ICAO International Civil Aviation Organization
North American, Central American and Caribbean Office

TWENTY-FOURTH PAN AMERICA — REGIONAL AVIATION SAFETY TEAM MEETING

PA-RAST/24

DRAFT SUMMARY OF DISCUSSIONS

MIAMI, UNITED STATES, 10 TO 12 MAY 2016

Prepared by the Secretariat

May 2016

Twenty-Fourth Pan America — Regional Aviation Safety Team Meeting (PA-RAST/24)

Provisional Summary of Discussions

Date	10 to 12 May 2016
Location	Miami, United States (ALTA Office)
Meeting Opening	The Meeting was attended by 19 participants from 6 States/Territories, and 4 International Organizations and industry. See **Appendix A**. Mr. Santiago Saltos, Industry Affairs Director, ALTA, welcomed participants to the Meeting, and Mr. Eduardo Chacin, Regional Officer, Flight Safety, ICAO NACC Regional Office, and Secretary of the Meeting, extended appreciation to ALTA on behalf of the RASG-PA Secretariat for hosting the meeting. Ms. Veronica Chavez, Regional Officer, Technical Assistance, ICAO South American Regional Office, attended the meeting. Mr. Adriano Monteiro de Oliveira, Brazil, and Mr. Gabriel Acosta, IATA, acted as PA-RAST Co-Chairpersons of the Meeting, representing States/Territories, International Organizations and Industry, respectively.
Discussion Items	
Agenda Item 1:	**Approval of the Provisional Agenda** 1.1 The Co-Chairpersons, International Organizations and Industry, presented WP/01 inviting the Meeting to review the provisional agenda, which was approved.
Agenda Item 2:	**PA-RAST Action Items** 2.1 The Meeting reviewed and updated the pending PA-RAST Meetings Action Items (AIs). See **Appendix B.**
Agenda Item 3:	**Analysis of ASIAS Database and IATA FDX Database** 3.1 The appropriate non-disclosure agreements for Aviation Safety Information Analysis and Sharing (ASIAS) data were duly explained by the Secretariat and signed by the RASG-PA Members attending the PA-RAST Meeting for the first time. 3.2 As part of the continuous safety trend monitoring of the Region performed every quarter by the former Information Analisys Team (IAT) and now by the PA-RAST, Boeing of behalf of the United States Commercial Aviation Safety Team (U.S. CAST) presented to the Meeting safety information from ASIAS (46 North American airlines participating), IATA did the same with its Flight Data Exchange (FDX) database (28 Latin American airlines participating), for reviewing precursors (predictive information) in the CAR and SAM Regions for Runway Excursion (RE), Loss of Control-Inflight (LOC-I), Controlled Flight Into Terrain (CFIT), and Mid-Air Collision (MAC) occurrences.

3.3 The precursors reviewed were the followings:

- Unstable Approach (UA)
- Loss of Control – In flight (LOC-I) indicators
- Terrain Avoidance Warning System (TAWS)
- Traffic Collision Avoidance System (TCAS)

3.4 The Meeting reviewed also the locations of concern in the CAR and SAM Regions, identified by RASG-PA as "hot spots" (six international airports and four areas in the airspace) and agreed that they continue to be the same, and there is not an emerging trend identified in this period.

Agenda Item 4: Review of PA-RAST Terms of Reference (ToRs)

4.1 The Meeting was informed by IATA on behalf of the Ad hoc group that the first draft of the ToRs was circulated for comments among the PA-RAST Members. The Meeting reviewed it and agreed to delay the discussion of the PA-RAST ToRs for the next meeting, in order to be included in the RASG-PA Procedural Handbook.

Agenda Item 5: Safety Enhancement Teams (SETs) 1, 2 and 3 Report

5.1 The respectives SETs had the opportunity to work on their respectives Detailed Implementation Plans (DIPs).

5.2 The PA-RAST Co-chairpersons invited the SETs' Champions to brief the Meeting on the progress of their work. See **Appendix C**.

5.3 United States as Champion of SET1 dedicated to develop LOC-I Dips, presented the following fatality risk reduction strategy:

- DIP 192: Low Airspeed Alerting
- DIP 196: Effective Upset Prevention and Recovery Training, Including Approach-to-Stall
- DIP 197: Flight Crew Training for Non-Normal Situations
- DIP 198: Scenario-Based Training for Go-Arounds
- DIP 199: Enhanced Crew Resource Management

5.4 IATA as Champion of SET2 dedicated to develop CFIT Dips, presented the following fatality risk reduction strategy:

- Survey airlines/operators to measure use of GPS/GPWS in LATAM/CAR States to know if EGWPS is a regulatory requirement
- Work with Airline Maintenance to improve procedures that ensure GPWS, always to have the latest software version possible, and their terrain database updated
- Develop support material to help airlines in acquiring new planes with GPS/EGPWS
- Promote adoption of Standard Operating Procedures (SOPs) by airlines that ensure that "terrain display" is selected by at least one pilot at identified high CFIT risk airports.

5.5 ALTA as Champion of SET3 dedicated to develop RE Dips, presented the following:

- DIP 215/216: Training - Landing
- DIP 217: Training – Take-off Performance and RTO
- DIP 218: Design – Airplane Technologies to prevent landings overruns
- DIP 219: Training – ATC

5.6 ALTA informed the Meeting that the new DIPs will be presented to the airlines in a particular session in the framework of the 7th Pan American Aviation Safety Summit.

5.7 The Meeting acknowleged the following pending activities:

- Pilots/Air Traffic Controller workshop as an outcome of the RASG-PA Project: Use of Std Spanish & English Phraseology in accordance with the ICAO PANS-ATM – *Air Traffic Management* (Doc 4444), to be held in Mexico
- CFIT and LOC-I seminars to be merged in Chile

Agenda Item 6: Safety Enhancement Team (SET) 4 — MID Air Collision (MAC)

6.1 The Meeting discussed and agreed that Brazil leads the SET 4, considering that the Brazilian Commercial Aviation Safety Team (BCAST: DECEA, ABEAR, Azul, Avianca, EMBRAER, IATA, Gol, TAM) has initiated the works on mitigation strategies for preventing MAC, and expressed its willingness to participate and share experiences on this matter.

6.2 The Meeting acknowledged the relevance of this activity from the safety perspective and the needed interaction with GREPECAS.

6.3 The following States and organizations confirmed their participation in SET4: Brazil (Champion), Costa Rica, United States, ALTA, American Airlines, Azul, Boeing, CANSO, COPA, EMBRAER, IATA, IFALPA and ICAO NACC and SAM.

6.4 Brazil, as Champion, will initiate the coordination for launching SET4; and also encouraged the Meeting to promote it and inform about any State, International Organization and industry willing to participate in the activity.

Agenda Item 7: PA-RAST/24 Meeting Action Items

7.1 No action items were generated from this Meeting.

Agenda Item 8: **PA-RAST/25 Meeting**

8.1 The Meeting agreed that the PA-RAST/25 Meeting will be held in Bogota, Colombia, 6-8 September 2016, hosted by IFALPA, as announced in the PA-RAST/23 Meeting.

8.2 The Meeting acknowledged the kind offer from EMBRAER to host a PA-RAST Meeting the first quarter of 2017 in its facilities in Melbourne, Florida, United States.

8.3 The Secretariat noted and will include the proposal in the provisional schedule of RASG-PA activities for 2017.

Agenda Item 9: **Other Business**

9.1 No other business were considered.

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APPENDIX A

LIST OF PARTICIPANTS

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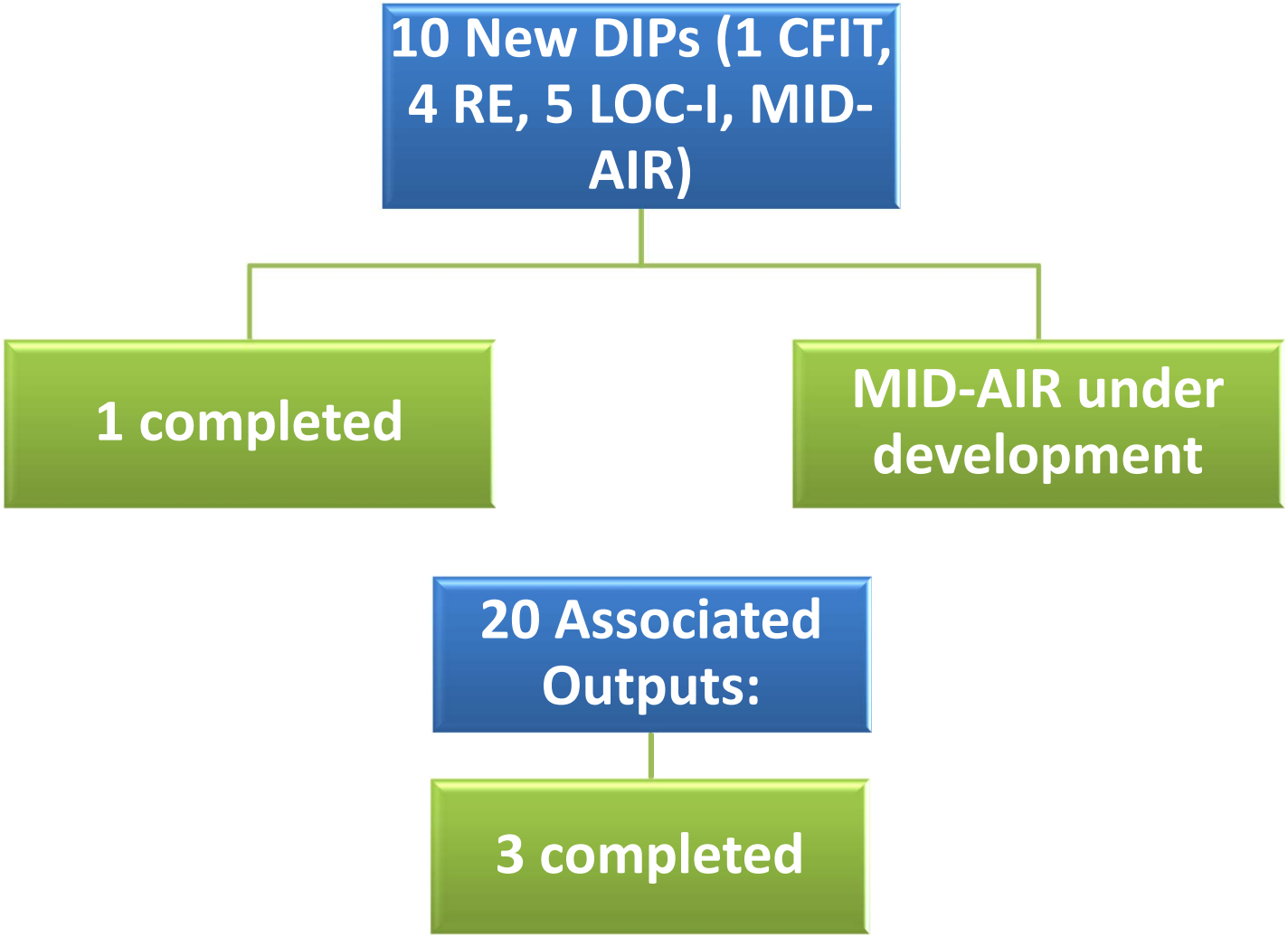
APPENDIX B
PA-RAST VALID ACTIONS ITEMS (AIs)

Action Item #	Description	Action Owner	Remarks	Status
PA-RAST/15/A14	Include LHDs in the work of SET 4 that will deal with MAC Agenda Item 15	SET 4	• SET 4 formed in PA-RAST/24	Valid
PA-RAST/17/A1	Boeing to provide crew members and flight simulator use to assist ALTA in simulator video. Agenda Item 4	Boeing	• Boeing will not support due to financial constrains	Completed
PA-RAST/19/A1	Programme session with the assistance of a facilitator between pilots and air traffic controllers, in order to discuss the simulated flight execution presented in the RASG-PA Runway Excursion (RE) Prevention Video (RREPV) Agenda Item 4	ALTA	• The Secretariat will coordinate the activity under the RASG-PA Aviation Safety Training Team (ASTT) programme • Seminar to be held at the ICAO NACC Regional Office, sponsored by Mexico, SENEAM, ALTA, IFALPA, CPAM, etc. • Webinars conducted by ALTA and IATA	Valid
PA-RAST/20/A1	Conduct LOC-I workshops, initially with one State (Chile) and two operators (LATAM and Sky Airlines) Agenda Item 4	IATA	• In preparation for the Workshop, set up a teleconference with Chile, IATA LATAM and Sky Airlines to introduce the team, the LOC-I DIPs and a possible workshop date(s)	Valid
PA-RAST/23/A1	IFALPA to translate into Spanish LOC-I survey Agenda Item 3	IFALPA		Valid
PA-RAST/23/A2	Creation of an Ad hoc Team to work on the ToRs of the PA-RAST Agenda Item 4	Brazil and IATA	• On-going	Valid

Appendix C

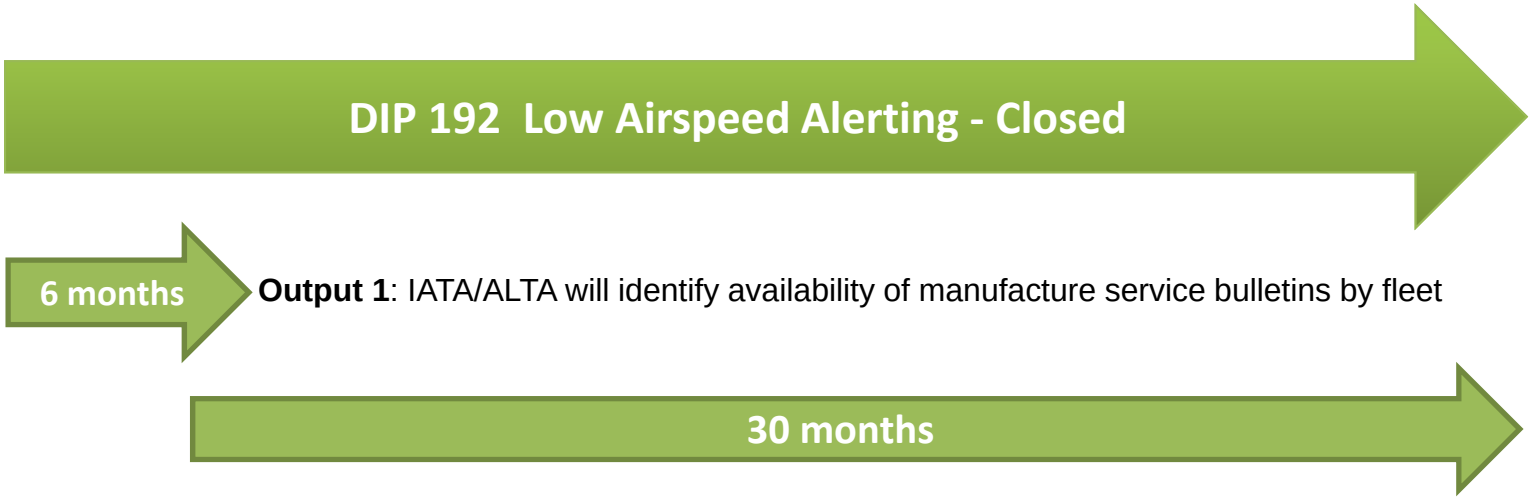
2014-Current Work

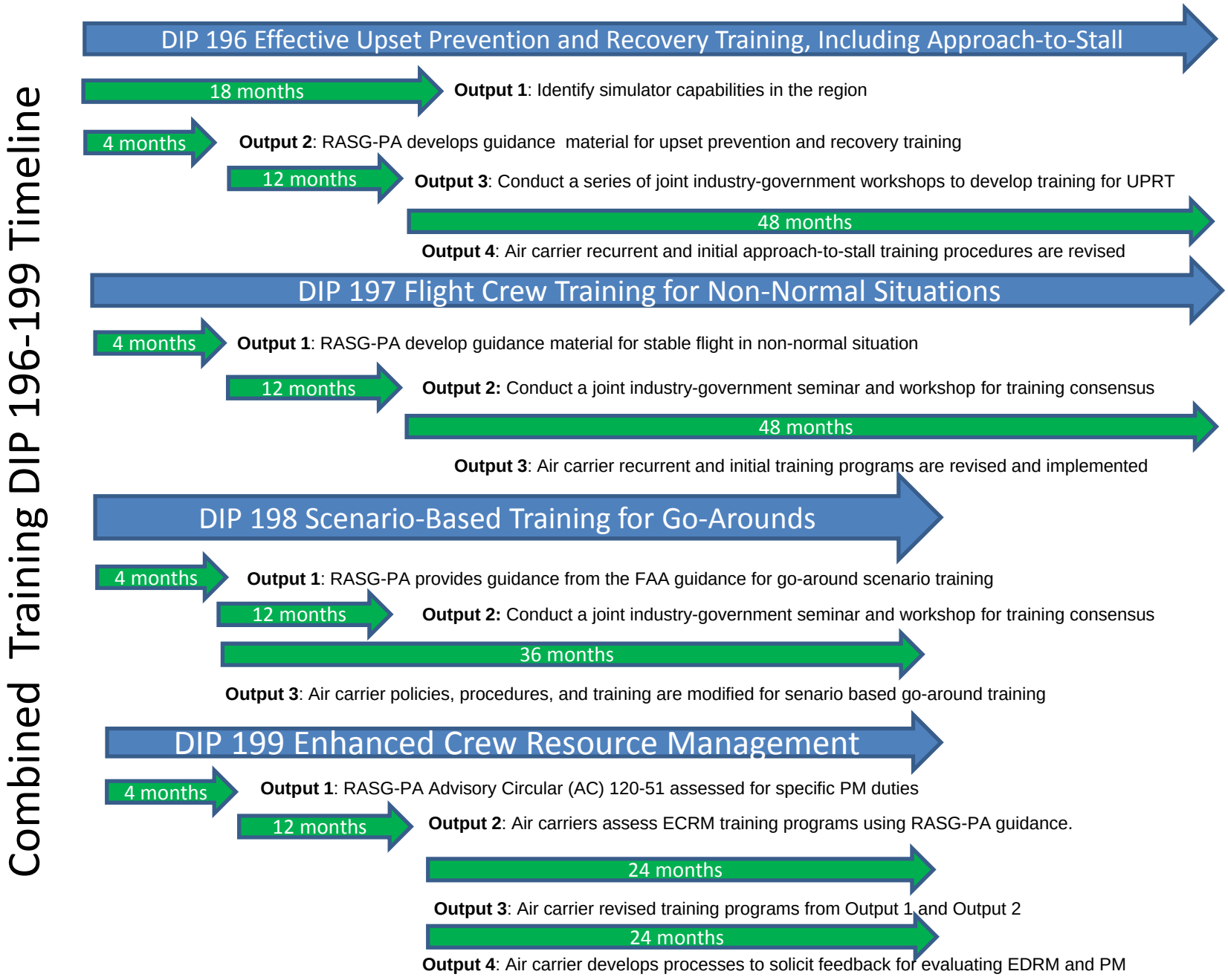


LOC-I SET 1

Champion: FAA

LOC-I Design DIP Work Timeline




Combined Training DIP 196-199 Timeline
DIP 196 Effective Upset Prevention and Recovery Training, Including Approach-to-Stall
18 months
Output 1: Identify simulator capabilities in the region
4 months
Output 2: RASG-PA develops guidance material for upset prevention and recovery training
12 months
Output 3: Conduct a series of joint industry-government workshops to develop training for UPRT
48 months
Output 4: Air carrier recurrent and initial approach-to-stall training procedures are revised
DIP 197 Flight Crew Training for Non-Normal Situations
4 months
Output 1: RASG-PA develop guidance material for stable flight in non-normal situation
12 months
Output 2: Conduct a joint industry-government seminar and workshop for training consensus
48 months
Output 3: Air carrier recurrent and initial training programs are revised and implemented
DIP 198 Scenario-Based Training for Go-Arounds
4 months
Output 1: RASG-PA provides guidance from the FAA guidance for go-around scenario training
12 months
Output 2: Conduct a joint industry-government seminar and workshop for training consensus
36 months
Output 3: Air carrier policies, procedures, and training are modified for senario based go-around training
DIP 199 Enhanced Crew Resource Management
4 months
Output 1: RASG-PA Advisory Circular (AC) 120-51 assessed for specific PM duties
12 months
Output 2: Air carriers assess ECRM training programs using RASG-PA guidance.
24 months
Output 3: Air carrier revised training programs from Output 1 and Output 2
24 months
Output 4: Air carrier develops processes to solicit feedback for evaluating EDRM and PM

CFIT SET 2

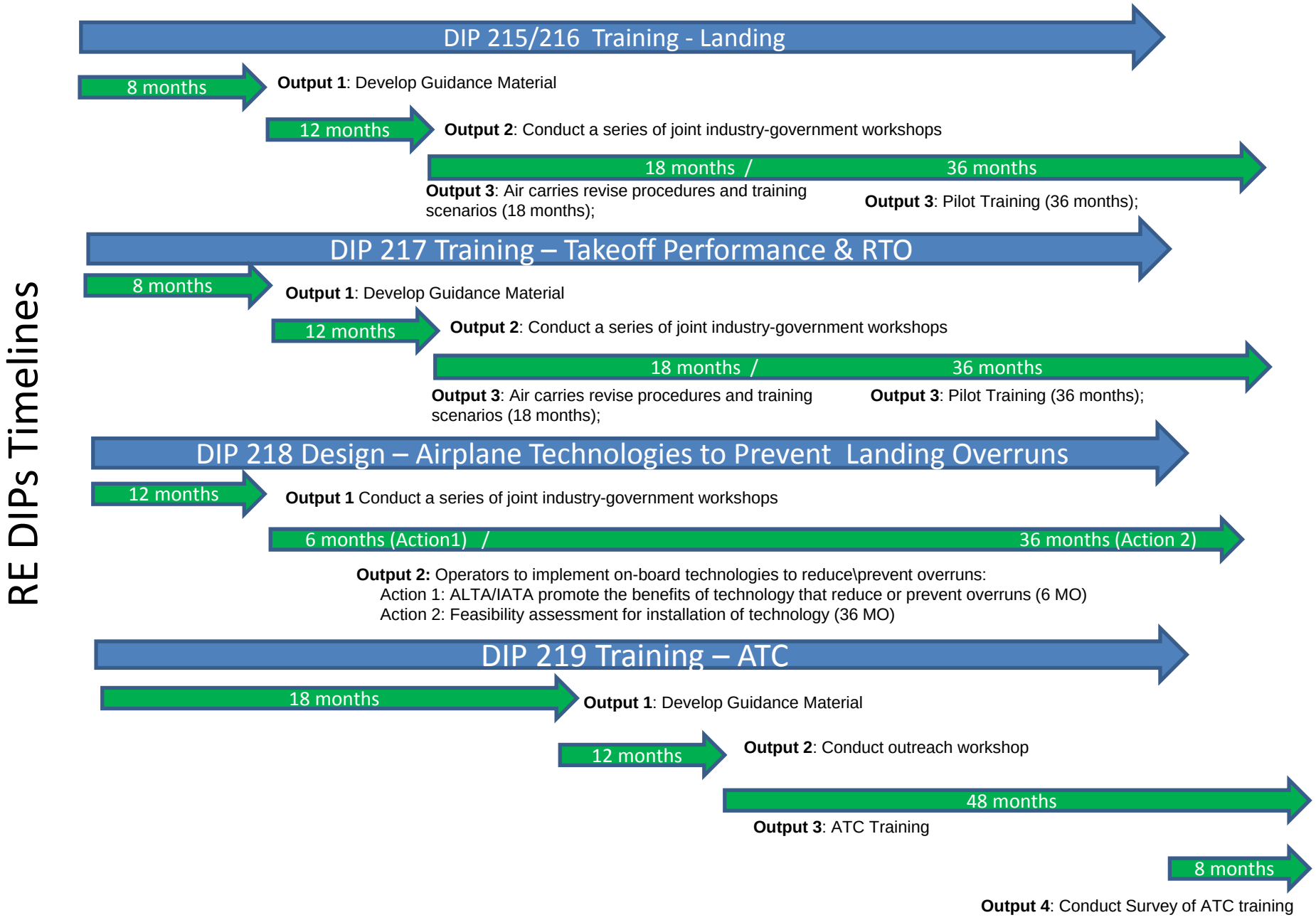
Champion: IATA

Safety Enhancements Recommended by SET 2 CFIT

CFIT fatality risk reduction strategy:

1. Survey airlines/operators to measure use of GPS/GPWS in LATAM/CAR Survey states to know if EGWPS is a regulatory requirement.
2. Work with Airline Maintenance to improve procedures that ensure GPWS always has the latest software version possible, and their terrain database is up to date.
3. Develop a Support Material to help airlines in acquiring new planes with GPS/EGPWS
4. Promote adoption by airlines of SOPs that ensure “terrain display” is selected by at least one pilot at identified high CFIT risk airports.

RE SET 3

Champion: ALTA

RE DIPs - Work Timelines