



**Thirty Fifth Pan America — Regional Aviation Safety Team Meeting  
(PA-RAST/35)**

Miami-FL, United States, 19 to 20 February 2019

**Agenda Item 2: Review of PA-RAST Action Items and RASG-PA Valid Conclusions/Decisions**

**REVIEW OF PA-RAST ACTION ITEMS AND OTHER RASG-PA RELATED CONCLUSIONS**

(Presented by the Secretariat)

<b>EXECUTIVE SUMMARY</b>	
<p>This working paper presents the PARAST valid conclusions and decisions for the Meeting review, updates and actions.</p> <p>The Regional Aviation Safety Group — Pan America (RASG-PA) record its activities as Conclusions and Decisions. Conclusions are RASG-PA actions requiring communication and action by ICAO, States/Territories, and/or international organizations/industry. Decisions are RASG-PA internal agreements.</p> <p>During the PARAST/34 Meeting, the Secretariat followed-up the PA-RAST Valid Action Items from previous PA-RAST Meetings. <b>Appendix A</b> presents these valid items from the previous PA-RAST Meetings including PA-RAST/34 Meeting.</p>	
<b>Action:</b>	Review and report follow-up to the valid conclusions and decisions of the RASG-PA Meetings.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> <li>• Safety</li> </ul>
<i>References:</i>	Thirty Third Pan America — Regional Aviation Safety Team Meeting (PA-RAST/34) of the Regional Aviation Safety Group — Pan America (RASG-PA).

**APPENDIX A**  
**FOLLOW-UP TO VALID ACTION ITEMS FROM PREVIOUS PA-RAST MEETINGS**

Reference	Action/deliverable	Follow-up action by PA-RAST/34 Meeting	Status
PA-RAST/20/A1	Loss of Control - In flight (LOC-I) workshops have been placed on hold due to pending coordination of dates with States and operators	<p>These workshop on LOC-I is included in the RE workshop that will be conducted during the ALTA Summit in June 13<sup>th</sup>, 2018</p> <p>In the invitation to the ALTA Safety Summit, such workshop has been mentioned to States and stakeholders.</p> <p>Workshop conducted.</p>	Completed
PA-RAST-30/4	Evaluation of Flight Safety Foundation Go-Around Decision Making and Execution Project	Ongoing by FSF	Valid
PA-RAST-26 (paragraph 8.3, no action item in report)	Incorporate AC90-48D (Pilot's Role in Collision Avoidance) contents into the flight crew training programmes. Launch a dedicated survey regarding the guidance material awareness among pilots.	<p>Survey launched by IATA in January 2018.</p> <p>Results of existing survey were presented in Agenda Item 6. Improvements to survey were identified and the survey will be reassessed and conducted by PARAST/34 Meeting</p>	Valid
PA-RAST/31/01	<p><b>GLOBAL AVIATION SAFETY PLAN (GASP) COMPLIANCE BY PA-RAST</b></p> <p>IATA will review by the RASG-PA ESC/31 meeting, the GASP Safety Performance Indicators (SPIs) and will propose a GASP-related response of RASG-PA data-driven analysis and the GASP SPIs.</p>	<p>Safety Performance Targets to be reviewed by RASG-PA Members lead by ICAO: ESC/31 Meeting</p> <p>Action taken under PARAST Workprogramme</p>	Completed
PA-RAST 31/03	<p><b>PA-RAST DATA ANALYSIS</b></p> <p>That, in order to improve the data analysis presentation and seek to identify potential causes of safety matters, <b>by PA-RAST/33</b> the PA-RAST will:</p>	Flight Levels were included in data presented to PARAST/32 Meeting, however a standard format for FDX and ASIAs data shall still to be implemented	valid

	<ul style="list-style-type: none"> <li>• segregate hot-spot data per flight level</li> <li>• work by data source providers in order to fusioning pilot reports</li> <li>• seek to conduct tracking of the impact of mitigation actions to present the status of hot spots following a specific mitigation as in the case of Brazil and Cuba.</li> </ul>	<p>as well as the other data analysis improvements requested</p> <p>This will be shown for PARAST/34 Meeting</p>	
<b>PA-RAST 31/04</b>	<p><b>GENERAL AVIATION ACCIDENTS SAFETY ENHANCEMENT INITIATIVE</b></p> <p>Considering the high accident rate observed in general aviation (aviation sector of aircraft with less than 2500 Kg MTOW), the PA-RAST will analyze the potential general aviation accidents as a Safety Enhancement Initiative (SEI) by the PA-RAST/32 Meeting.</p>	<p>Ongoing review to define scope and resources needed- expected for PARAST/34 Meeting</p> <p>The ESC/30 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 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.</p> <p>Included in PARAST workprogramme proposal for ESC</p>	Completed
<b>PARAST 31/05</b>	<p><b>SAFETY ENHANCE INITIATIVE - DETAILED IMPLEMENTATION PLAN (DIP)</b></p> <p>That, in order to ensure the proper and accurate information to be loaded into the RASG-PA website, Brazil, IATA, and ICAO will review and collect all necessary DIP information to update the RASG-PA webpage by the PA-RAST/32 meeting.</p>	<p>Ongoing- expected for PARAST/34 Meeting</p> <p>Information being collected for new RASG-PA Website</p>	Valid
<b>PARAST 31/06</b>	<p><b>DIP PRESENTATION TO ESC AND OTHER DC MEETINGS</b></p> <p>To follow the ESC mandate in order to clearly present the PA-RAST DIPs progress and deliverables, the PA-RAST shall prepare information packages on the accomplishments of PA-RAST DIPs for States' awareness, as well as for the Directors of Civil Aviation Meetings and Safety Directors Meetings, starting with the RASG-PA/ESC/30, the</p>	<p>Ongoing. PARAST will prepare this action for States as for ex. NACC Directors Meeting</p> <p>For the NACC/DCA/8 Meeting no information was presented</p>	Completed

	NACC/DCA, and SAM/DCA meetings through a working paper for each meeting.	Action included in PARAST Workprogramme/ ToR	
<b>PA-RAST 31/07</b>	<p><b>MAC AND GTE JOINT ANALYSIS</b></p> <p>That, in order to optimize the joint work by GREPECAS GTE and the RASG-PA MAC DIP, both groups work to:</p> <p>a). carry out a teleconference on 22 March 2018 to identify the data that could be exchanged between both teams (CARSAMMA/ GTE – PA-RAST);</p> <p>b). identify areas of joint work that could be addressed between both teams;</p> <p>c). prepare a working paper to be presented at the GREPECAS/18 meeting regarding the work that will be carried out by both groups (CARSAMMA/GTE –PA-RAST); and</p> <p>d). prepare a paper for the ESC identity meeting to present the work that will be carried out by both teams (CARSAMMA/ GTE -PARAST)</p>	Task included in PARAST Workprogramme	Completed
<b>PARAST 31/09</b>	<p><b>RASG-PA WEBSITE IMPROVEMENTS</b></p> <p>In order to improve the content and facilitate the use of the website for communicating RASG-PA deliverables so that it can be used by all RASG-PA members, ICAO in coordination with IATA, will implement the improvements identified under 9.1 item b) by RASG-PA ESC/31 meeting.</p>	Ongoing- Prototype developed and shall be completed for ESC/31 Meeting	Valid
<b>DECISION PARAST/32/1</b>	<p><b>Support Safety awareness activities – UK Safety Partners</b></p> <p>That, in order to support the awareness of safety activities in the Region and considering the activities being carried out by UK Safety Partners, the PARAST support, as possible, the activities on this respect proposed by UK Safety Partnership like the intended Caribbean Safety workshop for 2018.</p>	Actions to support this decision were taken in PARAST/32 Meeting	superseded
<b>DECISION PARAST/32/2</b>	<b>Lack of accurate Obstacle chart information in AIP</b>	Action taken and conducted in ANS Implementation Groups	completed

	Considering the lack of accurate information in some AIPs regarding obstacle charts. Which represents a Safety risk to aircraft operations, that IATA presents a working paper to the ANS Implementation groups of the CAR/SAM Region to review and identify the updates to be done by the States.		
<b>DECISION PARAST/32/3</b>	<p><b>PARAST workprogramme</b></p> <p>That, considering the completion of the current worprogramme of the PA-RAST, the PA-RAST:</p> <ol style="list-style-type: none"> <li>schedule a dedicated work session/ meeting for the development of the new workprogramme of the group;</li> <li>consider in this development the new GASP, the current safety trends and Safety analysis results;</li> <li>invite all necessary stake holders and ICAO for collecting their inputs for this development; and</li> <li>conduct this session to present the new work programme for approval by the next RASG-PA ESC.</li> </ol>	New PARAST workprogramme reflects all these requirements	Completed
<b>Decision PA-RAST 33/1</b>	<p><b>MAC DIP Project description</b></p> <p>That in order to incorporate the MAC activities in the new PA-RAST Work Programme and to track/follow-up the remaining activities and deliverables of the MAC DIP Group, the MAC DIP Group presents to the PARAST by 30 August, their detailed Project description/ tasks, including responsible, timelines, and deliverables</p>		Valid
<b>Decision PA-RAST 33/2</b>	<p><b>ASRT- PARAST Interaction</b></p> <p>That, in order to better understand and optimize the work between the ASRT and the PARAST Groups and the necessary inputs/outputs to optimize their interaction, the PARAST and the ASRT groups to coordinate and develop by 30 September, a flowchart of the process/ inputs/ outputs/ times of this interaction</p>	To be coordinated by the Secretariat and presented to ESC32	Valid
<b>Decision PA-RAST 33/3</b>	<p><b>SSP Safety Data for PA-RAST Analysis</b></p> <p>That, in order to promote SMS/SSP implementation in the Region and to enrich data collection, analysis and use for effective and data-driven</p>		Valid

	<p>decision-making, the ESC approve a Working Group within the PA-RAST with a clear mandate to:</p> <ul style="list-style-type: none"> <li>a) identify best means for appropriate safety information sharing and exchange among States and industry in the Region;</li> <li>b) foster States active participation in PA-RAST meetings and activities; and</li> <li>c) identify best means to support SMS/SSP implementation in the Region.</li> </ul>		
<b>Decision PA-RAST 33/4</b>	<p><b>New RASG-PA Website Implementation</b></p> <p>That, in order to receive feedback and complete the development of the new RASG-PA website, the PA-RAST and ESC Members to review the Website upgrade and provide comments of improvements to the PARAST Secretariat.</p>	Presented to the ESC/31	Completed
<b>Decision PA-RAST 33/5</b>	<p><b>PA-RAST Work program</b></p> <p>That, in order to complete the PA-RAST work programme initially structured during the PARAST/33 Meeting, the PA-RAST:</p> <ul style="list-style-type: none"> <li>a) approves the initial work programme framework presented in Appendix C;</li> <li>b) conduct all the necessary teleconferences for completing the necessary details of this work programme; an</li> <li>c) present to ESC/31 Meeting the completed PA-RAST work programme for approval by RASG-PA members.</li> </ul>	Superseded by PA-RAST34/D2	Superseded
<b>DECISION PA-RAST/34/D1</b>	<p>That the PA-RAST conforms an Ad-hoc team including ICAO, Brazil (DECEA), Costa Rica and Canada that will commit to review PA-RAST34 WP06 in order to present comments and make recommendations to ESC/32 on this information.</p>	AD-HOC Team conformed by Secretariat on Feb 1, 2018.	Valid – Pending results on the AD-HOC Group
<b>DECISION PA-RAST/34/D2</b>	<p>That the PA-RAST conforms an Ad-hoc team that will commit to review the proposed working plan in order to present comments and make recommendations to PA-RAST35. Objectives are:</p> <ul style="list-style-type: none"> <li>i. Review the PA-RAST Working Plan;</li> <li>ii. Integrate the Project-based methodology;</li> <li>iii. Present a Working Paper for PA-RAST consideration;</li> <li>iv. Follow the ESC approval process.</li> </ul>	AD-HOC Team conformed by Secretariat on Feb 1, 2018.	Valid – Pending results on the AD-HOC Group

<b>DECISION</b> <b>PA-RAST/34/D3</b>	<p>That the PA-RAST conforms an Ad-hoc team including safety data analysts from ICAO, IATA, Boeing, Chile CAA, Costa Rica CAA, BCAST, FAA, TCCA and IFALPA that will commit to review the new sources of information by States and Organizations, so that by PA-RAST35 the meeting will be able to review some preliminary results in order to report them to ESC/32. Key objectives are:</p> <ul style="list-style-type: none"> <li>i. Identify risks in the Pan-American region, based on data analysis;</li> <li>ii. Data evaluation strategy (accidents, incidents, precursors, specifics, reports, etc.);</li> <li>iii. Identify data sharing process improvements (to be completed in the Working Plan).</li> </ul>	AD-HOC Team conformed by Secretariat on Feb 1, 2018.	Valid – Pending results on the AD-HOC Group
<b>DECISION</b> <b>PA-RAST/34/D4</b>	<p>That the PA-RAST conforms an Ad-hoc team to do the following tasks by the next PA-RAST:</p> <ul style="list-style-type: none"> <li>• Compile a list of all PA-RAST / RASG-PA past products;</li> <li>• Define parameters that relate each “product” with “precursors” of safety areas;</li> <li>• Evaluate possible positive contributions of each “product”;</li> <li>• Compile results in a Working Paper / Presentation (for the Plenary Meeting);</li> <li>• Share results with the ASRT.</li> </ul>	AD-HOC Team conformed by Secretariat on Feb 1, 2018.	Valid – Pending results on the AD-HOC Group
<b>CONCLUSION</b> <b>PA-RAST/34/C1</b>	<p>That the Secretariat review and distribute the CST guidance material prepared by IATA for comments before sending the latest proposal to ESC/32 for approval.</p>	To be discussed by PA-RAST35	Valid