



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

**THIRTY-NINTH MEETING OF THE EXECUTIVE DIRECTING COMMITTEE**  
**(RASG-PA ESC/39)**

**Mexico City**  
**29 & 30 May 2024**

## **List of content**

i. Place and date	2
ii. Organization, Officers and Secretariat	2
iii. Working languages and documentation	2
iv. Agenda	2
v. Participants	3
vi. Conclusions and Decisions	3
Agenda Item 1	5
Agenda Item 2	9
Agenda Item 3	11
Appendix A	

### **History of the meeting**

**i. Place and duration**

The Thirty-ninth Meeting of the RASG-PA Executive Steering Committee (RASG-PA/ESC/39) was held on May 29 and 30, 2024, at the ICAO NACC Regional Office in Mexico City.

**ii. Organization, Officers and Secretariat**

**iii.** Messrs. Andrew Larsen, Co-Chairman of RASG-PA representing States, and Javier Vanegas, Co-Chairman of RASG-PA representing industry, led the discussions held under the agenda items. Mr. Fabio Rabbani, Regional Director of the ICAO SAM Regional Office, served as Secretary of the RASG-PA and was assisted by Julio Siu, Deputy Regional Director of the ICAO NACC Regional Office, Mr. Javier Puente, Official Regional, Operational Safety Implementation of the ICAO SAM Regional Office; and Mr. Fernando Camargo, Regional Officer, Technical Assistance of the ICAO NACC Regional Office.

**iv. Working languages and documentation**

The working languages of the meeting were English and Spanish. The meeting documentation and meeting report were published in English and Spanish.

All documentation is available at: <https://www.icao.int/RASGPA/Pages/RASG-PA-Meetings.aspx>

**v. Agenda**

Under WP01 the Meeting reviewed the agenda, which was approved as follows:

**Agenda Item 1: Matters related to the internal functioning of RASG-PA**

- 1.1 Financial situation of the RASG-PA (Secretariat)
- 1.2 PA-RAST Report (PA-RAST)
- 1.3 Update of the RASG-PA Handbook (Secretariat)
- 1.4 RASG-PA Handbook Update

**Agenda Item 2: Safety management process within RASG-PA**

- 2.1 Report on the Status of RASG-PA Projects (Secretariat)
- 2.2 Proposal for new projects (Secretariat)
- 2.3 Improving Regional compliance with Annex 13 requirements and facilitating the production of accident investigation reports (IATA) – Available in English only
- 2.4 RASG-PA UPRT Workshop (Secretariat)
- 2.5 Status of RASG-PA indicators (Secretariat)
- 2.6 Report on the status of the CAR/SAM RST Implementation Support Project (Secretariat)

**Agenda Item 3: RASG-PA – GREPECAS Coordination**

- 3.1 Proposal for content and structure of the joint RASG-PA and GREPECAS Meeting (Secretariat)
- 3.2 Coordination Activities between RASG-PA and GREPECAS (Secretariat)
- 3.3. Measuring the safety performance of air navigation services

**v. Participants**

A total of 28 participants attended the meeting. 7 representatives of ICAO, 13 representatives of the States and 8 representatives of the Industry and International Organizations. See **Appendix A** for the complete list of participants.

**vi. Conclusions y Decisions**

The Regional Aviation Safety Group – Pan American (RASG-PA ESC) records its activities as Conclusions and Decisions.

**List of Conclusions:**

<b>No.</b>	<b>Title</b>	<b>Page</b>
ESC/39/C01	CREATION OF THE AD-HOC GROUP TO SUPPORT STATES IN THE PRODUCTION OF REPORTS ON ACCIDENTS	9
ESC/39/C02	APPROVAL OF THE UPRT WORKSHOP	9
ESC/39/C03	CREATION OF THE AD-HOC GROUP TO ANALYSE THE RASG-PA/GREPECAS SAFETY PERFORMANCE INDICATORS	12

**List de Decisions:**

<b>No.</b>	<b>Title</b>	<b>Page</b>
ESC/39/D01	PREPARATION OF A STUDY NOTE ON RASG-PA PROGRESS AND ACHIEVEMENTS FOR THE 14TH AIR NAVIGATION CONFERENCE	5
ESC/39/D02	APPROVAL OF THE AMENDMENT OF THE RASG-PA PROCEDURES MANUAL	5
ESC/39/D03	USE OF RASG-PA FUNDS FOR THE CONDUCT OF RASG-PA SAFETY DAY 2024	7
ESC/39/D04	USE OF RASG-PA FUNDS FOR THE TRANSLATION OF SAFETY DOCUMENTS	8
ESC/39/D05	OF THE USE OF RASG-PA FUNDS FOR THE PRODUCTION OF A VIDEO ON TURBULENCE	8

**vii. Opening of the meeting**

The Regional Directors and Co-Chairs of RASG-PA highlighted the leadership of RASG-PA, the good results obtained from the implementation of a project-based system and the active participation of RASG/PA members in these results. RASG/PA members shared their experiences in promoting and disseminating RASG/PA results and with other RASGs in other regions. They also mentioned the deliverables produced by PA-RAST in the last 12 months, and the projects and activities planned for the rest of the year. Finally, the strategic importance of the close collaboration between RASG-PA and GREPECAS was highlighted.

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**Agenda Item 1: Issues related to the internal functioning of RASG-PA****1.1 Financial situation of the RASG-PA**

1.1.1 The Secretariat presented the Financial Statements of RASG-PA in accordance with the content of IP/01. It was clarified that expenses related to tickets and travel expenses are exclusively associated with the execution of projects, for example, expenses related to presenters for the RASG-PA Safety Day in 2023. It was noted that the Secretariat does not use the funds of the RASG-PA to attend meetings, except for the attendance of a member of the Secretariat at PA-RAST meetings as approved by the ESC. The financial statement presented was thus accepted.

1.1.2 The Co-Chairs appreciated the continued support of donors to carry out the activities of the RASG-PA.

**1.2 Informe PA-RAST**

1.2.1 Working Paper WP/02 was presented by PA-RAST. The annual report shows all the work that PA-RAST has been carrying out in relation to HRC mitigation activities, emerging risks, and support activities for Collaborative Safety Teams.

1.2.2 The Secretariat thanked the support and work of the PA-RAST Co-Chairs and the champions of each project for the important progress that the team has made in the last year. Next, each project champion provided a summary of the progress status.

1.2.3 The completion and availability of the following products was highlighted:

- a) New Terms of reference of the PA-RAST
- b) RASG-PA Safety Day 2023
- c) RASG-PA Safety Advisory 10B – Manual Flight Operations
- d) RASG-PA Safety Advisory 07B – CFIT Mitigation
- e) RASG-PA Safety Issue Alert 01 – Incorrect altimeter setting
- f) Creation of the RASG-PA Safety Partners Program
- g) Support for the establishment of the CST of Peru (P-CAST)
- h) Implementation of the communication strategy through LinkedIn

1.2.4 It was also reported the following activities that, as of the date of the meeting, are in progress:

- a) RASG-PA Safety Advisory – Runway Departures (By June 2024)
- b) Workshop on UPRT (By October 2024)
- c) Translation of RASG-PA documents (Start before the end of 2024)
- d) Turbulence Injury Prevention Video (By November 2024)
- e) RASG-PA Safety Day 2024 (For November 2024)

1.2.5 The growing participation of airlines in PA-RAST meetings and the significant number of participants representing States and Industry in all PA-RAST meetings was highlighted.

1.2.6 The ESC was informed about the support of the PA-RAST in the preparation of the RASG-PA Annual Safety Report, and the proposal that the PA-RAST assume the tasks of the Safety Monitoring and Reporting Team (SMRT).

1.2.7 The meeting highlighted the work of the PA-RAST, and highlighted the value of the creation of the P-CAST in Peru, alerting the need for said group to function and be structured in such a way that it is sustainable over time. CSTs in the region that stopped functioning for various reasons were recalled, and the need to prevent this from happening to the CST of Peru. It was mentioned that Argentina, Chile, Colombia and Mexico are working to restore their CSTs.

1.2.8 Finally, in light of the good results achieved by RASG-PA as a regional group, the development of a Working Paper for the 14th Air Navigation Conference (AN-CONF/14) was approved in order to disseminate the progress and products of RASG-PA. In this regard, the following Decision was agreed upon:

DECISION RASG-PA ESC/39/D01		PREPARATION OF A STUDY NOTE ON RASG-PA PROGRESS AND ACHIEVEMENTS FOR THE 14TH AIR NAVIGATION CONFERENCE	
<div>What:<div><div><div></div><div>A Working Paper on the work of the RASG-PA to be presented on behalf of its members to the ICAO Air Navigation Conference.</div></div><div><div></div><div>Once available, its content must be approved by the ESC for formal presentation.</div></div></div></div> <div>How much:<div><div></div><div>No RASG-PA funds required</div></div></div>		<div>Expected Impact:</div> <div><div><div><input type="checkbox"/> Political/Global</div><div><input type="checkbox"/> Inter-regional</div><div><input type="checkbox"/> Economic</div><div><input type="checkbox"/> Enviromental</div><div><input checked="" type="checkbox"/> Operational/Technical</div></div></div>	
<div>Why: To disseminate the work and products of RASG-PA as good practice among RASGs and to support GASP compliance.</div>			
<div>When: By the end of June 2024</div>		<div>Status: Valid</div>	
<div>Who: <input checked="" type="checkbox"/> States Cochair - Canada</div>			

### 1.3 Annual Safety Report

1.3.1 The Secretariat informed the ESC that the RASG-PA Annual Safety Report is in the process of being prepared and is expected to be available before the end of June 2024.

### 1.4 RASG-PA Handbook update

1.4.1 The Secretariat presented WP/03 requesting an amendment to the RASG-PA Procedures Manual to incorporate changes for the better operation and management of RASG-PA, such as:

- a) Elimination of SMRT;
- b) Incorporation of the election procedure for the Co-Presidents, Co-Vice Presidents and members of the ESC;
- c) Amendment of the PA-RAST Terms of Reference; and
- d) Update of the Communications Plan.

1.4.2 The meeting approved the proposal, in accordance with the following Decision:

DECISION RASG-PA ESC/39/D02		RASG-PA HANDBOOK AMENDMENT	
<div>What:<ul style="list-style-type: none"><li>The RASG-PA Handbook amendment as proposed in WP/03 is approved.</li></ul></div> <div>How much:<ul style="list-style-type: none"><li>No RASG-PA funds required</li></ul></div>		<div>Expected impact:</div> <div><input type="checkbox"/> Político/Global</div> <div><input type="checkbox"/> Inter-regional</div> <div><input type="checkbox"/> Economico</div> <div><input type="checkbox"/> Ambiental</div> <div><input checked="" type="checkbox"/> Operacional/Técnico</div>	
<div>Why: To update the content of the Handbook, so that it reflects the current way of working and incorporates changes previously approved by the ESC.</div>			
<div>When: Immediate</div>		<div>Status: Valid</div>	
<div>Who: <input checked="" type="checkbox"/> Secretariat</div>			

## Agenda Item 2: Safety management process within the RASG-PA

### 2.1 RASG-PA Safety Day

2.1.1 Through WP/04, the Secretariat put into consideration of the ESC, the holding of the RASG-PA Safety Day 2024 aimed at preventing Mid-air Collisions (MAC). It was proposed to apply the Safety Day model used in 2023, which consists of bringing together a group of experts on the subject, to present the most relevant aspects and projections for the future, in such a way that they allow PA-RAST to prepare its work program on MAC, for the next triennium.

2.1.2 The meeting approved the proposal through the following Decision:

DECISION RASG-PA ESC/39/D03		USE OF RASG-PA FUNDS FOR THE CONDUCT OF RASG-PA SAFETY DAY 2024	
<b>What:</b> <ul style="list-style-type: none"><li>Se aprueba la celebración del Día de la Seguridad Operacional del RASG-PA (RASG-PA Safety Day) 2024 sobre la prevención de colisiones en el aire de acuerdo con los detalles de la Agenda en el Apéndice A de la NE/04.</li><li>Se aprueba el uso de recursos de RASG-PA para este propósito, de acuerdo con los detalles en el Apéndice B de la NE/04.</li></ul>		<b>Expected impact:</b> <ul style="list-style-type: none"><li><input type="checkbox"/> Político/Global</li><li><input type="checkbox"/> Inter-regional</li><li><input type="checkbox"/> Economico</li><li><input type="checkbox"/> Ambiental</li><li><input checked="" type="checkbox"/> Operacional/Técnico</li></ul>	
<b>How much:</b> <ul style="list-style-type: none"><li>Up to 40,000 USD.</li></ul>			
<b>Why:</b> Sharing lessons learned and best practices to identify priorities for the PA-RAST MAC working group program for 2025 and 2026.			
<b>When:</b> Immediate		<b>Status:</b> Valid	
<b>Who:</b> <ul style="list-style-type: none"><li><input checked="" type="checkbox"/> Secretariat</li><li><input checked="" type="checkbox"/> PA-RAST</li></ul>			

### 2.2 Proposal for new projects

2.2.1 The Secretariat invited the meeting to take note of the current progress of the RAS-PA projects detailed in IP/04.

2.2.2 Under IP/07, the meeting noted Amendment 49 to Part I of Annex 6 relating to Flight Data Analysis Programmes (FDAPs), which arose from an initiative of RASG-PA. Details of the amendment are contained in Letter to States AN 11/1.3.36-24/34 of 18 April 2024, a copy of which is attached as an Appendix to IP/07.

2.2.3 Through NE/05, the Secretariat, on behalf of PA-RAST, presented three new projects for consideration by the ESC:

- Use of RASG-PA resources for the translation of documentation.**- The ESC was requested to approve the yearly use of up to 10,000 USD of RASG-PA funds for the translation of RASG-PA documents that are available in English only into Spanish, as well as other relevant operational safety documents, including final accident reports, whose dissemination by the RASG-PA in English and Spanish is considered relevant to the risk mitigation activities of the PA-RAST.
- Production of a video for the prevention of injuries caused by turbulence.**- As a result of the RASG-PA Safety Day of 2023, the PA-RAST established a working group to address aspects related to meteorological hazards, including turbulence. For the last four years, the RASG-PA Annual Safety Report places turbulence as the main category of accidents, and in 2024 it already claimed its first victim.

Among the best practices identified by PA-RAST was a video on the prevention of injuries caused by turbulence prepared by American Airlines, which, according to the airline, represented a 50% reduction in cabin crew members injured by this reason. The PA-RAST, in negotiations with American Airlines and the video production

company, have managed to obtain a reduction in the price for the production of a video for the RASG-PA from 80,000 USD to 30,000 USD. It is expected that the dissemination of the video on airlines in the region will generate a positive result in mitigating injuries caused by turbulence.

The meeting agreed on the importance of raising awareness of this issue and approved the use of RASG-PA funds for this purpose, as detailed in 2.2.2.

- c) **Study of the causes of the low implementation of the SSP in the Pan American region.**- The implementation of the SSP is an important challenge for the Pan American region and for the world. Despite the availability of standards, guides, training and other forms of support, most States have not managed to fully implement functional SSPs that allow them to adequately manage risks.

The Secretariat proposed commissioning an external academic entity to conduct a study to determine the causes behind the low implementation of the SSP. The meeting expressed its agreement on the need to identify a different way to move forward with the SSP, and entrusted the Secretariat with the preparation of a project document that details the costs and deadlines for carrying out the study, as a prior requirement to the approval of the use of RASG-PA funds for this purpose.

2.2.2 Based on the discussions summarized in 2.2.1 (a) and (b) the Meeting agreed on the following Decisions:

DECISION RASG-PA ESC/39/D04		USE OF RASG-PA FUNDS FOR THE TRANSLATION OF SAFETY DOCUMENTS	
<div>What:<ul style="list-style-type: none"><li>The use of RASG-PA funds is approved for the translation into Spanish of RASG-PA documents produced in English; and</li><li>for the translation of other safety-related documents, including final accident reports, whose dissemination by the RASG-PA in English and Spanish is considered relevant to risk mitigation activities of PA-RAST.</li></ul></div> <div>How much:<ul style="list-style-type: none"><li>Up to 10,000 USD per year</li></ul></div>		<div>Expected impact:</div> <div><input type="checkbox"/> Político/Global</div> <div><input type="checkbox"/> Inter-regional</div> <div><input type="checkbox"/> Economico</div> <div><input type="checkbox"/> Ambiental</div> <div><input checked="" type="checkbox"/> Operacional/Técnico</div>	
<div>Porqué: For availability of RASG-PA documents and other relevant documents in English and Spanish.</div>			
<div>When: Immediate</div>		<div>Status: Valid</div>	
<div>Who: <input checked="" type="checkbox"/> Secretariat <input checked="" type="checkbox"/> PA-RAST</div>			

DECISION		USE OF RASG-PA FUNDS FOR THE PRODUCTION OF A VIDEO ON TURBULENCE	
RASG-PA ESC/39/D05			
<div>What:<ul style="list-style-type: none"><li>The use of RASG-PA funds is approved to produce a RASG-PA video for turbulence injury mitigation.</li><li>The PA-RAST must develop procedures to guarantee that the dissemination of the video is carried out in such a way as to prevent its unauthorized recording or dissemination.</li></ul></div> <div>How much:<ul style="list-style-type: none"><li>30,000 USD.</li></ul></div>		<div>Expected impact:</div> <div><input type="checkbox"/> Político/Global</div> <div><input type="checkbox"/> Inter-regional</div> <div><input type="checkbox"/> Economico</div> <div><input type="checkbox"/> Ambiental</div> <div><input checked="" type="checkbox"/> Operacional/Técnico</div>	
Why:		To mitigate the risks of injuries to crew members and passengers caused by turbulence.	
When:	Immediate	Status:	Valid



<b>Who:</b> <input checked="" type="checkbox"/> Secretariat <input checked="" type="checkbox"/> PA-RAST	
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## 2.3 Improving regional compliance with Annex 13 requirements and facilitating the production of accident investigation reports

2.3.1 Through WP/06, IATA proposed the development of a regional strategy to find the best way to support States in the production of accident investigation reports. The proposal was well received by attendees, who highlighted the importance of States making information related to investigations available.

2.3.2 It was mentioned that there is an initiative in this regard as part of the ICAO AIG Panel, and that it would be appropriate to know if said group has produced some results.

2.3.3 The meeting agreed to entrust the Secretariat with communicating with the AIG Panel to find out if there is any progress in this regard. Additionally, the Meeting approved the formation of an Ad-Hoc group led by IATA, in collaboration with the ICAO NACC and SAM Regional Offices, to explore the best way to support States.:

CONCLUSION RASG-PA ESC/39/C01		CREATION OF THE AD-HOC GROUP TO SUPPORT STATES IN THE PRODUCTION OF REPORTS ON ACCIDENTS	
<div>What:<ul style="list-style-type: none"><li>The creation of an Ad-Hoc group headed by IATA is approved to identify how to support States in the production of reports on accidents that occur in their territory, developing a proposal for a regional strategy to find the best way to support States in the production of accident investigation reports.</li></ul></div> <div>How much:<ul style="list-style-type: none"><li>No RASG-PA fund required</li></ul></div>		<div>Expected impact:</div> <div><input type="checkbox"/> Político/Global</div> <div><input type="checkbox"/> Inter-regional</div> <div><input type="checkbox"/> Economico</div> <div><input type="checkbox"/> Ambiental</div> <div><input checked="" type="checkbox"/> Operacional/Técnico</div>	
Why: To enable the publication of accident reports that allow access to reactive data to improve operational safety.			
When: RASG-PA/ESC/40		Status: Valid	
Who: <input checked="" type="checkbox"/> Secretariat <input checked="" type="checkbox"/> IATA			

## 2.4 RASG-PA UPRT Workshop

2.4.1 Through WP/07, as part of the activities of the working group on loss of control in flight (LOC-I) of the PA-RAST, it was proposed to hold a RASG-PA and FAA Workshop on Training for the prevention and aircraft loss of control recovery (UPRT) with capacity for 24 people, aimed at the inspectors of the Civil Aviation Authorities of the States, in the city of Miami.

2.4.2 The meeting approved the holding of said workshop, and entrusted the ICAO Regional Offices with determining the best way to distribute the available places among the States of the Pan American region. This approval was recorded in the following Conclusion:

CONSLUSION		APPROVAL OF THE UPRT WORKSHOP	
RASG-PA ESC/39/C02			
<b>What:</b> <ul style="list-style-type: none"><li>The organization and conduct of the UPRT Workshop of the RASG-PA and the FAA is approved in accordance with the details of Appendix A of Working Paper 07.</li></ul>		<b>Expected impact:</b> <div><input type="checkbox"/> Político/Global</div> <div><input type="checkbox"/> Inter-regional</div> <div><input type="checkbox"/> Economico</div> <div><input type="checkbox"/> Ambiental</div> <div><input checked="" type="checkbox"/> Operacional/Técnico</div>	
<b>How much:</b> No RASG-PA funds required			

<b>Why:</b> To familiarize the inspectors of the Civil Aviation Authorities with the theoretical and practical concepts about UPRT.	
<b>When:</b> Immediate	<b>Status:</b> Valid
<b>Who:</b> <input checked="" type="checkbox"/> PA-RAST	

## 2.5 Status of RASG-PA indicators

2.5.1 The Secretariat reported that the RASG-PA Dashboard presenting the status of safety indicators and GASP targets has been moved to the Microsoft Teams platform, to facilitate access by RASG-PA members. The Secretariat will therefore send access instructions for members shortly.

## 2.6 Report on the status of the CAR SAM RST Implementation Support Project

2.6.1 Under IP/06, the Secretariat presented the progress of the Project for the implementation of runway safety teams (RST) in the CAR and SAM regions, focused on supporting states to take actions that promote the identification and mitigation of runway-related risks at selected CAR and SAM international aerodromes.

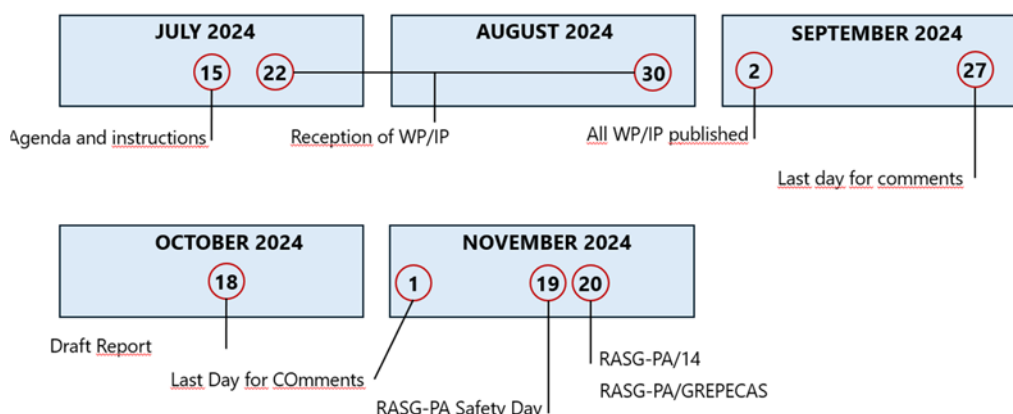
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### Agenda Item 3: RASG-PA – GREPECAS Coordination

#### 3.1 Proposal for content and structure of the joint RASG PA and GREPECAS program

3.1.1 The Secretariat presented to the meeting information related to the planning and execution of the Fourteenth plenary meeting of the Regional Aviation Safety Group – Pan America (RASG-PA/14), and the joint RASG-PA/GREPECAS meeting that will take place in Lima, Peru, on November 20, 2024.

3.1.2 Regarding the RASG-PA/14 Meeting, the Secretariat reported that the discussion of the Study Notes and Informative Notes will be carried out asynchronously, reserving the face-to-face session on November 20 in the morning for the approval of the report of the meeting and consideration of administrative issues of the RASG-PA, according to the following scheme:



3.1.3 Finally, in relation to the joint RASG-PA/GREPECAS session to be held in the afternoon on November 20, 2024, it was reported that a discussion and exchange session will be held to address access to information about TCAS events. The following text for the development of the exercise was considered at the meeting, which was approved, with only confirmation from GREPECAS remaining to make it official:

*"TCAS-RA is a complex issue that involves aircraft and flight crews, but also controllers. Manufacturers, airlines and ATS must carry out adequate risk management that allows them to clearly identify the problem, mitigate risks and monitor progress to achieve continuous improvement. However, ATs do not have the same access to TCAS-RA data and information as OEMs and airlines. This situation limits ATS's ability to manage risks efficiently and effectively.*

*How can TAS access more and better information about TCAS-RA so that they can manage risks appropriately and contribute effectively to the reduction of these types of events?"*

#### 3.2 Coordination Activities between RASG-PA and GREPECAS (Secretariat)

3.2.1 The Secretariat presented through P/01 the coordination activities between RASG-PA and GREPECAS and other Operational Safety initiatives, based on the conclusion RASG-PA13/C4/2023. Thus, the Secretariat reported the following on the status of the updated list of joint RASG-PA /GREPECAS activities:

1. Collaboration between the Scrutiny Working Group (GTE) and the Mid-Air Collision Working Group (MAC) of the RASG-PA;
  - o Teleconference to discuss data/information exchange for the Joint Collaboration Group (MAC/GTE).
2. CAR and SAM Runway Safety Equipment (RST) Implementation Project;
  - o Coordination and implementation of RST missions by Go-Teams for 2024 - 2025 (Peru, Colombia, El Salvador, Costa Rica and Honduras, Belize, Guatemala, Nicaragua, Eastern Caribbean).

3. Implementation of Performance Based Navigation (PBN) procedures in a Visual Track – SAM;
  - Project completed.
4. Implementation of Performance Based Navigation (PBN) procedures in a Visual Track – NACC;
  - Mexico considers undertaking the project on its own, based on experience from the SAM region's previous experience.
5. Linguistic Competence Project in Air Traffic Services (ATS) in the CAR and SAM regions;
  - Ongoing
6. IATA/ICAO project for the mitigation of CFIT type accidents;
  - Replaced by other PA-RAST MAC activities.
7. Activities related to Unmanned Aircraft System(s) (UAS)/Remotely Piloted Aircraft System (RPAS);
  - Initially considered by GREPECAS
8. Assessment of competencies of aeronautical information service (AIS) personnel; and
  - Not related to RASG-PA, limited to GREPECAS.
9. Activities related to the prevention of accidents related to turbulence.
  - The PA-RAST working group on adverse weather was created.

3.2.2 Finally, the Secretariat reported the importance of reviewing and validating these activities, whether they proceed jointly or not, at the joint meeting for the Fourth GREPECAS-RASG-PA Joint Meeting.

#### *Collaboration and information exchange between GREPECAS and RASG-PA*

3.2.3 The Secretariat presented WP/09 to emphasize the need for collaboration and information exchange between GREPECAS and RASG-PA, proposing specific safety-related data for ANS performance to be collected by RASG-PA.

3.2.4 During the GREPECAS/21 Meeting (Third Joint GREPECAS-RASG-PA Meeting (RASGPA/GREPECAS/3) held in Santo Domingo, Dominican Republic, from 15 to 17 November 2023, a roundtable on the Key Performance Indicators (KPI) of RASG-PA and GREPECAS was held to discuss the exchange of information required to monitor the implementation of the GANP.

3.2.5 The consensus of this roundtable indicated that safety indicators should be measured by RASG-PA, and air navigation indicators should be measured by GREPECAS. Subsequently, the ICAO NACC Regional Office organized the Second CAR Workshop for the Implementation of the CAR/SAM Air Navigation Plan Volume III (CAR/SAM/ANP-VOLIII/2), which was held in Mexico City, Mexico, from 13 to 15 November 2023. February 2024. This Workshop suggested a set of GANP performance indicators that RASG-PA should measure for GREPECAS.

3.2.6 The Meeting took note of the suggested safety performance indicators, considering that further analysis was warranted, and decided to create an Ad hoc group, led by the Secretariat, to provide further guidance to RASG-PA on how to proceed with this request.

<b>CONSLUSION RASG-PA ESC/39/C03</b>	<b>CREATION OF THE AD-HOC GROUP TO ANALYSE THE RASG-PA/GREPECAS OPERATIONAL SAFETY PERFORMANCE INDICATORS</b>
<b>What:</b>	<b>Expected impact:</b>

<ul style="list-style-type: none"> <li>The creation of an Ad-Hoc group headed by the Secretary is approved to carry out a more detailed analysis on the RASG-PA/GREPECAS operational safety performance indicators..</li> </ul>		<input type="checkbox"/> Político/Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economico <input type="checkbox"/> Ambiental <input checked="" type="checkbox"/> Operacional/Técnico
<b>How much:</b> No RASG-PA funds required		
<b>Why:</b> To define common operational safety performance indicators between RASG-PA and GREPECAS.		
<b>When:</b> Immediate	<b>Status:</b> Valid	
<b>Who:</b> <input checked="" type="checkbox"/> PA-RAST		

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**Thirty Ninth Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting /  
Trigésimo Novena Reunión del Comité Directivo Ejecutivo del Grupo Regional de Seguridad Operacional de la  
Aviación – Pan América (ESC/39)**

Mexico City, Mexico, 29 to 30 May 2024 / Ciudad de México, México, 29 al 30 de mayo de 2024

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**LIST OF PARTICIPANTS / LISTA DE PARTICIPANTES**

**ARUBA**

1. Bryan Franca

**BRAZIL/BRASIL**

2. Bernardo Tomaz de Castro

**CANADA/CANADÁ**

3. Michel Roy
4. Andrew Larsen

**CHILE**

5. Alonso Lefno

**COLOMBIA**

6. Rodrigo Zapata

**MEXICO/MÉXICO**

7. Juan Detor
8. Diego Rivera

**UNITED STATES/ESTADOS UNIDOS**

9. Melvin Cintron
10. Angel Luna
11. David Hempe
12. Giles Strickler
13. Norma Campos

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