



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

Thirtieth Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting RASG-PA ESC/30

Final Report

Baltimore, United States, 22 to 23 March 2018



**Thirtieth Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting
(RASG-PA ESC/30)**

Baltimore, United States, 22 to 23 March 2018

Summary of Discussions

Date	22 – 23 March 2018
Location	Baltimore, United States, 22 to 23 March 2018
Opening Ceremony	<p>The Meeting was attended by 27 participants from 8 States/Territories, and 7 international organizations and industry. The list of participants is presented in Appendix A.</p> <p>Mr. Gabriel Acosta, on behalf of Mr. Carlos Cirilo, RASG-PA ESC Co-Chairperson, representative from IATA, thanked the United States Federal Aviation Administration (FAA) for hosting the Meeting and welcomed participants, explaining the importance of RASG-PA Executive Steering Committee (ESC) compliance with the Global Aviation Safety Plan (GASP) expectations and requirements. Mr. Mario Castañeda, on behalf of Mr. Carlos Velasquez, RASG-PA ESC State Vice Co-Chairperson, and Guatemala representative, also welcomed participants to the meeting. Messrs. Oscar Quesada and Julio Siu, Deputy Regional Directors of the ICAO SAM and NACC Regional Offices respectively, emphasized the transition work of the RASG-PA Secretariat and expressed the value of the work of RASG-PA regarding safety matters in the Pan American Region. Mr. Christopher Barks, United States, welcomed participants to the historical city of Baltimore, expressing United States' appreciation to hold the meeting together with the United States INFOSHARE forum, recognizing the importance that everyone has the opportunity to see the way the INFOSHARE Forum works.</p> <p>Messrs. Mario Castañeda, and Gabriel Acosta, as RASG-PA/ESC Co-Chairpersons representing States/Territories and international organizations/industry, respectively, chaired the meeting.</p> <p>Mr. Melvin Cintron served as Secretary of the Meeting and was assisted by Messrs. Fabio Rabbani, ICAO SAM Regional Director and Oscar Quesada, ICAO SAM Deputy Regional Director (DRD), and Mr. Julio Siu, DRD from the ICAO NACC Regional Office.</p>

Discussion Items

Agenda Item 1

Approval of the Provisional Agenda

1.1 The Meeting approved the provisional agenda and schedule as presented in WP/01, with minor adjustments in the order and times of the discussion. The documentation for the Meeting was listed in IP/01 Rev. The Secretariat explained the thinking behind the preparation of the documentation, highlighting the importance to have all safety activities achieved in the Pan American Region reported to the RASG-PA Meeting.

Agenda Item 2

Review of RASG-PA Valid Conclusions and Decisions

2.1 Under WP/02, the Meeting reviewed the valid Conclusions and Decisions from previous RASG-PA ESC Meetings, and concluded as follows:

Completed:

- *RASG-PA ESC/29/C/1* – joint work of the PA-RAST Mid Air Collision (MAC) Group and the CAR/SAM Regional Planning and Implementation Group (GREPECAS) Scrutiny Working Group (GTE)
- *RASG-PA ESC/29/C/2* – provisions already included in the next ICAO Annex 6 Proposal for Amendment, which is being worked by ICAO Headquarters
- *RASG-PA ESC/29/C/6* – RASG-PA participation in the 2018 PIRG-RASG Forum

Superseded:

- *RASG-PA ESC/28/D/2* – by PA-RAST/31 report

Still valid:

- *RASG-PA ESC/23/D/1* – PA-RAST ToR - to be completed with approval of PA-RAST/31 Report
- *RASG-PA ESC/28/D/3* – RASG-PA Strategic Plan under review by the Ad-hoc Group, final version will be available on the RASG-PA ESC/31 Meeting
- *RASG-PA ESC/28/D/4* – RASG-PA Communication Plan, under review by the Ad-hoc Group, final version will be available on the RASG-PA ESC/31 Meeting
- *RASG-PA ESC/29/C/3* – Flight Safety Foundation will report to the RASG-PA ESC/31 Meeting
- *RASG-PA ESC/29/C/4* – the PA-RAST is working on the requested actions
- *RASG-PA ESC/29/C/5* – a survey will be conducted in coordination with the GREPECAS survey

2.2 **Appendix B** to this report shows the details on the Conclusions/Decisions.

2.3 Regarding the achievement on proposing the amendment to Annex 6, the Meeting recognized the importance of the cost-benefit analysis, and agreed to inform the results in a working paper to be presented to the 13th Air Navigation Conference (ANCONF/13). In this regard, the following Decision was adopted:

CONCLUSION

RASG-PA ESC/30/1

**AN/13 WORKING PAPER ON FLIGHT DATA
ANALYSIS PROGRAMME IMPLEMENTATION IN
THE NACC AND SAM REGIONS**

That, in order to highlight the work achieved on the Flight Data Analysis Programme Implementation in the NACC and SAM Regions in the upcoming NACC/SAM DCAs and ANCONF/13 and other safety related events, the RASG-PA ESC Members will:

- prepare working papers for the 2018 DCAs Meetings and the AN/CONF/13; and
- report on this progress by RASG-PA ESC/31 Meeting

Agenda Item 3

Items/Briefings of Interest to the RASG-PA ESC

NACC and SAM Safety Progress Reports on SSP/SMS

3.1 Under WP/06, the Meeting was informed on the proposal of the safety module of the regional plan for the sustainability of air transport in the SAM Region (SAM plan) – SAMSP, recognizing the importance of sharing this information with RASG-PA. The SAMSP was developed considering the strategic objectives of the last review of the Global Aviation Safety Plan (GASP), and falls within the context of a preventive strategy for improving safety performance in the South American (SAM) Region, explaining the main priorities of this plan. IATA informed their commitment to work with the SAM Plan, which contains realistic and solid goals and asked to include a Key Performance Indicator (KPI) on fatality risk. The ICAO SAM Regional Office welcomed the comments on this proposal. The Point of Contact (PoC) is Mr. Marcelo Ureña, Regional Officer, Flight Safety, ICAO SAM Regional Office.

3.2 Similarly, for the NAM/CAR Regions, and under WP/11, the meeting was informed on the status of the ICAO NAM/CAR Regional State Safety Programme (SSP) Implementation Strategy for 2018-2023. This Strategy was developed in accordance with the NACC/DCA mandate (*Conclusion NACC/DCA/07/6*) and under the NACC No Country Left Behind (NCLB) Programme, which encourages the participation, in a pilot project, for the State Safety Programme (SSP) implementation to those NAM/CAR Member States with a solid SSP foundation according to the Universal Safety Oversight Audit Programme (USOAP) – Continuous Monitoring Approach (CMA) framework and the SSP Foundation Tool.

The Strategy highlights the importance that States should build upon fundamental safety oversight systems to implement SSPs, including the Air Navigation Service Providers (ANSPs) State Management Systems (SMS).

3.3 CANSO recalled their activities to support their ANSP members with their Project on SMS implementation, and also asked the ICAO Regional Offices to explore partnership opportunities on their efforts to implement SMS on ANSPs. ICAO agreed and asked CANSO to contact Mr. Roberto Sosa, Regional Officer, Air Navigation and Safety, ICAO SAM Regional Office and Mr. Eddian Mendez, Regional Officer, Air Traffic Management and Search and Rescue, ICAO NACC Regional Office, respectively.

3.4 Based on these plans, the Meeting recognized the changes on RASG-PA to look at all safety matters as a whole, in line with the GASP. The Meeting suggested that both plans (NACC and SAM SSP Plans) shall considered common key-performance indicators to facilitate the monitoring of the regional progress, be consistent on reporting and complying with the GASP, and be able to report to ICAO Headquarters (HQ) the progress. The ICAO NACC and SAM Regional Offices noted this approach and will work on it once these proposed SSP Implementation plans are approved.

Report on Safety Initiatives

3.5 Under WP/07, the Secretariat informed on the progress and achievements of the ICAO NACC NCLB Assistance Programme, in respect to the USOAP-CMA Effective Implementation (EI). The NACC NCLB Strategy focused its activities on improving the States' critical areas through a project management process with clear objectives, goals, deadlines, and responsible entities; a systemic monitoring methodology and a timely accountability report for the States and the ICAO Council. For 2018, the enhancement of regional organizations [Regional Safety Oversight Organizations (RSOO), Regional Accident and Incident Organizations (RAIOs), etc.] and the Caribbean States are the goals of the NCLB Assistance Programme. The main achievements on safety by the NCLB Assistance Programme achieved in 2017 were presented.

3.6 Under WP/12, the Meeting was briefed on the progress made by the Regional Safety Oversight Cooperation System (SRVSOP) on the implementation of safety and air navigation improvements, describing the objectives and achievements foreseen by the SRVSOP. It also presented information on its 2018 activities programme.

3.7 Under IP/03, the Meeting noted that the Central American Aviation Safety Agency (ACSA), on their role as a RSOO for Central America, has the objective of advising and assisting the Central American States on the improvement of safety and compliance with the ICAO Standards and Recommended Practices (SARPs). The Meeting recognized and congratulated the relevant work done with the Central American States, where the States EI is over 80%; the development of harmonized standards in the region, and its assistance in certification and surveillance processes (aerodromes, air operators, air navigation services, among others). Finally, ACSA commented on their current active participation as part of GASOS (Global Aviation Safety Oversight System).

GREPECAS Preparation and Safety Improvements from Air Navigation Services Implementation

3.8 Under WP/15 and WP/10, respectively, the Meeting took note on the air navigation implementation mechanisms and projects, corresponding to GREPECAS and the operating arms of the implementation with the NAM/CAR Air Navigation Implementation Working Group (ANI/WG) and the SAM Implementation Group (SAM/IG). The Meeting recognized the importance to know the current work programme and targets of these ANS Implementation mechanisms to seek on synergies between GREPECAS and RASG-PA for the implementation of safety improvements.

3.9 The Secretariat emphasized on the changes in the Secretariat for RASG-PA and GREPECAS and the importance to conduct a baseline analysis of each Group to seek improvements and clarify the responsibilities to be covered.

3.10 Some members of RASG-PA ESC expressed concerns in regards to changing the focus of the PA-RAST, by increasing its responsibilities into compliance issues, such as aerodrome certification. After some discussions, the Secretariat clarified that the PA-RAST should continue working on a risk-based and data-based approach, and that the aerodrome certification project is already addressed by States and the Secretariat under GREPECAS and the only function of the RASG-PA ESC will be to monitor the progress by taking note, commenting, and assisting the region to overcome the challenges that the Secretariat will present in working

papers. ICAO HQs will take note on the progress through the RASG-PA meeting reports, as part of the monitoring activities on the progress of global plans, such as the GASP. Finally, once the baseline analysis is completed the Meeting agreed to review any changes to GREPECAS/RASG-PA responsibilities. Everyone recognized that the surveys agreed under RASG-PA will be part of this task on the baseline analysis.

3.11 Brazil expressed the good experience conducted between RASG-PA MAC Group and the GREPECAS GTE, as well as how the Brazilian Commercial Aviation Safety Team (BCAST) works; recognizing that there are opportunities in this type of work to enhance the PA-RAST work.

In this regard, the Meeting agreed on the following decision:

DECISION

RASG-PA ESC/30/2

**IDENTIFICATION OF SAFETY IMPROVEMENT
AREAS FOR ANS SUPPORT ON RESOLUTION/
MITIGATION ACTIONS**

That, in order to seek solutions and mitigations actions pertaining the ANS involvement for improving safety matters, the PA-RAST:

- a) identify areas of safety improvements;
- b) notify those areas to the ICAO Regional Offices for ANS implementation support when required; and
- c) report to the RASG-PA ESC/31 Meeting on this progress.

Other Items of Interest to the RASG-PA ESC

3.12 Under WP/05, the Secretariat informed on the proposal to carry out an Upset Prevention and Recovery Training (UPRT) Workshop in Sao Paulo, Brazil, from 5 to 6 June 2018, to qualify aircraft operations inspectors of the CAR/SAM Region States, so that they can start the UPRT implementation in their respective State. On this workshop, the PA-RAST will present its progress on Loss of Control - In Flight (LOC-I) and the outcomes of the Group to States. The funds for the proposal will be done through the existing available RASG-PA funds and the ICAO Regional Offices.

3.13 The Meeting was informed, under IP/02, on the outcome from the PIRG-RASG forum held during the GANIS/SANIS Symposium in ICAO Headquarters in December 2017, where RASG-PA was represented by its Industry Co-chairperson, following the position developed by RASG-PA ESC.

3.14 United Kingdom Air Safety Support International (ASSI) presented under P-1, their safety partnerships activities and their interest to work several safety improvement actions with the Caribbean States. An upward trend in Mandatory Occurrence Reports (MORs) had been identified in several Caribbean States,

doubling in the last four years. The improvement areas included are: runway safety, wildlife control, etc. The Meeting welcomed ASSI's approach and invited ASSI to share this safety data with the PA-RAST in their upcoming meeting in May 2018.

3.15 The ICAO NACC Regional Office and CASSOS will work with ASSI to promote solutions and mitigation actions considering the Mandatory occurrence report (MORs) reported. CASSOS requested ASSI further details on the safety data presented. A follow-up coordination teleconference on this matter was agreed for mid-April 2018 among NACC, ASSI, and CASSOS.

Agenda Item 4

RASG-PA Project Reports

4.1 Under WP/04, the Meeting was briefed with an update on "*Programa de Acción para la Seguridad Operacional*" (PASO). Currently, PASO is part of *Programa de Análisis de Sucesos Operacionales Centroamericanos* (PASOC) that is also part of the Central American Safety Regional Plan (RSP). PASO continues to hold its bimonthly meetings, while the RSP and PASOC are still in the implementation phase. For the second semester, the launching of all States is expected in order they can have a system that collects, processes, and analyzes Safety Data (SDCPS), as well as a unified programme for the notification of such deficiencies. The Meeting noted the progress and the relevant activities of the PASOC Project (ECCAIRS training and unified programme for the notification of deficiencies, hazards or safety occurrences or events, etc.).

4.2 CASSOS provided an update on their initiative for a Regional Accident and Incident Investigation Regional Office for the Caribbean (RAIO-C) under WP/09. CASSOS briefed on the two phases of its implementation and on the planning for 2018. CASSOS highlighted the RAIO-C approach based on the collaboration among States for Accident Investigation and Prevention (AIG) matters and USOAP EI.

4.3 Regarding the Regional Accident and Incident Investigation Organization for Central America (GRIAA) Initiative, as taken from PA-RAST/31 meeting, the Meeting took note that it was operated since its beginning by ACSA; however, currently the management and operation of GRIAA is under decision between Belize and Nicaragua; as such the activities are on hold until GRIAA headquarters is defined.

Agenda Item 5

RASG-PA Team Reports

5.1 Under WP/14, the Meeting was briefed on the RASG-PA Annual Safety Report (ASR) Team on:

- the results of the ASR, Special Edition review
- the latest decisions of the RASG-PA ESC regarding subsequent editions

of the report

- the distribution of the ASR Special Edition; and
- the work plan for the elaboration of the ASR Eighth Edition

5.2 The Meeting recalled that the PA-RAST has to be included in the development of the Regional Annual Safety Report.

5.3 The PA-RAST presented the 2017 and 2018 statistics on accident and fatality rates for the Latin American and Caribbean Region, where 1.88 accident/million flights rate was identified in the LATAM/CAR Regions for 2017, as well as a fatality rate of 0.27 for 2017/2018.

5.4 From the safety data analysis from Flight Data Exchange (FDX) information regarding the Pan American region, the following was highlighted:

- For the NAM Region, no major reports for Canada were observed, as currently only two carriers are providing data. More data is expected to be included with the creation and operation of the Canadian Civil Aviation Safety team, scheduled to be discussed in the upcoming PA-RAST/32 Meeting in Ottawa, Canada
- For the CAR Region, observations were made on the reduction of Traffic Collision and Avoidance System-Resolution Advisory (TCAS RAs) in the Havana Flight Information Region (FIR) due to the implementation of a new Air Traffic Service (ATS) Route (UG448)
- For the SAM Region, the Meeting took note that Panama is redesigning its airspace. IATA is working with Panama to share with them FDX data for the airspace redesign. Colombia shows a very high number of TCAS RAs, mainly close to Bogota. Chile commented that with regards to the TCAS RAs in Chile, a more thorough investigation of the root causes is needed to make better decisions.

5.5 The Meeting recognized the need to properly give credit to all regional efforts from many different institutions and stakeholders, in order to improve safety and reduce TCAS RAs. The Meeting emphasized that more sharing of good practices and information is needed to identify the positive safety impact that air navigation improvement provides and recognized that safety improvements are a result of many stakeholders.

5.6 IATA recalled that the data does not belong to them, it belongs to airlines. Airlines have very strict rules on the way they show and share data. Since IATA has a Memorandum of Understanding (MoU) with RASG-PA, IATA recognizes the benefit to share this information for the GREPECAS processes. Regarding the risk mitigation actions, probably GREPECAS would benefit from this information.

5.7 Similarly, the Meeting expressed the need to provide the safety improvement areas or safety hotspots to States and ICAO in order to work on actions to resolve or mitigate them. The PA-RAST recalled the work programme activities for assisting States to build their civil aviation safety team. In this regard, the ICAO NACC and SAM Regional Offices offered to include an agenda item at the different Regional ANS Implementation Group Meetings, ANI/WG for NAM/CAR Regions and one of the two yearly meetings of SAMIG to show the results of FDX; agreeing on the following Draft Conclusion:

DRAFT CONCLUSION
RASG-PA ESC/30/3

**SHARING OF SAFETY DATA ANALYSIS RESULTS
FOR THE IMPLEMENTATION OF SAFETY
IMPROVEMENTS**

That, in order for States/Industry to implement safety improvements based on the Safety Data Analysis from the PA-RAST Group, the PA-RAST will show the results of the FDX at the different Regional ANS Implementation Group Meetings in the NACC and SAM Regions.

5.8 Similarly, the PA-RAST presented their PA-RAST/31 meeting report including its results and outcomes; highlighting the Detail Implementation Plans (DIPs) progress, the development of their Terms of Reference (ToR), the review of the PA-RAST deliverables, and the webpage inclusion, etc.

5.9 From the PA-RAST/31 report, the Meeting discussed the General Aviation (GA) issues and RASG-PA scope and the possibilities of addressing it:

- Trinidad and Tobago recalled on the need to address helicopter operations
- The Meeting also took note of the United States FAA's experience on GA
- United States suggested to the PA-RAST to check the limits (for example non-scheduled flights); but also suggested to neither use the FAA's definition nor the ICAO's.

5.10 In this regard, the Meeting concluded that the PA-RAST shall advise the ESC on the possibilities to address this matter, where additional work could be applied and where it should not. Probably a different group should handle this type of operations; also, the PA-RAST was advised to include in this evaluation the GASP and ICAO mandate to make sure RASG-PA is within its mandate.

Agenda Item 6

RASG-PA Strategic Plan

6.1 CANSO, on behalf of the Strategic Plan Ad-hoc Group, commented that the RASG-PA Strategic Plan is still under review and comments by the Group, and will present the final version by the next ESC meeting.

Agenda Item 7

RASG-PA Communications Plan

7.1 Under WP/03, Flight Safety Foundation (FSF) in representation of the Communication Plan Ad-hoc Group, recalled that clarification and guidance given by the ESC/29 meeting allowed the current progress achieved by the Ad hoc Group, which is led by the ICAO Secretariat/SAM Office. FSF highlighted the six basic areas that are intended to be addressed in the Plan. The work continues to obtain feedback from different stakeholders in regards to the roles, timing, etc., having received a good feedback for the first draft. The comments received were regarding:

- The need to be clearer on: *What does RASG-PA want to communicate?* How does RASG-PA know if the communication plan is effective?
- Similar communication plans, as the General Aviation Plan from the United States FAA
- Noted that some activities and products are situational and others may be routine
- Regarding the six areas of the Plan, clarification should be made to have more participation from States in RASG-PA activities and not only in the ESC meetings
- Focus should be more emphasized on the access to RASG-PA products rather than participation in meetings
- Should not narrow the communication activities to only PA-RAST products, but more of a two-way communication, also for RASG-PA to be informed on other activities done on safety, for example SSP, RSOO; etc. Also, highlighted about the upgrade of the web page
- Need to highlight the project management approach adopted by RASG-PA

7.2 FSF commented that the target date to receive additional comments is 6 April 2018.

Agenda Item 8

RASG-PA Work Programme

8.1 Under WP/13, following the ESC/29 RASG-PA improvement to implement a project management approach in RASG-PA; the Meeting was proposed to adopt a world-recognized project management methodology for both RASG-PA and GREPECAS, in order to effectively deliver what is required in both Groups, and to use a common language for a better integration of both efforts (RASG/PIRG). The Meeting accepted to change the RASG-PA working group approach to a project based approach; but just adopting the project management technique and no certification.

8.2 In this regard, the Meeting recognized the need to analyze various options available on project management for RASG-PA and GREPECAS, in order to incorporate this new methodology in their procedural handbooks. In this regard, the Meeting adopted the following Draft Conclusions:

DRAFT CONCLUSION

RASG-PA ESC/30/4

**PROJECT MANAGEMENT APPROACH FOR
RASG-PA**

That, in order to effectively deliver what is required in RASG-PA and GREPECAS, and to use a common language for a better integration of RASG-PA and GREPECAS, ICAO will:

- a) analyze the available options to implement Project Management Techniques in the RASG-PA and GREPECAS work programme; and
- b) recommend the best option by the RASG-PA-ESC/32 Meeting.

CONCLUSION

RASG-PA ESC/30/5

**BASELINE ANALYSIS FOR RASG-PA TO
ENHANCE ITS PERFORMANCE AND
COORDINATION WITH GREPECAS**

That, in order to optimize RASG-PA performance and its coordination process with GREPECAS, that the ICAO NACC and SAM Regional Offices use the survey results and other means to:

- a) conduct a baseline analysis for RASG-PA;
- b) evaluate/propose a process to enhance this coordination between RASG-PA and GREPECAS; and
- c) report by the RASG-PA ESC/32 Meeting

8.3 Under WP/16, the Meeting recalled the importance of safety data for the analysis of risk to implement safety improvements, considering expanding the sources of data and applying the results of the data analysis following the protection of data and the agreements signed for such purpose.

8.4 The protection of safety information is essential for the development, evolution, and progress of safety information sharing and exchange initiatives. In RASG-PA, different MoUs have been signed to ensure the confidentiality of safety data. The criticality of such information sharing was already recognized at a global level during the 37th Session of the Assembly, where United States, EASA, IATA, and ICAO signed a MoU for a Global Safety Data exchange in the pursuit of data-informed safety enhancements. In this regard, in RASG-PA, the safety data is mainly provided by airlines with FDX and ASIAS data.

8.5 In order to allow RASG-PA to analyze regional risks in a more comprehensive and precise manner, it is fundamental that all industry members share their information in an equitable manner. This way, risks will be addressed more comprehensively, by considering a wider range of operational aspects, with the consequent benefits for the formulation of mitigation actions and control measures. CANSO commented that through their SIEP Programme, this is being worked with a group to see what type of information could share with RASG-PA.

8.6 Based on the above, the Meeting agreed on the need to improve and expand RASG-PA's data sharing process; adopting the following draft conclusion:

DRAFT CONCLUSION

RASG-PA ESC/30/6

IMPROVEMENT AND EXPANSION OF RASG-PA'S DATA SHARING PROCESS

That, in order to improve and expand RASG-PA's data sharing process;

- a) PA-RAST develop a plan for sharing and storing appropriate safety data with the ICAO Regional Office in order to develop risk-based safety improvements/implementation actions in the region;
- b) ACI-LAC and CANSO seek the sharing of their safety data to enhance data analysis and precision; and
- c) PA-RAST, ACI-LAC, and CANSO report progress to the ESC/31 Meeting.

8.7 Regarding implementing mitigation actions, the PA-RAST commented that the Go Team process is not defined in the TORs of the PA-RAST, and should be thoroughly analyzed for decision making. The ESC needs to be involved in the discussion process, and further work is necessary.

8.8 Similarly, the PA-RAST commented on the teleconferences that it used to hold for conducting their work. The Meeting agreed that at least some teleconferences need to be established per year, including an specific agenda for these teleconferences, adopting the following Decision:

DECISION

RASG-PA ESC/30/7 PA-RAST

FOLLOW-UP

AND

COORDINATING

TELECONFERENCES

That, in order to enhance the work and follow-up of the PA-RAST activities, the PA-RAST shall reestablish their follow-up teleconferences as soon as practical.

8.9 Under WP/17, the Meeting review the 2019 activities programme, identifying that for 2019 and based on the RASG-PA Handbook, a RASG-PA Plenary should be held in 2019. Costa Rica commented on their initial interest to host the RASG-PA Plenary. In this regard, the Meeting agreed to hold the Tenth RASG-PA Plenary Meeting, from 18 to 20 June 2019. As such, the Meeting adopted the following draft conclusion:

DRAFT CONCLUSION

RASG-PA ESC/30/8 PA-RAST

HOSTING OF 2019 RASG-PA PLENARY

That, in order to plan and prepare the successful execution of the Tenth RASG-PA Plenary in 2019, States are invited to present their offer to host this meeting to the ICAO Regional Offices by **30 November 2018**.

Agenda Item 9

Other Business

9.1 Under WP/08, ICAO provided a summary of the work undertaken by ICAO to assist Member States with the implementation of provisions related to the protection of safety data, safety information, and related sources. The paper followed-up the concern raised during the RASG-PA ESC/29 Meeting by IATA, in its RASG-PA ESC/29 –WP/08.

9.2 Under P-2, ALTA presented their 9th ALTA Safety Summit event to be conducted in Buenos Aires, Argentina, from 11 to 13 June 2018.

9.3 Finally, the Meeting was reminded that the next PA-RAST Meeting will be held in Ottawa, Canada, from 8 to 10 May 2018 and the next RASG-PA/ESC/31 Meeting in a SAM State by November 2018.

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APPENDIX A

LIST OF PARTICIPANTS

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APPENDIX B

Conclusion / Decisions	Deliverable	Responsible	Follow-up	Status
<p>DECISION RASG-PA ESC/23/1 IMPLEMENTATION OF A “RASG-PA TACTICAL GO-TEAM” CONCEPT</p> <p>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.</p>	Develop PARAST ToR (APX B of Handbook)	PA-RAST	PARAST presented its ToR proposal to the Meeting, which shall be approved once the PA-RAST/31 Meeting report is approved.	Valid
<p>Decision RASG-PA ESC/28/2</p> <p>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:</p> <ul style="list-style-type: none"> 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. 	Update corresponding regional safety targets	PA-RAST	Safety Performance Targets to be reviewed by RASG-PA Members lead by ICAO	Superseded
<p>DECISION RASG-PA ESC/28/3</p> <p>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</p>	RASG-PA Strategic Plan	PA-RAST	Progress was reported to the ESC/30 Meeting by CANSO. To be finalized by RASG-PA ESC/31 Meeting	Valid

Conclusion / Decisions	Deliverable	Responsible	Follow-up	Status
<p>DECISION RASG-PA ESC/28/4 REVIEW OF RASG-PA COMMUNICATION PLAN</p> <p>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.</p>	RASG-PA Communication Plan	PA-RAST	Progress was reported to the ESC/30 Meeting by FSF under WP/3. To be finalized by RASG-PA ESC/31 Meeting	Valid
<p>CONCLUSION RASG-PA-ESC/29/1 ENHANCEMENT OF SAFETY DATA ANALYSIS BY GREPECAS AND RASG-PA</p> <p>That, in order to enhance the safety performance analysis in the CAR/SAM Regions, and considering the existing work conducted by the PA-RAST MAC Group and the GREPECAS GTE; and to strengthen the coordination between RASG-PA and GREPECAS:</p> <p>a) the Secretariat coordinate with both groups to ensure a review of the data analysis work being conducted by each of them, identifying synergies and strengthening their work programme and outcomes; and</p> <p>b) report the results and findings to the RASG-PA ESC/30 Meeting.</p>	Data analysis by GTE and MAC Group: Synergy GTE and MAC	PA-RAST	The data analysis and joint review of MAC results was conducted in PARAST/31 Meeting	Completed

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Conclusion / Decisions	Deliverable	Responsible	Follow-up	Status
<p>CONCLUSION RASG-PA-ESC/29/2 FLIGHT DATA ANALYSIS PROGRAMME (FDMP)/ FLIGHT DATA ANALYSIS PROGRAMME FDAP IMPLEMENTATION IN THE NACC AND SAM REGIONS</p> <p>That, in order to broaden FDMP/FDAP throughout the NACC and SAM Regions:</p> <ul style="list-style-type: none"> a) States take note of the results of the CBA developed by RASG-PA FDAP Ad hoc working group for the implementation of FDAP on airplanes over 5 700 kg; b) States and RSOOs encourage operator's review of the CBA document for them to decide their own implementation c) States and RSOOs analyze the aviation safety benefits if an amendment to the aviation regulations is incorporated to request FDAP on aeroplanes above 5,700 Mass Take-off Weight (MTOW); and <p>RASG-PA request the ICAO ANC to take note of the results of the CBA document and consider an amendment to Annex 6</p>	<p>Cost- benefit Analysis was promoted and an amendment for Annex 6</p>	<p>NACC AND SAM REGIONS</p>	<p>Cost- benefit Analysis was promoted and an amendment for Annex 6 was proposed to ICAO HQ.</p> <p>ICAO has included for the next amendment proposal to ICAO Annex 6 based on the RASGPA work but with some changes/improvements</p>	<p>Completed</p>

Conclusion / Decisions	Deliverable	Responsible	Follow-up	Status
<p>CONCLUSION RASG-PA/ESC/29/3 ENHANCEMENT OF DATA COLLECTION</p> <p>That, in order to enhance data collection, the Flight Safety Foundation:</p> <ul style="list-style-type: none"> a) work with the PA-RAST co-chairs to determine the gaps in data collection that will serve the PA-RAST processes, b) identify and prioritize desired information to be shared for effective safety improvements, and c) report the results of this task to the RASG-PA/ESC/31 Meeting. 	Data Enhance-ment	Flight Safety Foundation	To be report progress by FSF by RASG-PA ESC/31 Meeting	valid

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Conclusion / Decisions	Deliverable	Responsible	Follow-up	Status
<p>CONCLUSION RASG-PA ESC/29/4 PA-RAST DELIVERABLES</p> <p>That, in order to make available and visible the deliverables accomplished by the RASG-PA PA-RAST:</p> <ul style="list-style-type: none"> a) the PA-RAST shall prepare information packages on the accomplishments of PA-RAST DIPs for States awareness, as well as for DCA Meetings and Safety Directors Meetings; b) the PA-RAST to follow-up on the actions agreed by the ESC, as detailed in paragraph 5.6; c) the Secretariat shall publish all PA-RAST deliverables and DIP information in the RASG-PA website, and d) PA-RAST and Secretariat to report the results of these tasks to the RASG-PA/ESC/30 meeting. 	<p>make available and visible the deliverables accomplished by the RASG-PA PA-RAST</p>	PA-RAST	Progress reported and work ongoing by PA-RAST	Valid

Conclusion / Decisions	Deliverable	Responsible	Follow-up	Status
<p>CONCLUSION RASG-PA/ESC/29/5 FEEDBACK ON THE IMPLEMENTATION OF GLOBAL AVIATION SAFETY PLAN GASP AND RASG-PA</p> <p>That, in order to seek feedback from States and Industry to identify actionable gaps in the implementation of ICAO Global Plans, following a more client-oriented and performance-based approach by the RASG-PA, the RASG-PA Secretariat (NACC and SAM Regional ICAO Offices):</p> <ul style="list-style-type: none"> a) conduct a survey on the level of satisfaction and the performance results provided by RASG-PA; b) in consultation and agreement with the ESC Members, develop an action plan based on the survey results; and c) present the survey results and respective action plan to the RASG-PA Members by 30 June 2018 and inform them to the ICAO ANC. 	<p>survey on the level of satisfaction and the performance results provided by RASG-PA/ action Plan</p>	<p>ICAO NACC and SAM Offices</p>	<p>On preparation</p>	<p>Valid</p>

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Conclusion / Decisions	Deliverable	Responsible	Follow-up	Status
<p>RASG-PA ESC/29/6 RASG-PA PREPARATION FOR PIRG-RASG MEETING</p> <p>That, in order to organize a common position and ideas for the RASG-PIRG coordination Meeting on 13 December, the PIRG-RASG Preparation Ad-hoc Group (Brazil, Canada, United States, IATA and ICAO (NACC and SVRSOP) prepare a paper to include RASG-PA's achievements, evolution/strengths and Coordination with GREPECAS, for the RASG-PA representative to present at the meeting by 7 December 2017.</p>	Prepare a paper	PIRG-RASG Preparation Ad-hoc Group	IP/2 presents the results of this coordination on PIRG-RASG Meeting	Completed

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