESC valid Conclusions and Decisions</p> <p>2.1 The Secretariat presented WP/02 on the status of RASG-PA and RASG-PA/ESC Conclusions and Decisions, which were reviewed and updated by the Meeting.</p> <p>2.2 The list of RASG-PA and ESC valid Conclusions and Decisions are presented in Appendices B and C respectively.</p>

Agenda Item 3:**RASG-PA Working Group Reports****3.1 Pan America — Regional Aviation Safety Team (PA-RAST)**

3.1.1 The PA-RAST Co-Chairperson, International Organizations/Industry, provided an update on the activities that have occurred since the RASG-PA PA-RAST/19 Meeting held in Miami, United States, from 17 to 18 March 2015, and the IAT/9 Meeting held in the same place on 16 March 2015.

3.1.2 The Meeting was informed that the Information Analysis Team (IAT) reviewed the Aviation Safety Information Analysis and Sharing (ASIAS) database and the IATA Flight Data eXchange (FDX) to monitor the previously identified “hot spots” regarding airports (6) and airspace (4) issues. No emerging regional trend was identified on this occasion.

3.1.3 In this regard, IATA presented WP/04 that mentioned that RASG-PA has the opportunity to access to valuable safety data/information, which must be used in a tactical manner to solve issues identified as the “hot spots.” The implementation of a “Tactical Go-Team” approach to work at these particular locations could be the most effective way to target and manage safety improvements. The Meeting agreed with this focused approach of dealing with the issues. This RASG-PA Tactical Go-Team should be well planned and prioritized, and have the right resources, including funding, and its effectiveness should be tracked.

3.1.4 IATA presented the results of its 2014 Safety Report that showed good and stable global and regional trends.

3.1.5 The Meeting was informed about the on-going work by the Safety Enhancement Teams (SETs) regarding the development of the Detailed Implementation Plans (DIPs) related to Loss of Control — In Flight (LOC-I), and Controlled Flight Into Terrain (CFIT), which are progressing as scheduled. Regarding Runway Excursion (RE), the ICAO SAM Regional Office informed that not much progress was achieved due to the lack of human resources. The Meeting offered assistance in this regard.

3.1.6 The Meeting discussed the ICAO “No Country Left Behind” (NCLB) campaign, which is oriented to assisting States in implementing ICAO Standards and Recommended Practices (SARPs), and the role of RASG-PA is to deliver the message to the Civil Aviation Authorities (CAAs).

3.1.7 The Meeting also shown concern about the lack of active participation of CAAs in RASG-PA activities, such as in the SETs to develop DIPs, and also their lack of implementation. Various strategies were discussed. The Meeting agreed that the lack of political will would negatively affect the good work that RASG-PA is doing for enhancing safety. Therefore, a top-down approach to solve the issues is needed.

3.1.8 The Meeting made the following decision:

DECISION

RASG-PA/ESC/23/D/1 IMPLEMENTATION OF A “RASG-PA TACTICAL GO-TEAM” CONCEPT

That RASG-PA implement a “RASG-PA Tactical Go-Team” concept to work at the identified “hot spots” as an effective way of targeting, managing and monitoring safety enhancements at the particular location.

3.2 Annual Safety Report Team (ASRT)

3.2.1 ICAO SAM informed the ESC that the final draft of the RASG-PA Annual Safety Report (ASR) — 5th Edition was ready to be sent to the publisher.

3.2.2 The Meeting agreed to print 500 copies in order to be distributed during the 6th Pan-American Aviation Safety Summit (PAASS), and the rest to be sent to high level representatives determined by RASG-PA.

3.3 Aviation Safety Training Team (ASTT)

3.3.1 The Secretariat presented WP/3 to inform the Meeting about the activities conducted by the RASG-PA +ASTT since the ESC/22 and the planned activities for the rest of 2015.

3.3.2 The Meeting discussed the effectiveness of the RASG-PA Aviation Safety Seminars. The Meeting was aware that those seminars are part of the mitigation strategy to reduce the top risk areas determined by RASG-PA, and that many of the DIPs are related to training.

3.3.3 The Secretariat considered essential for the successful implementation of the RASG-PA SEIs that they be supported by seminars and/or training initiatives to promote them to the aviation community in order to achieve the desired safety level.

3.3 Aviation Safety Training Team (ASTT)

3.3.1 The Secretariat presented WP/3 to inform the Meeting about the activities conducted by the RASG-PA +ASTT since the ESC/22 and the planned activities for the rest of 2015.

3.3.2 The Meeting discussed the effectiveness of the RASG-PA Aviation Safety Seminars. The Meeting was aware that those seminars are part of the mitigation strategy to reduce the top risk areas determined by RASG-PA, and that many of the DIPs are related to training.

3.3.3 The Secretariat considered essential for the successful implementation of the RASG-PA SEIs that they be supported by seminars and/or training initiatives to promote them to the aviation community in order to achieve the desired safety level.

3.3.4 The Secretariat informed the Meeting that many of the outputs of the RASG-PA DIPs are related to training. Therefore, the role of the ASTT is key for assisting States/Territories and stakeholders in the implementation of the mitigation strategies for the top data-driven aviation risk areas identified by RASG-PA. This is done by the permanent participation of speakers from RASG-PA membership in the seminars.

3.3.5 The Meeting also discussed the incorporation of other actors, such as Universities, Colleges and Aviation Academies in the RASG-PA training activities, such as the upcoming RASG-PA Aviation Safety Seminar to be held for the second consecutive year in the Nova Southeastern University (NSU) campus in Ft. Lauderdale, United States, from 20 to 21 May 2015, with the support of EMBRAER and other stakeholders.

3.3.6 The Meeting agreed to temporally suspend the RASG-PA ASTT activities. Refer to Decision RASG-PA/ESC/23/D/4 in Agenda Item 10.

Agenda Item 4:

RASG-PA Project Reports

4.1 Flight Operations Quality Assurance (FOQA) Data Sharing (PASO)

4.1.1 Costa Rica presented WP/8 to update the ESC about the on-going PASO activities to reduce safety risks at MROC airport, San Jose, Costa Rica.

4.1.2 Costa Rica encouraged RASG-PA to promote the activation of data sharing groups such as PASO in other Central American States, coordinated by COCESNA/ACSA and with the collaboration of the Runway Safety Teams (RSTs) as applicable to enhance Central American safety.

4.1.3 The Meeting agreed about the benefit of this kind of local and regional initiatives.

4.2 Central American Accident and Incident Investigation Commission

4.2.1 Due to the absence of COCESNA/ACSA, this item was not discussed.

4.3 Development of Metrics to Measure the Institutional Strengths of the Civil Aviation Authorities

4.3.1 The ICAO SAM Regional Office briefed the ESC on the progress of the project and informed that the Regional Metric on Institutional Strengthening Survey was responded by many States in the Pan American Region; and that the analysis of the information received was ongoing.

4.3.2 A progress report will be presented at the ESC/24 meeting.

4.4 CAR and SAM Regions Safety Information Project

4.4.1 Flight Safety Foundation (FSF) provided an update on the plans to initiate the activity in the CAR and SAM Regions. It requested the support of all stakeholders in order to identify and address issues surrounding the collection, analysis, protection and use of safety information in the above mentioned Regions.

Agenda Item 5:

6th Pan American Aviation Safety Summit (PAASS)

5.1 ALTA updated the Meeting on the progress of the coordination of the 6th PAASS to be held in Medellin, Colombia, from 22 to 25 June 2015, including the provisional agenda and the activities that will take place during that week.

5.2 ALTA encouraged the Meeting to promote the Summit considering the commitment with Colombia and other Colombian stakeholders due to the low level of registrations.

5.3 ALTA reminded the Meeting about the approved charge of US\$100 per CAA representative for the 6th PAASS, considering the budget constraints.

5.4 The Secretariat informed that the invitation for the 6th PAASS and RASG-PA/8 was sent and that the coordination is ongoing with ALTA for the several events planned to be held during the Summit week.

5.5 The 6TH PAASS information is available at: <http://www.alt.aero/safety/2015/home.php> and <http://icao.int/NACC/Pages/meetings-2015-rasgpa8.aspx>

Agenda Item 6:

ICAO Second High-Level Safety Conference (HLSC) 2015

6.1 The Secretariat referred to IP/2, in which the recommendations from the ICAO Second High-level Safety Conference (HLSC 2015) held at ICAO Headquarters, in Montreal, Canada, from 2 to 5 February 2015, were presented.

6.2 The Co-Chairpersons informed the Meeting about the HLSC/15-WP/14, presented by the RASG-PA Co-Chairperson, regarding a consolidated input from the Regional Aviation Safety Groups (RASGs) on the Global Aviation Safety Plan (GASP) update process. This WP emphasized the importance of maintaining a suitable level of continuity and stability in the update process to ensure effective implementation of the aviation safety strategy and policies contained in the GASP.

6.3 The Co-Chairpersons also informed the Meeting on the presentation delivered about RASG-PA; and the need for further coordination and collaboration among RASGs and Planning and Implementation Regional Groups (PIRGs) to ensure regional interoperability for the safest and most efficient implementation of the Aviation System Block Upgrades (ASBUs), and the recommendation that RASGs and PIRGs update their respective procedural handbooks to incorporate their coordination mechanism.

Agenda Item 7:**RASG-PA Strategic Plan Status**

7.1 Brazil presented the revised RASG-PA Strategic Plan document and its associated presentation.

7.2 The Meeting discussed the presented plan and based on the previous discussion (refer to Agenda Item 10.1) agreed on the creation of the RASG-PA Strategic Planning Task Force (RSP-TF) that will be composed by Brazil (Rapporteur), Costa Rica, Curacao, Chile, Honduras, United States, ALTA, Boeing, CANSO, and IATA.

7.3 As presented by Brazil, the RSP-TF will be in charge of:

1. Coordinating RASG-PA Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis components identification
2. Validating targets
3. Consolidating RASG-PA Vision and Mission statements
4. Reviewing RASG-PA principles (objectives and strategies)
5. Resources Plan and Allocation
6. Amending the RASG-PA Procedural Handbook

7.4 The deliverables by the RSP-TF will be the RASG-PA Strategic Plan and the revised RASG-PA Procedural Handbook, which will be presented at the ESC/24.

7.5 The Meeting agreed that the RASG-PA Communication Plan must be integrated with its Strategic Plan.

7.6 Therefore, the Meeting agreed to supersede RASG-PA/ESC/18/D/2 and approved the following decision:

DECISION**RASG-PA/ESC/23/D/2 RASG-PA STRATEGIC PLAN**

That RASG-PA review the draft RASG-PA Strategic Plan presented by Brazil to develop a consolidated RASG-PA Strategic Plan document, which will be carried out by the created RASG-PA Strategic Planning Task Force (RSP-TF).

Agenda Item 8:**RASG-PA Communication Plan**

8.1 FSF and ALTA presented WP/5 and delivered a presentation regarding the RASG-PA Newsletter Project.

8.2 The Meeting agreed that even though RASG-PA has produced many events and high quality products targeting the reduction of aviation accidents in the CAR and SAM Regions, the level of implementation and actual improvements to aviation safety are difficult to measure. Therefore, there is a need to communicate more broadly and effectively the activities and safety enhancements initiatives undertaken by RASG-PA and the results of those efforts in order to enhance safety and improve RASG-PA's visibility.

- 8.3 The proposal made by ALTA and FSF included several initiatives such as:
1. Redesign or update the RASG-PA pages on the ICAO website.
 2. Post RASG-PA safety enhancement initiatives, the annual safety reports, etc., in the SKYbrary.
 3. Work with web experts from ICAO on searching engine optimization in order to drive traffic to the RASG-PA web page.
 4. Work with the editors of FSF's AeroSafety World to place regular articles on RASG-PA initiatives and accomplishments in the printed and digital editions of the magazine.
 5. Develop and distribute a semi-annual electronic RASG-PA newsletter.
 6. Use social media for the information/distribution on RASG-PA activities and publish the accomplishments, and engage stakeholders on pertinent safety issues by creating curated RASG-PA Twitter, LinkedIn and Facebook accounts.

8.4 The Meeting agreed with the proposal, and that the RASG-PA Communication Plan must be integrated with its Strategic Plan as mentioned in Agenda Item 7

8.5 An update will be presented at the ESC/24 Meeting.

8.6 In regard to Decision RASG-PA/ESC/18/D/1: *RASG-PA Strategic Communications Plan*, the Meeting agreed to supersede this decision and approved the following:

DECISION

RASG-PA/ESC/23/D/3 RASG-PA COMMUNICATION PLAN

That RASG-PA develop a Communication Plan integrated with the RASG-PA Strategic Plan to disseminate information to the States and stakeholders to ensure consistent and direct communications with the objective of enhancing communication regarding RASG-PA outputs or requests to States and industry.

Agenda Item 9: RASG-PA/ESC/24 Meeting

9.1 The Secretariat reminded the participants that the ESC/24 Meeting will be held in Medellin, Colombia, on 22 June 2015.

9.2 The Secretariat encouraged the Meeting to inform about any particular item to be included in the agenda of the RASG-PA/ESC/24 and the RASG-PA/8 Annual Plenary Meeting, and to provide the WPs, IPs and presentations in a timely manner.

Agenda Item 10:**Other Business****10.1 Evolution of RASG-PA**

10.1.1 ICAO SAM RO presented WP/6 with two proposals summarized as follows:

1. The separation of RASG-PA into two RASGs, one for the NACC States and the other for the SAM Region.
2. A comprehensive review and evaluation of RASG-PA mechanism, to be completed as a form of continuous improvement.

10.1.2 The ICAO SAM RO requested to the Meeting to comment on the proposals and to approve recommendations and actions tending to attain better efficiency of the present mechanism of RASG for the NAM, CAR and SAM regions, respecting at the same time the accreditation areas of each Regional Office.

10.1.3 Considering the nature of the above mentioned proposals, United States presented WP/7 on behalf of Costa Rica, United States, ACI, Airbus, ALTA, Boeing, CANSO, IATA, and IFALPA, and then the Meeting opened the floor for a single discussion about this relevant topic. This WP presented different views about the RASG-PA evolution.

10.1.4 WP/7 stated how the successes of the RASG-PA serves as a model for other RASGs and should continue its role as the global leader in regional safety policy, government and industry collaboration, and transparent safety information sharing and analysis.

10.1.4 United States mentioned that:

1. RASG-PA has served as the global model for RASGs, both in its cooperative structure across industry, governments, and ICAO regions; and in its unparalleled successes in raising safety levels throughout the region.
2. The successes of RASG-PA are fundamentally predicated upon confidence among industry competitors, between government and industry, and among governments and industry throughout the entire Pan American Region. That confidence took years to achieve and culminated in a pivotal information sharing agreement that would be in jeopardy should the RASG-PA structure be modified in a way that all participants do not find it acceptable.
3. Any major change in the cross-regional nature of the RASG-PA would result in unacceptable cost increases, inefficiencies, and duplication of efforts. It could also result in a deleterious effect on other cross-regional groups, such as GREPECAS and CARSAMPAF.

10.1.5 United States invited the Meeting to take note of the issues raised in this paper and, with RASG-PA, agreed to support and reinforce the fundamental RASG-PA framework, embrace and promote the role of RASG-PA as the global leader of RASGs and continue to work collaboratively with all stakeholders in order to strategically evolve RASG-PA to address emerging safety issues.

10.1.6 The Meeting discussed the issue openly, honestly and candidly.

10.1.7 ALTA mentioned the following:

- It agrees on the way RASG-PA is being managed, but there is a need to reduce meetings
- Splitting the group does not make sense, regional airlines will lose access to safety data information, and the degree of trust and exchange that RASGPA has achieved may be lost
- RASGPA is the reference for the RASGs, hence splitting is a highly confusing message to be sent to the rest of world, and would have a negative global effect

10.1.7 The United Kingdom (ASSI) mentioned the following:

- Objected on the late submission of WP/6 and 7
- Agreed on the need of finding efficiencies
- Disagree on splitting
- Warned that the main impact would be for industry
- Noticed that the new Director of the ICAO NACC RO needed time to work out the issues among the two ICAO Regional Offices

10.1.8 FSF welcomed the criticism; and mentioned that with high performance teams as RASG-PA, it is natural for tensions to arise, but divorcing is not the answer, RASG-PA is the more progressive and successful RASG, and changing it would be a confusing message for the rest of RASGs. FSF disagreed with the splitting.

10.1.9 Brazil mentioned the following:

- Congratulated the creators of WP/6 and 7, and the Secretariat for the attitude to discuss them
- Highlighted that the discussion is on the right track for more effectiveness, efficiency and better communications on the RASG-PA activities to attract more State's participation
- Brazil does not have a position on the splitting because the diagnosis is not completed
- There is a need for a real RASG-PA Strategic Plan according to their proposal under Agenda Item 7
- Brazil would like to express a pragmatic position on reducing risk

10.1.10 CANSO mentioned the following:

- WP/6 and 7 present a way forward to improve
- Splitting means duplicating efforts

- Congratulates the new approach of the ICAO NACC Regional Office – Regional Director of working closely with the ICAO SAM RO
- Splitting would jeopardize the work that RASG-PA is producing
- There is a need to analyse RASG-PA activities without splitting

10.1.11 Curaçao mentioned that this opportunity must be taken as an internal audit and that the findings should be solved.

10.1.12 Airbus mentioned the following:

- As supporters of WP/7, they are very interested in global safety without boundaries
- There is great opportunity for improvements and efficiencies within RASG-PA
- Regarding funding, Airbus contributes annually as follows:
 - US\$ 50,000 RASG-PA (ICAO NACC RO)
 - US\$ 50,000 SRVSOP (ICAO SAM RO)
 - US\$ 10,000 ALTA (Pan American Aviation Safety Summit)

10.1.13 IFALPA mentioned the following:

- Congratulated the level of the discussion
- Any duplication of efforts should be avoided; splitting would be more costly
- There are very important processes within RASGPA that are highly sensitive to changes
- Within IFALPA, unity is one of the main values

10.1.14 IATA mentioned that ICAO has been experiencing difficulties among the two Regional Offices, but splitting is not the way to move forward; however, the first part of WP/6 is very valuable. ICAO issues should be handled internally.

10.1.15 Costa Rica supported some of the issues presented on WP/6, but splitting is not the solution; it would be a confusing message.

10.1.16 Chile mentioned that they did not have a clear position about splitting, that RASGPA is doing a lot of work; however, there are many groups that are also producing safety enhancements, so it could not claim that all safety improvements are thanks to RASGPA. There is a need to incorporate more States.

10.1.17 EMBRAER disagreed with splitting; but agrees on the need to find efficiencies.

10.1.18 United States mentioned that the ESC works well and asked on the suggestion of WP/6 on using its own mechanisms to take the workload of RASG-SAM. United States believes that the SRVSOP would also help CAR States.

10.1.19 United States also expressed that the main flow of traffic is North-Southbound in America, as a seamless region; therefore, they disagree with the RASG-PA splitting into two groups, considering the commonalities of the safety issues across the Pan American region.

10.1.19 The Secretariat, after hearing the discussions, suggested that RASGPA draft a WP for ICAO HQs in the sense that RASGs should not take the whole load of safety improvements, for example improving States USOAP Effective Implementation (EI) compliance.

10.1.20 Boeing mentioned the following:

- During a visit to the ICAO SAM RO agreed initially on splitting, but later on this position was reconsidered and endorsed the collective WP/7 presented by the United States on behalf of the group
- Explained that Boeing was sometimes surprised on initiatives taken on behalf of RASG-PA in the SAM Region, without ICAO SAM RO knowing them
- Complaint that as Boeing representative on the High Level Safety Conference, only after some help from ICAO, he managed to get into the conference
- Splitting RASGPA will kill the process
- Suggested finding a way to provide independence to the SAM RO and NACC RO without killing RASG-PA
- Work on the issue through an ad hoc group
- Regarding funding, Boeing would like to have a difference scheme, and the sharing of Boeing annually contribution to RASGPA will change as follows:
 - US\$ 100,000 to RASG-PA discriminated as follows:
 - US\$ 40,000 RASG-PA (ICAO NACC RO)
 - US\$ 40,000 ICAO SAM RO
 - US\$ 20,000 Pan American Aviation Safety Summit

10.1.21 After an extensive and dynamic discussion, the Meeting considering that:

- RASG-PA has served as the global model for RASGs, both in its partnership across States/Territories, International Organizations, industry, and ICAO NACC and SAM Regional Offices;
- RASG-PA has been successful in enhancing safety throughout the CAR and SAM Regions;
- any change in the cross-regional nature of RASG-PA would result in unacceptable cost increases, inefficiencies, and duplication of efforts that could have a negative impact on other cross-regional groups, such as GREPECAS and CARSAMPAF; formulated the following decision:

DECISION

RASG-PA/ESC/23/D/4 SUPPORT AND REINFORCE THE CURRENT CROSS-REGIONAL RASG-PA FRAMEWORK

That RASG-PA/ESC support and reinforce the cross-regional RASG-PA framework as it currently exists.

10.1.22 The Secretariat recommended to create a group to work on RASG-PA Strategic Plan.

10.1.23 The following States, international organizations and industry volunteered to be part of the RASG-PA Strategic Planning Task Force (SP-TF): Brazil, Costa Rica, Chile, Curacao Honduras, United States, ALTA, Boeing, CANSO, and IATA.

10.1.24 The Meeting decided to continue the discussion of this issue under Agenda Item 7: RASG-PA Strategic Plan under the responsibility of Brazil.

10.1.25 The Meeting agreed to temporary suspend RASG-PA activities during the second semester of 2015, until the RSP-TF presents the RASG-PA Strategic Plan document; and formulated the following decision:

**DECISION
RASG-PA/ESC/23/D/5 RASG-PA SUSPENSION OF
ACTIVITIES**

That RASG-PA suspends temporary its activities during the second semester of 2015, until the RASG-PA Strategic Planning Task Force (RSP-TF) presents the RASG-PA Strategic Plan document to the ESC.

10.2 RASG-PA/ESC Members Departure

10.2.1 Mrs. Fabio Catani, EMBRAER, and German Diaz Barriga, IFALPA, informed the Meeting about their retirement as representatives from their organizations to the RASG-PA/ESC. The ESC acknowledged their contribution to the success of RASG-PA activities.

APPENDIX A

LIST OF PARTICIPANTS / LISTA DE PARTICIPANTES

Name / Position Nombre / Puesto	Administration / Organization Administración / Organización	Telephone / E-mail Teléfono / Correo-e
Brazil / Brasil		
Bruno Dalcolmo	ANAC	Tel. 55-61-3314-4621 E-mail
Daniel Vieira Soares Experto en Regulación de la Aviación Civil	ANAC	Tel. +55-61-3314-4621 E-mail daniel.soares@anac.gov.br
Raquel Irber Manager	ANAC	Tel. E-mail raquel.irber@anac.gov.br
Adriano Monteiro de Oliveira Technical Manager	ANAC	Tel. +55 11 3636 8661 E-mail Adriano.Monteiro@anac.gov.br
Chile		
Felix R. Martínez Jefe Subdepartamento de Transporte Publico	Dirección General de Aeronáutica Civil	Tel. + 1 562 2439 2000 E-mail fmartinezb@dgac.cl
Costa Rica		
Frazier Rodríguez Muñoz Coordinador de Seguridad Operacional SSP	DGAC	Tel. +506 2242 8000 X 230 E-mail frodriguez@dgac.go.cr
Curaçao / Curazao		
Oscar Derby Director General	Curaçao Civil Aviation Authority	Tel. + 5999 839 3319 E-mail oscar.derby@gobiernu.cw; oderby.ccaa@gmail.com
Honduras		
David Alvarez	Honduras	Tel. E-mail
Mexico / México		
Miguel Peláez Lira Director General Adjunto Seguridad Aérea	DGAC	Tel. + 52 55 5723 9300 - 18052 E-mail mpelaezl@sct.gob.mx
United Kingdom / Reino Unido		
Bruce D'Ancey Policy Specialist – Flight Operations	Air Safety Support International (ASSI)	Tel. + 1 44 (0)1293 897034 E-mail bruce.d'ancey@airsafety.aero

Name / Position Nombre / Puesto	Administration / Organization Administración / Organización	Telephone / E-mail Teléfono / Correo-e
United States / Estados Unidos		
Christopher Barks Director Western Hemisphere	Federal Aviation Administration	Tel. +507-317-5860 E-mail christopher.barks@faa.gov
Warren Randolph Manager - Integrated Safety Team and Program Management	Federal Aviation Administration	Tel. +1 202 267 9207 E-mail warren.randolph@faa.gov
Ed Rodriguez Senior Representative, Office of International Affairs	Federal Aviation Administration	Tel. +202 215 8925 E-mail ed.rodriguez@faa.gov
ACI		
Javier Martínez B. Director General	ACI/LAC	Tel. +507 238 2691 E-mail jmartinez@aci-lac.aero
Fabio Salvatierra De Luca Airport Operations Control Centre Manager	Tocumen International Airport	Tel. +507 6070 0398 E-mail fsalvatierra@tocumenpanama.aero
Airbus		
Craig Hoskins PROSPECTIVE, V. P., SAFETY AND TECHNICAL AFFAIRS	AIRBUS	Tel. +1 202-247-6515 E-mail craig.hoskins@airbus.com
David Zwegers Regional Safety Director	AIRBUS	Tel. + 1 305 263 7728 E-mail David.Zwegers@Airbus.com
ALTA		
Eduardo Iglesias Executive Director	ALTA	Tel. +786 388 0222 E-mail eiglesias@alta.aero
Santiago Saltos Senior Manager Industry Affairs	ALTA	Tel. +1 305 790 0507 E-mail ssaltos@alta.aero
Boeing		
Gerardo Hueto Deputy Chief-Aviation System Safety	Boeing	Tel. +1 425 237 3129 E-mail gerardo.m.hueto@boeing.com
CANSO		
Javier Alejandro Vanegas Director para Latinoamérica y el Caribe	CANSO	Tel. + 52 55 5786 5512 E-mail lamcar.asst@canso.org; javier.vanegas@canso.org
EMBRAER		
Fabio Catani Manager, Safety Programs	EMBRAER	Tel. + 55 12 9 8151-3228 E-mail fcatani@embraer.com.br

Name / Position Nombre / Puesto	Administration / Organization Administración / Organización	Telephone / E-mail Teléfono / Correo-e
Flight Safety Foundation		
Jon Beatty President and CEO	Flight Safety Foundation	Tel. +1 860 614 1108 E-mail beatty@flightsafety.org
IATA		
Carlos Cirilo Regional Director, Safety and Flight Operations, The Americas	IATA	Tel. +1 786 427 8347 E-mail ciriloc@iata.org
Gabriel Acosta Safety & Flight Operation Manager	IATA	Tel. +1 305 607 3180 E-mail acostag@iata.org
Robert Smith Consultant	IATA	Tel. +1 305 607 3180 E-mail rsmith@iata.org
IFALPA		
German Díaz Barriga Martínez EVP CAR/SAM	IFALPA	Tel. + 52 55 2109 8865 E-mail circe.gomez@aspa.org.mx
Eric Mayett Moreno Tesorero	Colegio de Pilotos Aviadores de México (CPAM)	Tel. +55 5520 1627 E-mail e_mayett@yahoo.com
ICAO / OACI		
Melvin Cintron Regional Director / Director Regional	North American, Central American and Caribbean Office / Oficina para Norteamérica, Centroamérica y Caribe (NACC)	Tel. +5255 52503211 E-mail icaonacc@icao.int
Oscar Quesada Deputy Regional Director	South American Office / Oficina Regional para Sudamérica (SAM)	Tel. + 1 511 611 8686 E-mail oquesada@icao.int
Eduardo Chacin Regional Officer, Flight Safety / Especialista Regional en Seguridad Operacional	North American, Central American and Caribbean Office / Oficina para Norteamérica, Centroamérica y Caribe (NACC)	Tel. + 52 55 5250 3211 E-mail echacin@icao.int

STATUS AND FOLLOW-UP OF CONCLUSIONS (C) AND DECISIONS (D) OF THE RASG-PA

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/7	C	4	FS	METRICS AND SURVEY DEVELOPMENT TO MEASURE THE INSTITUTIONAL STRENGTHS OF CIVIL AVIATION AUTHORITIES	That the NAM/CAR and SAM States support this initiative by completing the project surveys for the development of an institutional strength metrics, and provide comments identifying possible improvement opportunities.	Update to be presented at ESC/24 and working paper will be presented at the RASG-PA/8 Annual Plenary Meeting. Remarks: RASG-PA funds allocated for this project. See RASG-PA RASG-PA/ESC/19/D/5.	ICAO SAM	22/06/15	Metrics to Measure the Institutional Strengths of Civil Aviation Authorities	Valid

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 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.	Update to be presented at ESC/24 and working paper will be presented at the RASG-PA/8 Annual Plenary Meeting. Remarks: RASG-PA funds allocated for this project. See RASG-PA/7/C/4.	ICAO SAM	25/06/15	Metrics Development to Measure the Institutional Strengths of Civil Aviation Authorities	Valid
RASG-PA ESC22	D	1	FS	CAR AND SAM REGIONS SAFETY INFORMATION PROJECT	The ESC approved to support the Flight Safety Foundation Global Safety Information Project and to be included as a RASG-PA Project for the CAR and SAM Regions.	Update to be presented at ESC/24	Flight Safety Foundation	22/06/15	Report	Valid
RASG-PA ESC23	D	1	FS	IMPLEMENTATION OF A "RASG-PA TACTICAL GO-TEAM" CONCEPT	That RASG-PA implement a "RASG-PA Tactical Go-Team" concept to work at the identified "hot spots" as an effective way of targeting, managing and monitoring safety enhancements at the particular locations.	To be align with the RASG-PA Safety Strategy	PA-RAST	22/06/15	RASG-PA Tactical Go-Team procedure in the RASG-PA Procedural Handbook	Valid
RASG-PA ESC23	D	2	FS	RASG-PA STRATEGIC PLAN	That RASG-PA review the draft RASG-PA Strategic Plan presented by Brazil to develop a consolidated RASG-PA Strategic Plan document, which will be carried out by the created RASG-PA Strategic Planning Task Force (RSP-TF).	To be presented at ESC/24 Meeting. Remarks: RASG-PA Strategic Planning Task Force (RSP-TF) will be composed by Brazil (Rapporteur), Costa Rica, Curacao, Chile, Honduras, United States, ALTA, Boeing, CANSO, and IATA.	Brazil	22/06/15	RASG-PA Strategic Plan Document and Revised RASG-PA Procedural Handbook	Valid

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 ESC23	D	3	FS	RASG-PA COMMUNICATION PLAN	That RASG-PA develop a Communication Plan integrated with the RASG-PA Strategic Plan to disseminate information to the States and stakeholders to ensure consistent and direct communications with the objective of enhancing communication regarding RASG-PA outputs or requests to States and industry.	An update will be presented at the ESC/24 Meeting. Remarks: Deliverables: 1. Redesign or update the RASG-PA pages on the ICAO website. 2. Post RASG-PA safety enhancement initiatives, the annual safety reports, etc., in SKYbrary. 3. Work with web experts from ICAO on search engine optimization in order to drive traffic to the RASG-PA web page. 4. Work with the editors of FSF's AeroSafety World to place regular articles on RASG-PA initiatives and accomplishments in the print and digital editions of the magazine. 5. Develop and distribute a semi-annual electronic RASG-PA newsletter. 6. Use social media for the information distribution on RASG-PA activities and publish the accomplishments and to engage stakeholders on pertinent safety issues by creating curated RASG-PA Twitter, LinkedIn and Facebook accounts.	ALTA and Flight Safety Foundation	22/06/15	See remarks.	Valid
RASG-PA ESC23	D	4	FS	SUPPORT AND REINFORCE THE CURRENT CROSS-REGIONAL RASG-PA FRAMEWORK	That RASG-PA/ESC support and reinforce the cross-regional RASG-PA framework as it currently exists.		RASG-PA ESC	20/03/15		Valid
RASG-PA ESC23	D	5	FS	RASG-PA SUSPENSION OF ACTIVITIES	That RASG-PA suspends temporary its activities during the second semester of 2015, until the RASG-PA Strategic Planning Task Force (RSP-TF) presents the RASG-PA Strategic Plan document to the ESC.	To be discussed at ESC/24 Meeting. Remarks: RASG-PA Activities Plan 2015 was approved by RASG-PA/6 Annual Plenary Meeting	RASG-PA ESC	22/06/15	RASG-PA Revised Activities Plan 2015	Valid