INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO)

REGIONAL AVIATION SAFETY GROUP – PAN AMERICA (RASG-PA)

TWENTIETH PAN AMERICA – REGIONAL AVIATION SAFETY TEAM MEETING

PA-RAST/20

SUMMARY OF DISCUSSIONS

SAN JOSE, COSTA RICA, 14 AND 16 JULY 2015

Summary of Discussions

Date	15 and 16 July 2015
Location	COCESNA/ACSA Facilities, San Jose, Costa Rica
Meeting Opening	The Meeting was attended by 14 participants from 11 States/Territories, international organizations and industry. The list of participants is attached at **Appendix A**.

Mr. Manuel Caceres, Director, COCESNA/ACSA, welcomed participants to the Meeting.

Mr. Eduardo Chacin, Regional Officer, Flight Safety, ICAO NACC Regional Office, welcomed the participants and extended appreciation to COCESNA/ACSA and Costa Rica on behalf of the RASG-PA Secretariat for hosting the Meeting.

Mr. Gabriel Acosta, IATA, acted as PA-RAST Co-Chairperson of the Meeting, representing International Organizations and Industry, and Mr. Adriano Monteiro de Oliveira, Brazil, Co-Chairperson representing States/Territories, participated in the Meeting via teleconference.

Mr. Chacin served as Secretary of the Meeting. Mr. Jorge Fernandez, Air Traffic Management, Consultant, ICAO SAM Regional Office, also participated in the Meeting.

Discussion Items

Agenda Item 1: **Approval of the Provisional Agenda**

1.1   The Co-Chairperson, International Organizations and Industry, presented Working Paper WP/01 inviting the Meeting to approve the provisional agenda. The Meeting approved the agenda as presented.

1.2   The Meeting agreed to hold break out sessions of the respective Safety Enhancement Teams (SETs), in order to continue developing the Detailed Implementation Plans (DIPs) for Loss of Control In Flight (LOC-I), Controlled Flight Into Terrain (CFIT) and Runway Excursion (RE).

Agenda Item 2: **PA-RAST Action Items**

2.1   The Secretariat briefed and discussed with the Meeting on the status of the Action Items (AI) from previous PA-RAST meetings. The AI were updated and are presented in **Appendix B**.

Agenda Item 3:	**Tenth Information Analysis Team (IAT/10) Report**

3.1   The IAT/10 Meeting was held on 14 July 2015 at the same location and with the same participation as the PA-RAST/20 Meeting.

3.2   The RASG-PA Secretariat ensured that the appropriate non-disclosure agreements for Aviation Safety Information Analysis and Sharing (ASIAS) data were properly signed by RASG-PA Members attending the IAT and PA-RAST Meetings for the first time.

3.3   Boeing, as IAT Rapporteur, presented the outcome of the IAT/10 Meeting.

3.4   The Rapporteur informed the Meeting that the ASIAS database and the IATA Flight Data eXchange (FDX) were reviewed looking for precursors for RE, LOC-I, CFIT, and Mid Air Collision (MAC).

3.5   The Rapporteur mentioned to the Meeting that the precursors used for this purpose were: Unstable Approach (UA), Terrain Avoidance Warning System (TAWS), Traffic Collision Avoidance System (TCAS), and LOC-I indicators to monitor the previously identified "hot spots" (six airports and four areas in the airspace) as well as other emerging issues in the CAR and SAM Regions.

3.6   The Rapporteur specified to the Meeting the risk areas and locations of concern in the CAR and SAM Regions as mentioned in 3.5.

3.7   The Rapporteur also informed to the Meeting that the ASIAS data from North American airlines had been compared with the IATA FDX data from Latin American airlines, all operating in the CAR and SAM Regions, and that they coincided on the already identified regional "hot spots" as mentioned in 3.5. No emerging regional trend was identified by the IAT.

3.8   IATA presented to the Meeting the regional "hot spots", showing ASIAS and FDX data combined on Google Maps to facilitate the satellite view of the particular locations.

3.9   The Meeting acknowledged the valuable safety information provided regularly to the PA-RAST by the IAT, as part of the CAR and SAM Regional monitoring process executed by RASG-PA, being a data-driven organization looking for results.

Agenda Item 4:	**Safety Enhancement Team (SET) 1 — *Loss Of Control-Inflight (LOC-I) Detailed Implementation Plan (DIP)***

4.1   United States, on behalf of SET 1, presented the progress of the DIPs. SET 1 participants included members from United States (CAST/FAA), IATA and IFALPA. This team is dedicated to review the five newly approved LOC-I DIPs and develop a strategy for executing each of the activities found in each DIP. As a result of the strategy discussion, the SET identified the following next-steps:

1. Review four LOC-I training DIPs and create baseline survey for commercial flight operators in the CAR and SAM Regions. The results of the survey will identify gaps in existing training scenarios vs the training scenarios found in the DIPs. In addition, the survey results will help the SET to identify the inventory of existing Flight Simulation Training Devices (FSTDs) in the CAR and SAM Regions.

2. Create a baseline survey for States in the CAR and SAM Regions. The results of the survey will identify existing FSTDs regulations, policies, standards and guidance with an emphasis on upset training and recovery maneuvers. When drafting the survey, reference was made to the United States FAA's National Simulator Program (NSP) Upset Prevention and Recovery Training (UPRT) Flight Simulation Training Device Guidance Material, as well as applicable Annexes (1, 6 and 8) to the Chicago Convention.

3. Create an on-line repository of existing LOC-I guidance material:

   - upload reference material to OneDrive from MS docs
   - review material and prepare summary
   - link elements found in the existing guidance material to the survey questions (reference Steps #1 and #2 above)

4. Create a Project Management Gantt chart to manage the status of each DIP activity, as well as a cross reference of the SET actions with the DIPs outcomes.

5. Review ICAO LOC-I status information (see 4.3)

6. Plan and conduct workshops:

   - link on-line references (see Step #3) to each scenario found in the DIPs
   - conduct a workshop only after the results of the survey (see Steps #1 and #2) are received
   - One State (Chile) and two operators (LATAM Airlines and Sky Airways) have volunteered to participate in the inaugural workshop(s) and surveys
   - In preparation for the workshops, set up a teleconference with Chile, LATAM Airlines and Sky Airways to introduce the team, the LOC-I DIPs and a possible workshop date(s)

4.2   The Meeting was informed that ICAO Headquarters (HQs) had delivered a CAR and SAM UPRT Workshop at the ICAO SAM Regional Office, Lima, Peru, on 29 May 2015.

4.3   The Secretariat informed the Meeting on the following developments at ICAO HQs:

- ICAO UPRT Workshop: maintain one day for theory and add an FSTD demonstration of UPRT where FSTDs would be available and provided by the host.
  - A beta test of this topic will be conducted in Istanbul, Turkey, from 5 to 6 August 2015 (UPRT Workshop followed by 2 sessions of FSTD demos on 6 August 2015).
- ICAO is looking at various future options for conducting regional UPRT workshops, with a target audience of regulators, airlines and Approved Training Organizations (ATOs).

Agenda Item 5:   **Safety Enhancement Team (SET) 2 —** *Controlled Flight Into Terrain (CFIT) Detailed Implementation Plan (DIP)*

5.1   IATA , on behalf of SET 2, informed the Meeting that the CFIT activities are being rescheduled to coincide with the LOC-I initiatives, especially the planned event with States, airlines, and manufacturers, in such way that RASG-PA will be able to use resources more efficiently and attract a larger audience to hold a single event to cover both issues, CFIT and LOC-I.

Agenda Item 6:   **Safety Enhancement Team (SET) 3 —** *Runway Excursion (RE) Detailed Implementation Plan (DIP)*

6.1   ICAO SAM, on behalf of SET 3, presented WP/02 in order to inform the Meeting on the developments of the four DIPs related to RE as follows:

- RASG-PA/RE/1 – Air carriers define, publish, and train proper techniques for stabilized approach, flare, touchdown, and use of available airplane stopping devices during landing, with emphasis on realistic scenarios that contribute to RE.

- RASG-PA/RE/217 – Airline Operations and Training – Take-off procedures and training.

- RASG-PA/RE/218 – Implementation of on-board technologies to reduce or prevent landing overruns on new and existing airplane designs on transport category airplanes.

- RASG-PA/RE/4 – Modified air traffic control training on factors that contribute to the risk of runway excursions.

6.2   The Meeting revised the RE DIPs and made appropriate changes. However, due to time contrains, SET 3 decided the following:

- make a throroughly revision of the DIPs and circulate them via e-mail; and
- set a teleconference to discuss any additional issues before presenting the final documentation for the RASG-PA/ESC consideration.

6.3   The Meeting acknowledged the contribution of SET 3, which is formed by experts from: Argentina, Brazil, Colombia, Chile, Peru, Regional Safety Oversight System (SRVSOP), Boeing, Embraer, IATA, and ICAO SAM.

Agenda Item 7:   **PA-RAST/20 Meeting Actions Items (AI)**

7.1   The Meeting reviewed the PA-RAST/20 Meeting AI, which are presented at Appendix B.

Agenda Item 8:   **PA-RAST/21 Meeting**

8.1   The Meeting was informed that the IAT/11 and PA-RAST/21 Meetings will be held in Brasilia, Brazil, from 14 to 16 September 2015, hosted by Brazil.

Agenda Item 9:   **Other Business**

9.1   The Secretariat reminded the Meeting about the created RASG-PA restricted website for PA-RAST/SET documentation and encouraged the participants to request the user and password through RASG-PA@icao.int for access to the restricted site.

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APPENDIX A

LIST OF PARTICIPANTS

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APPENDIX B

PA-RAST VALID ACTIONS ITEMS (AI)

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 will be formed after SET 1 and SET 2 develop their respective DIPs • PA-RAST/19: delayed due to lack of human resources to accomplish the task	Valid
PA-RAST/16/A2	Include Portuguese language tab in the ACI-LAC website. Agenda Item 13.3	ACI-LAC	• ACI-LAC to inform	Valid
PA-RAST/17/A1	Boeing to provide crew members and flight simulator use to assist ALTA in simulator video. Agenda Item 4	Boeing	• Reply from Boeing is pending	Valid
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 RO, sponsored by Mexico, SENEAM, ALTA, IFALPA, CPAM, etc.	Valid
PA-RAST/20/A1	Conduct LOC-I workshops, initially with one State (Chile) and two operators (LATAM and Sky Airways) Agenda Item 4	IATA	• In preparation for the Workshop set up a teleconference with Chile, LATAM and Sky Airways to introduce the team, the LOC-I DIPS and a possible workshop date(s)	Valid

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