International Civil Aviation Organization
Regional Aviation Safety Group - Pan America (RASG-PA)

Twenty-Eighth Regional Aviation Safety Group – Pan America Executive Steering Committee Meeting

RASG-PA ESC/28

Final Report

ICAO SAM Regional Office, Lima, Peru, 4 to 5 May 2017

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Summary of Discussions

Date	4 – 5 May 2017
Location	ICAO SAM Regional Office, Lima, Peru
Opening Ceremony	The Meeting was attended by 32 participants from 7 States/Territories, and 10 international organizations and industry. The list of participants is in **Appendix A**.
	Mr. Franklin Hoyer, Regional Director, ICAO Regional South America Office (SAM), and Mr. Julio Siu, Deputy Regional Director, ICAO Regional North American, Central American and Caribbean (NACC) Office, welcomed the participants and extended appreciation to the ICAO SAM Regional Office on behalf of the Executive Steering Committee (ESC) for hosting the meeting.
	The Meeting was chaired by Mr. Carlos Cirilo, International Air Transport Association (IATA), International Organizations/Industry representative, and by Mr. Wagner William de Souza Mora, representative for ANAC/Brazil, States/Territories Co-Chair.
	Mr. Siu served as Secretary of the Meeting and was assisted by Messrs. Franklin Hoyer and Romulo Gallegos, Regional Officer, Technical Assistance, RASG-PA Programme Manager, from the ICAO NACC Regional Office. The meeting was also attended by Mr. Oscar Quesada, Deputy Regional Director, ICAO SAM, Ms. Veronica Chavez, and Mssrs. Marcelo Ureña, Roberto Sosa, Javier Puente and Fabio Salvatierra of the ICAO SAM Regional Office. The meeting was supported by Mr. Michiel Vreedenburgh, Chief, Implementation Planning and Support, Air Navigation Bureau, ICAO Headquarters.
Discussion Items	
Agenda Item 1:	**APPROVAL OF THE PROVISIONAL AGENDA**
	1.1 The Meeting approved the provisional agenda and schedule, with the following changes:

- Agenda item 3 – RASG-PA ESC Valid Conclusions and Decisions, was moved to the end of the second day before Agenda item 10 – Other Business
- Agenda Item 4 – *RASG-PA ESC Special Interest Briefing* – ICAO HQ was moved right after Agenda item 2 – *Designation of the new ESC Representatives and RASG-PA Co-Chairs and Vice Co-Chairs*
- Agenda Item 5 – *RASG-PA Team Reports*, was moved to day two
- Agenda Item 9 – *Items/Briefings of Interest to the RASG-PA ESC* was moved to day one after the presentation by ICAO HQ

1.2   The order of business was modified to extend the working days and break periods were condensed at the discretion of the chairperson.

AGENDA ITEM 2:   **DESIGNATION OF NEW ESC REPRESENTATIVES AND RASG-PA CO-CHAIRS AND VICE CO-CHAIRS**

2.1   The Secretariat presented WP/15 on the designation of new RASG-PA State and Industry Representatives. The meeting recalled that the RASG-PA Procedural Handbook, 4th Edition, approved by the RASG-PA membership via the fast-track method on 28 April 2017, contains the composition and procedures for the nomination and designation of RASG-PA Representatives from States, International Organizations, and Industry.

2.2   Similarly, the Meeting noted that in December 2016, the ESC/27 accepted the IATA Representative to serve as International Organization/Industry Chair.

2.3   The ICAO NACC and SAM Regional Offices, in accordance with their internal procedures, held discussions with their respective membership and propose the selection the following eight (8) States to represent the RASG-PA member States on the ESC:

Argentina, Brazil, Canada, Chile, Colombia, Guatemala, Trinidad and Tobago, United States. International Organizations/Industry Representatives include: Airbus, ALTA, ATR, Boeing, CANSO, Embraer, Flight Safety Foundation and IATA.

2.4   Following the procedures recently adopted, States further agreed to propose Argentina as Co-Chairperson and Guatemala as Vice Co-Chairperson.

2.5   After clarification by the Secretariat regarding procedural questions from a few States, the following decision was taken:

DECISION

RASG-PA ESC/28/1   **NOTIFICATION OF NEW RASG-PA ESC MEMBERS**

That the Secretariat prepares a State letter immediately following the meeting to notify the RASG-PA membership of the nomination of all new ESC members.

2.6   Further, it was noted that the ALTA Safety Summit, to be held in Mexico City, Mexico, from 19 to 21 June, shall be used as the forum to publicly announce the selection of the Co-In chairs and State/industry representatives. The Secretariat will work with ALTA Representatives on the details of this public announcement.

Agenda Item 3:   **RASG-PA VALID CONCLUSIONS AND DECISIONS**

3.1   The Meeting reviewed the Conclusions and Decisions from previous RASG-PA ESC Meetings, and made the following observations and recommendations:

- Noted the completed actions from RASG-PA/9, approval of summaries of discussion and the Annual Safety Report, Sixth Edition
- The CAR and SAM Regions Safety Information Project RASG-PA ESC/22 D/1) remains valid, however, shall be superseded and a new decision created to reflect the current status of activities and a completion date of December 2017
- The Implementation of a "RASG-PA Tactical Go-Team Concept" (RASG-PA ESC/23 D/1) remains valid. A small Ad hoc group within the PA-RAST shall be formed to re-evaluate the proposal to ensure an appropriate working methodology is studied, with recommendations made to the RASG-PA ESC at its next meeting in October, 2017
- Under the RASG-PA Strategic Plan (RASG-PA ESC/23 D/2) it was noted that is item should be superseded with the creation of a small group of volunteers from both States and Industry, led by CANSO, to review strategic documents, safety targets and other relevant information, and report its findings to the next meeting of the ESC in October 2017

- The RASG-PA Communication Plan (RASG-PA ESC/23 D/3) remains valid, shall be reviewed to reflect the most current information, and to delink this item from the work of the Strategic Plan
- The Summary of Discussions for PA-RAST/27 (RASG-PA ESC27 D/1) will be presented at RASG-PA ESC/29 as a Working Paper
- The RASG-PA Procedural Handbook and ESC Membership (RASG-PA/ESC/27 D/2) actions are completed and closed
- The Industry leads for Outreach Efforts for RASG-PA Activities (RASG-PA ESC/27 D/3) shall merge these activities under the RASG-PA Communications Plan activities
- The FOQA Programme (RASG-PA ESC 27 D4) efforts remain valid and ongoing
- RASG-PA ESC Meetings (RASG-PA ESC/27 D/5) Meetings are being scheduled, to the extent practicable, after the conclusion of every two PA-RAST meetings. Status is closed

Agenda Item 4: **SPECIAL INTEREST BRIEFING – ICAO HQ**

4.1   The Secretariat informed the Meeting of the latest global aviation safety topics and provided updates on global safety plans currently under development.

4.2   WP/02, WP/03, WP/04, WP/11, and WP/12 were consolidated and presented in a PowerPoint format (P/01). Taking into consideration the role of the ICAO Regional Offices and RASG-PA, and to avoid the duplication of actions, the Meeting took note of the information, agreeing on the following:

- The ICAO Regional Offices, using their internal procedures, shall send the suggested actions in WP/02 (GASP updates and development of national Safety Plans), WP/03 (SSP implementation) and WP/04 (USOAP CMA activities) to their States and Territories for their review and action
- Considering the actions proposed for the improvement of RSOOs and the proposed development of a Global Aviation Safety Oversight System (GASOS), the ICAO Regional Offices shall send WP/11 (Global RSOO Forum outcome) to their States and Territories and seek endorsement of this proposal at the Safety and Air Navigation Implementation Symposium to be held in Montreal from 11 to 15 December 2017

4.3   The Secretariat noted that in fact many of the global targets being developed are indeed compatible with the current work of the RASG-PA while its focus will continue to be Data Driven/Risk based analysis. The Meeting agreed that the PA-RAST should review and analyze the global and regional Safety target information contained in WP/12 (Regional Safety Targets). The meeting then formulated the following decision:

DECISION
RASG-PA ESC/28/2   **REVIEW OF CORRESPONDING REGIONAL SAFETY TARGETS**

> That, for the updating of the corresponding regional safety targets taking into account the proposed new Global Aviation Safety Plan (GASP) (2020-2022) global Safety Targets, the PA-RAST:
>
> a)   review and analyze the information provided under WP/12; and
>
> b)   report any findings and recommendation regarding the proposed updated regional safety targets and the new GASP global safety targets to the RASG-PA ESC/29 Meeting.

4.4   Several ESC members felt that the RASG-PA needs to consider the processes and procedures based on the triennial plenary meeting basis to ensure its work programme on safety can be efficiently planned, implemented and improved on a periodic basis. This may require modification of the ESC terms of reference and RASG-PA Procedural Handbook which will be reviewed by the Co-Chairs and Secretariat to present proposals to the ESC.

4.5   The representative from Peru expressed that global trends in safety are continually evolving, that the role of RASG-PA may need to be more clearly defined, and a clear delineation of the States/Territories and Industry´s role to ensure the appropriate outcomes. The Secretariat informed that this will be a topic of discussion during the Global PIRG/RASG Forum planned to be included within the programme for the Safety and Air Navigation Implementation Symposium to be held in Montreal from 11 to 15 December 2017, and RASG-PA should prepare to contribute to this event based on its achievements, lessons learned, best practices and vision and strategy for the future.

Agenda Item 5: | **ITEMS/BRIEFINGS OF INTEREST TO THE RASG-PA ESC**

5.1   The Meeting noted the following documentation:

5.1.1   WP/08 regarding the work in the SRVSOP on Stabilized approach initiatives with the objective of informing the RASG-PA ESC on the initiative and obtain feedback was presented. This initiative is based on the work of a group of experts from Member States aimed to define Stabilized approach criteria and parameters for the Region as means to have an adequate and harmonized regulatory framework and guidance for the operators. This work would allow proper understanding of Runway Excursions (RE) and other runway safety issues root causes to enable safer operations.

5.1.2   Some industry members suggested that a regulatory approach to stabilized approach criteria may be counterproductive, because this criteria/parameters are closely related to operational conditions (aircraft, airline policy, etc.). On the other hand, it was mentioned that States have the need to set a minimum criteria to identify latent conditions within different aircraft operators. It was agreed that these concerns should be taken into account by the RE SET and SRVSOP working group.

5.1.3   The IATA Representative informed that they, along with EASA and the FAA, have been working on this issue as well. The Meeting agreed that all this information should be shared with the Runway Excursion – Safety Enhancement Team (RE-SET) and the SRVSOP working group to coordinate both initiatives. The AIRBUS member of PA-RAST committed to share the results of the EASA/FAA/IATA work on this issue with the OPS specialist of SRVSOP, to be taken into consideration.

5.1.4   The Meeting decided that the coordination between RE-SET and SRVSOP working group be followed in the PA-RAST. The Meeting took note that the SRVSOP Stabilized approach initiative was previously presented to the PA-RAST/26 (Costa Rica, December 2016).

5.1.5   The Meeting took note of WP/10 – Go Around Decision Making & Execution project requesting feedback about the recommendations made in the report of Flight Safety Foundation on the study relating to the psychology of factors contributing to international non-compliance with stable approach policies. On this topic, as in the previous one it was decided that the PA-RAST should analyze it and also to direct this issue for the coordination with GREPECAS regarding AGA and ATM issues.

5.1.6   With respect to the initial concepts and of the rationale behind the development of the SAM AIG regional cooperation mechanism (ARCM), the meeting took note on the progress made and future ARCM projects , as presented in   WP/06 - Achievements of the SAM AIG regional cooperation mechanism (ARCM). The WP highlighted the work being done by this mechanism as an important contribution for enhancing aviation safety by increasing compliance with ICAO Annex 13 standards, and strengthens AIG competences in the region. Similarly, the NACC Office commented on its ongoing initiatives for the development of an AIG Regional Organization for the Caribbean States, which will help the States in developing their AIG capability and increase their USOAP AIG EI. This Caribbean RAIO initiative is also being supported by the GRIAA Central America.

5.1.7   The Meeting took note of the information contained in WP/13 on the SAM SSP Implementation Pilot Project, explaining that the Fifth SSP implementation meeting of the SAM Region (7 to 11 November 2016) agreed to develop a two year pilot project for the implementation of the SSP in South America. Bolivia, Chile, Ecuador, Guyana, Panama, Peru and Venezuela, confirmed their participation in the SSP implementation pilot project, and Colombia requested to be considered as an active member, once it receives the USOAP CMA audit from 5 to 15 June 2017.

5.1.8   The SSP implementation pilot project was launched on 1 March 2017; details can be found in Appendices A and B of WP/13.

5.1.9   The Meeting agreed to support the SAM Region SSP implementation pilot project within ICAO Annex 19 and Doc 9859 frameworks.

5.1.10   With WP/09 - *Flight Data Analysis Program (FDAP) Working Group*, the Meeting was informed of the progress made by the FDAP working group related to the development of a proposal to expand the implementation of FDAP for aircraft with gross weight above 5,700 Kg up to and including 27,000Kg with existing Quick Access Recorder (QAR) installations for aircraft that have adequate FDRs, this proposal is intended to be presented to the ICAO Air Navigation Commission.

5.1.11   The proposal was developed and at the moment, the associate business case is being prepared. The FDAP working group recommended formulating an immediate safety enhancement to be considered by Industry in Pan American RASG-PA States, the Pan American RSOOs and RAIOs.

5.1.12   The Meeting agreed with the work done and continued to support the development of the business case. Also agreed, that the proposal be recommended for approval by the RASG Plenary for further consideration by the States and industry and for their presentation to the ICAO Air Navigation Commission, using fast-track mechanism

5.1.13   The Meeting acknowledged the good work done by the working group in the proposal and recommended that it be carefully analyzed, including the economic impact that could have on the industry; if the analysis demonstrates the technical and economic feasibility it could be considered to present the proposal to the ANC. Likewise, Trinidad and Tobago commented that this proposal, if presented, should include helicopters. Other comments noted that as this proposal is limited to aircraft, helicopter experts should be included in any review.

5.1.14   Information regarding the Second Global Runway Safety Symposium to be held in Lima, Peru, with the support of Peru's DGAC, from 20 to 22 November 2017 was presented. The Meeting supported this event and took note that could propose to the symposium's organization potential topics and speakers to support the event.

5.1.15   The Meeting took note of WP/16 on the implementation in the SAM Region of the Safety Information Monitoring Service (SIMS), a web-based safety data and information management system in response to Annex 19 SARPS for the establishment of Safety Data Collection and Processing Systems (SDCPS). SIMS, like other initiatives that are being developed jointly with the industry, will support States to progress in the implementation of the SSP in a more efficient way; helping States to produce safety intelligence. The Meeting agreed to support SAM Region in the implementation of the first two modules of SIMS, the Air Navigation Monitoring Module (SIMS ANM) which includes the processing of appropriate data collected through Automatic Dependent Surveillance-Broadcast (ADS-B), radar surveillance systems, and other types of flight data monitoring systems, and the Ramp Inspection (RI) module comprises of safety data from national ramp inspection programmes.

Agenda Item 6:   **RASG-PA PROJECT REPORT**

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

6.1.1   The report was unavailable and will be provided at the next ESC meeting.

6.2 **CAR and SAM Regions Safety Information Project**

6.2.1   The Flight Safety Foundation (FSF) recalled that they are continuing with their 2017 activities as noted in the ESC/27 Meeting, as follows:

- Continued validation of Framework documents
- Emphasizing methods with scenario examples in most levels
- Continued use of webinars to reach participants and interested parties
- Continued work with ICAO at regional and global levels

6.3 **Regional Aviation Accident Investigation Group (GRIAA) of Central American States**

6.3.1   COCESNA highlighted some of the past accomplishments of the group for the new ESC members in attendance, and noted that in March 2017, the group met at the ICAO Regional Office in Mexico City; Mexico and were able to formulate strategies to merge the technical and political issues needed to move forward on the regional integration of the Central American Accident Investigation and Prevention (AIG) mechanism. The Meeting noted that AIRBUS holds AIG workshops throughout the year at various locations, and an opportunity exists for the region to attend an AIG best practices workshop in Buenos Aires, Argentina in November 2017.

Agenda Item 7:   **RASG-PA Team Reports**

7.1 **Annual Safety Report Team (ASRT)**

7.1.1   The SAM Regional Office presented WP/7, noting that the 7th edition of the Annual Safety Report is in its final stages. Due to the delays in the production of the report, the team is contemplating a "special edition" of the reports that includes 2015 and 2016 safety data, and then continue with the 8th edition in 2018. The next ASRT meeting is scheduled for the last week of May 2017 in Lima, Peru.

7.2 **Pan America – Regional Aviation Safety Team (PA-RAST)**

7.2.1   The RASG-PA Industry Co-Chair provided a brief summary of the following activities:

(a)   Controlled Flight into Terrain (CFIT):

- As a first step, the group showed a detailed study and analysis of CFIT accidents in the region and collected recommendations and best practices from several sources. From the analysis, the group identified which of those recommendations would be the most effective in preventing CFIT accidents in the region.
- This allowed the creation of Detailed Implementation Plan (DIP) CFIT 03 in March 2016. The DIP was completed and closed in March 2017 with the following actions taken:

   o Output #1: Survey for airlines/operators to measure the use of the Global Positioning System (GPS)/Ground Proximity Warning System (GPWS) in the LATAM/CAR fleet: The group developed a survey of the use and management of GPS/GPWS technology for operators. This was sent by IATA to all operators and the results were analyzed and shared with the PA-RAST and published by IATA as part of a report on CFIT worldwide. A conclusion was drawn with the need for harmonizing the process of managing the GPWS database and software versions, thus centralizing this responsibility in the maintenance area
   o Output #2: Develop Guidance Material to help airlines in acquiring new aircraft with GPS/Enhanced Ground Proximity Warning System (EGPWS)
   o Output #3 Work with the airline maintenance area to improve procedures that ensure that GPWS always has the latest software version, and their terrain database is up to date. The results of these efforts, as well as other conclusions were presented to managers and other responsible personnel from the air operator maintenance of the region during the ALTA Mandatory Occurrence Report (MRO) event in 2016

   o Output #4 Promote adoption of Standard Operating Procedures (SOPs) by airlines that ensure that the "terrain display" option is selected by at least one pilot at identified high risk airports upon reaching Top of Decent (TOD). This recommendation and the r results from the survey, as well as outcome of interactions with the airline´s maintenance area were presented to airline´s management in the region, and in coordination with IATA they will be incorporated in the next version of the International Safety Oversight Audit (IOSA) standards

CFIT Next Steps:

- Survey for States to know if GPWS is a regulatory requirement
- Produce a checklist for Civil Aviation Autority (CAA) inspectors to make sure that airlines comply with CFIT regulations, training, SOPs,software and database updates
- Performance-Based Navigation (PBN)/Vertical Guidance implementation at airports were data shows high risk
- Vertical Guidance to replace circle to land approaches.
- Update airports obstacles charts in accordance with WGS-84
- Survey for States to know Obstacle and Terrain implementation Area 1, 3 and 4 status

(b) Mid-Air Collision (MAC)

- The MAC group has developed a reactive and proactive mitigation methodology for Traffic Collision and Avoidance System (TCAS-RA) events, which is currently being developed for use by States in the ICAO SAM Region

    o The Brazilian Civil Aviation Safety Team (BCAST) has developed initiatives to mitigate TCAS-RA events in Brazilian territory, and this type of activity can be adapted to national realities of different States in the ICAO SAM region
    o The work on TCAS-RA "hot-spot" mitigation has identified the need to strengthen the reporting culture by Air Traffic Controller's (ATCO's). Safety initiatives undertaken by the Brazilian air navigation service provider are also pointing at the same direction. The results indicate that it may be possible to mobilize an ANSP organization for the promotion of reports by ATCOs

- The MAC group is developing a proposal to improve reporting of resolution notices (RA) to Accident Investigation Authorities

- The MAC group within the BCAST has actively contributed to the PA-RAST; for example, the development of the methodology built to mitigate the hot spots with the use of Google Earth, the definition of criteria for numbering call signs through a standard algorithm for all companies, the development of MAC and level bust toolkits and recommendations for pilots and controllers, which are now available on the BCAST website (http://www.anac.gov.br/assuntos/paginas-tematicas/gerenciamento-da-seguranca-operacional/bcast/trabalhos-realizados).

- As a result of the mitigation work of hot spots in Brazil, the need to encourage a greater number of TCAS-RA reports by controllers was identified. At the meeting of the DECEA Safety Committee in December 2016, the ASEGCEA (Safety Advisory Committee of DECEA) presented to the safety Managers of CINDACTAs, SRPV-SP and INFRAERO a chart comparing the 2015 TCAS reports of pilots and controllers by region, which confirms the need to create a TCAS-RA reporting incentive campaign to all Brazilian ATCs

(c)　　　Runway Incursion (RE)

Landing training

- Output #1 Completed:　Development of guidance material to prevent RE (take-off and landing) based upon different guidance material from FAA, FSS, IFALPA, CANSO and other organizations.

- Organize and develop industry workshops to distribute the material and other RE information (targeting the training departments of the operators) and applying the recommendations in operator Standard Operating Procedures (SOPs)
- For both guides, an Excel checklist is being developed which references the documents and has specific hyperlinks to each section of the documents.

(d)　Loss of Control – In-Flight (LOC-I)

The group has established the following work plan:

- A previous survey of States and service providers that was not well received and may be redone, using IATA resources
- Noted the need to develop and establish other levels of communication to reach targets
- Possibly look at creating training courses and workshops
- Establishing joint collaborative activities with the Flight Safety Foundation and Regional Training Centers

Agenda Item 8:	**RASG-PA STRATEGIC PLAN**

8.1   The meeting discussed the validity of the RASG-PA Strategic Plan, as implemented in previous ESC meetings, and agreed that should be separated from the RASG-PA Communication Plan. Also, it was agreed that, given the new members of the ESC, a review of the Strategic Plan shall be considered. As a result, the ESC undertook the following decision:

DECISION
RASG-PA ESC/28/3   REVIEW OF RASG-PA STRATEGIC PLAN

> That, with the addition of new ESC members, the Strategic Plan shall be reviewed , as necessary, by a small group of ESC members, led by the representative from CANSO, and report its findings to the next meeting of the ESC

Agenda Item 9:	**RASG-PA COMMUNICATION PLAN**

9.1   The Meeting noted the continued outreach efforts led by Chile and FSF, in order to ensure that the Communications Plan is updated and efforts are made to maximize RASG-PA member participation in RASG-PA sponsored events and working groups. The discussion led to the following decision:

DECISION
RASG-PA ESC/28/4   REVIEW OF RASG-PA COMMUNICATION PLAN

> That the RASG-PA Communications Plan be reviewed as necessary, updating the valid decisions and conclusions with respect to the Communications plan, and to support the outreach efforts led by Chile and   FSF   to   expand   participation   for RASG-PA events.

Agenda Item 10:	**OTHER BUSINESS**

10.1   RASG-PA Participation at the ALTA Safety Summit

10.1.1   The Meeting noted the dates of the ALTA Eighth Pan American Aviation Safety Summit and the ALTA request to provide the necessary support to ensure maximum participation by RASG-PA member States. The Secretariat noted that it will reach out to ALTA to provide any and all assistance, as well as coordinate the RASG-PA public affairs event on the margins of the Summit.

10.2   Proposed change to PA-RAST Calendar

10.2.1   The Secretariat presented WP/05 for action by the ESC to consider changes to the PA-RAST 2017 Calendar as discussed and approved by the PA-RAST/27 Meeting. The meeting was asked to note the following:

> a) 23-25 May 2017 – Santa Cruz, Bolivia
> b) 14-16 November 2017 – NACC TBD

10.2.2   Bolivia was selected as a result of an invitation by the Bolivian Representative present at the PA-RAST meeting. A NACC State was also selected but the Representative asked to defer to the first meeting in Calendar year 2018. As such, a previous invitation from Argentina was considered and approved. Subsequently, Argentina has also requested that they defer their meeting to calendar year 2018. The Secretariat shall consult with the ICAO NACC Regional Office to consider a NACC State/Territory to host the PA-RAST/30 meeting.

10.2.3   The PA-RAST also discussed and requested the ESC consider that the two PA-RAST meetings, originally scheduled to be held in the Regional Offices, be held in one location. The PA-RAST/27 meeting agreed, by majority consensus, to hold those meetings in South Florida, United States. Also, many States and Industry representatives present at the PA-RAST/27 felt that having two meetings in one location would be beneficial for expanded State/Industry participation, as well as for financial considerations: as many expressed budgetary constraints and curtailing of international travel. The Industry members located in South Florida offered to alternatively host the meetings, at no cost to the RASG-PA. The meeting then took the following decision:

DECISION
RASG-PA ESC/28/5   LOCATION OF PA-RAST MEETINGS

> That two PA-RAST meetings to be held each year, in South Florida (Miami/Ft. Lauderdale) United States.

Agenda Item 11: | **RASG-PA ESC/29 MEETING**

11.1   Per the conclusions and decisions in the RASG-PA ESC/27 Meeting, two ESC meetings will be scheduled each calendar year, to the extent practicable, after two PA-RAST Meetings.

11.2   The next RASG-PA ESC Meeting will be held from 17 to 18 October 2017, at the ICAO NACC Regional Office, Mexico City, Mexico.

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