



**INTERNATIONAL CIVIL AVIATION ORGANIZATION**

**FOURTH MEETING OF THE REGIONAL AVIATION SAFETY GROUP –  
PAN AMERICA**

**(RASG-PA/4)**

**FINAL REPORT**

Miami, United States  
19 - 21 October 2011

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## **History of the Meeting**

### **ii.1 Place and Duration of the Meeting**

The Fourth Meeting of the Regional Aviation Safety Group – Pan America (RASG-PA/4) was held at the Westin Colonnade Hotel, Miami, United States, from 19 to 21 October 2011, hosted by Airbus.

### **ii.2 Opening Ceremony**

Mrs. Loretta Martin, Regional Director of the ICAO North American, Central American and Caribbean (NACC) Office and RASG-PA Secretary, greeted the participants of the meeting and highlighted the key tasks to be addressed related to regional operational safety in the NAM/CAR/SAM Regions. Mr. Franklin Hoyer, Regional Director of the ICAO South American Office, welcomed participants to the meeting; Mr. Carlos Eduardo Pellegrino, Director of the National Civil Aviation Agency, Brazil, and Acting Co-Chairman (representing States/Territories) of RASG-PA, and Mr. Alex de Gunten, Executive Director, ALTA, and RASG-PA Co-Chairman, (representing Industry/International Organizations), also provided opening remarks; and Mr. William Bozin, Airbus Vice-President, Safety and Technical Affairs Americas, welcomed the participants to Miami and officially opened the meeting.

### **ii.3 Organization, Officers and Secretariat**

Mr. Carlos Eduardo Pellegrino, RASG-PA First Vice-Chairman, served as Acting Co-Chairman (State/Territory) in the absence of Mr. Oscar Derby, Director General of the Jamaica Civil Aviation Authority and RASG-PA Co-Chairman (State/Territory) who was unable to attend; Mr. Pellegrino and Mr. de Gunten jointly chaired the meeting. Mrs. Loretta Martin, RASG-PA Secretary, served as Secretary of the meeting and was assisted by Messrs. Franklin Hoyer, Regional Director of the ICAO South American (SAM) Office, Oscar Quesada, Deputy Regional Director, ICAO SAM Regional Office; Miguel Marín, Technical Officer Flight Operations, ICAO Headquarters; Jaime Calderón, Regional Officer, Aerodromes and Ground Aids; Eduardo Chacín, Regional Officer Flight Safety; and Adolfo Zavala, Regional Officer, Air Traffic Management of the ICAO NACC Regional Office; and Marcelo Ureña, Regional Officer Flight Safety of the ICAO SAM Regional Office.

### **ii.4 Working Languages**

The working languages of the meeting were English and Spanish. Meeting documentation and the report of the meeting were available in both languages.

**ii.5 Agenda**

The Secretary reviewed the agenda, which was adopted by the Meeting as follows:

Agenda Item 1 Review and Approval of the Draft Meeting Agenda and Schedule

Agenda Item 2 Review of Conclusions and Decisions from RASG-PA/03 Meeting and RASG-PA ESC/07, ESC/08, ESC/09 and ESC/10 Meetings

Agenda Item 3 RASG-PA Working Groups

3.1 Aviation Safety Training Team (ASTT)

3.1.1 Aviation Safety Workshops Report and 2012 Schedule

3.1.2 Extended Diversion Time Operations (EDTO) – Extended Range Operations by Turbine-engine Aeroplanes (ETOPS)/Long Range Operational Performance Standards (LROPS) - Interpretation and Application of New ICAO Rules

3.1.3 Functional Flight Check Training & Management

3.1.4 ICAO Electronic Safety Tools

3.1.5 ICAO State Safety Programme (SSP) and Safety Management Systems (SMS)

3.1.6 ICAO Fatigue Risk Management System (FRMS)

3.2 Regional Aviation Safety Team (RAST-PA)

3.2.1 Regional Aviation Safety Team (RAST-PA) Report

3.2.2 Safety Benefits of Performance Based Navigation (PBN)

3.2.3 RASG-PA & SRVSOP Collaboration

3.2.4 Runway Overrun Prevention System (ROPS) - Airbus Implementation Strategy and Implementation Status

3.3 Annual Safety Report Team (ASRT)

3.3.1 2010 Annual RASG-PA Safety Report

3.3.2 Boeing Safety Information

Agenda Item 4 RASG-PA Projects

- 4.1 RASG-PA GSI-3 Project - Effective Errors and Incidents Reporting
- 4.2 RASG-PA GSI-4 Project - Effective Incident and Accident Investigation
- 4.3 RASG-PA GSI-12 Project - Use of Technology to Enhance Safety
- 4.4 The Aviation Safety Information Analysis and Sharing (ASIAS) System Activities
- 4.5 Implementation strategy for adhering to the proper use of ICAO Spanish Standard Phraseology in accordance with PANS-ATM (Doc. 4444), Chapter 12

Agenda Item 5 RASG-PA Plan of Activities for 2012

- 5.1 Third Pan American Aviation Safety Summit 2012
- 5.2 RASG-PA Work Programme for 2012

Agenda Item 6 Other Business

- 6.1 Chairperson Elections
- 6.2 Host and Dates for the Next Meeting

ii.6 **Schedule**

Sessions were held from 08:30 to 16:00 hours with three breaks.

ii.7 **Attendance**

75 delegates from 16 States/Territories of the NAM/CAR/SAM Regions, 7 International Organizations, 2 Regional Safety Oversight Organizations (RSOO), 2 aircraft manufacturers and 5 industry representatives attended the meeting.

ii.8 **Conclusions and Decisions**

The Regional Aviation Safety Group – Pan America recorded its activities as Conclusions and Decisions as follows:

**CONCLUSIONS:** Activities requiring communication to States/Territories/International Organizations.

**DECISIONS:** Internal activities of the Regional Aviation Safety Group – Pan America.

ii.9 **List of Conclusions**

<b>NUMBER</b>	<b>TITLE</b>	<b>PAGE</b>
4/3	RASG-PA ANNUAL SAFETY REPORT	3-7
4/6	REGIONAL RUNWAY SAFETY TEAMS (RSTs)	6-2

ii.10 **List of Decisions**

<b>NUMBER</b>	<b>TITLE</b>	<b>PAGE</b>
4/1	DETAILED IMPLEMENTATION PLANS (DIPs)	3-4
4/2	NEW NAME FOR THE REGIONAL AVIATION SAFETY TEAM	3-5
4/4	STANDARD SPANISH PHRASEOLOGY	4-4
4-5	RASG-PA 2012 WORK PROGRAMME	5-3
4/7	RASG-PA 2012 MEETING	6-4

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### LIST OF DOCUMENTATION

<b>WORKING PAPERS</b>				
Number	Agenda Item	Title	Date	Prepared and Presented by
WP/01 <b>Rev.</b>	1	Draft Agenda, Working Method and Schedule of the RASG-PA/04 Meeting	28/09/11	Secretariat
WP/02	2	Review of Conclusions and Decisions from RASG-PA/03 Meeting and RASG-PA ESC/07, ESC/08, ESC/09 and ESC/10 Meetings	29/08/11	Secretariat
WP/03	3.1.1	Aviation Safety Workshops Report and 2012 Schedule	10/10/11	Secretariat
WP/04	3.1.4	ICAO Electronic Safety Tools	26/09/11	Secretariat
WP/05	3.1.5	ICAO State Safety Programme (SSP) and Safety Management Systems (SMS)	14/09/11	Secretariat
WP/06	3.1.6	ICAO Fatigue Risk Management System (FRMS)	14/09/11	Secretariat
WP/07	3.2.1	RAST-PA Report	07/10/11	Secretariat
WP/08 <b>Rev.</b>	3.3.1	RASG-PA Annual Safety Report	11/10/11	Secretariat
WP/09	4.1	Protection of Safety Information	28/09/11	Secretariat
WP/10	4.5	Implementation Strategy for Adhering to the Proper Use of ICAO Spanish Standard Phraseology in Accordance with PANS-ATM (Doc 4444), Chapter 12	27/09/11	Secretariat
WP/11	5.1	Third Annual Pan American Aviation Safety Summit	25/09/11	Secretariat
WP/12	5.2	RASG-PA Work Programme for 2012	26/09/11	Secretariat
WP/13	4.1	Alternative Actions to Mitigate the Lack of Legislation to Protect Safety Information	12/10/11	Brazil
WP/14	6.2	2012 RASG-PA/05 Meeting	06/10/11	Secretariat
WP/15	6	Review of Proposed Revisions to the Global Aviation Safety Plan (GASP)	04/10/11	Secretariat
WP/16	4.2	Central America Regional Accident Investigation Group Update	04/10/11	COCESNA
WP/17	4.3	Information Sharing	28/09/11	COCESNA
WP/18	6	Safety Oversight Within the Brazilian Airspace Control System (SISCEAB)	06/10/11	Brazil
WP/19	3.3	Incident Prevention Through Lessons Learned from Providers and Aerodrome and Air Traffic AOC (PILOT)	12/10/11	Colombia

## WORKING PAPERS

Number	Agenda Item	Title	Date	Prepared and Presented by
WP/20	3.2	ACI APEX in Safety Programme	12/10/11	ACI-LAC
WP/21	3.1.6	The Creation of a Fatigue Risk Management Program	14/10/11	Brazil
WP/22	6	Prevention Programs for the Problematic Use of Psychoactive Substances in Civil Aviation	14/10/11	Brazil
WP/23	3.1.5	Status of the Safety Management Systems in Brazil	14/10/11	Brazil
WP/24	4.3	The Brazilian Flight Data Monitoring Trend Sharing Group FDM - Brazil	14/10/11	Brazil
WP/25	3.1.5	The Brazilian SSP-ANAC and its Hazard Identification Tools	14/10/11	Brazil
WP/26	6	Outcome of the ICAO/FAA/IFATCA Regional Runway Safety Seminar for the NAM/CAR/SAM Regions	18/10/11	Secretariat
WP/27	6	Air Safety Reporting in the CAR/SAM Regions	18/10/11	IATA

## INFORMATION PAPERS

Number	Agenda Item	Title	Date	Prepared and Presented by
IP/01	--	List of Working Papers, Information Papers and Presentations	14/10/11	Secretariat
IP/02	3.2.3	Adapting RASG-PA Safety Recommendations into Spanish	06/10/11	Secretariat
IP/03	6	Status of Regional Aviation Safety Groups in Different ICAO Regions	05/10/11	Secretariat
NI/04	4.3	Proyecto GSI-12 del RASG-PA: Informe del análisis de datos de vuelo <i>Available only in Spanish</i>	12/10/11	Colombia
IP/05	3.1.6	Proposed Flight And Duty Regulations	27/09/11	United States
IP/06	3.1.6	Proposed crewmember and dispatcher training regulations	27/09/11	United States
NI/07	4.5	Reglas que establecen la utilización de la fraseología aeronáutica, como modelo a seguir para su implementación en las regiones (NACC/SAM) <i>Available only in Spanish</i>	14/10/11	Mexico

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**PRESENTATIONS**

<b>Number</b>	<b>Agenda Item</b>	<b>Title</b>	<b>Presented by</b>
1	3.1.2	EDTO (ETOPS/LROPS) - Interpretation and Application of New ICAO Rules	Airbus
2	3.1.3	Functional Check Flight Training and Management	Airbus
3	3.2.2	PBN, Safety Benefits of Performance Based Navigation	Quovadis
4	3.2.4	ROPS, Airbus Implementation Strategy and Implementation Status	Airbus
5	3.3.2	Boeing Safety Information	Boeing
6	4.4	The Aviation Safety Information Analysis and Sharing (ASIAS) System Activities	United States

All working papers, information papers and presentations are available for download at:

<http://www.mexico.icao.int/Meetings/RASGPA4.html>

**Agenda Item 1:           Review and Approval of the Draft Meeting Agenda and Schedule**

1.1           The Secretariat presented WP/01 Rev. inviting the Meeting to approve the draft agenda and tentative schedule. The Meeting approved the Agenda as included in the historical section of this report and the Schedule in Appendix B to WP/01.

**Agenda Item 2:           Review of Conclusions and Decisions from RASG-PA/03 Meeting and RASG-PA ESC/07, ESC/08, ESC/09 and ESC/10 Meetings**

2.1           Under this agenda item, the Secretariat presented WP/02, which reviewed the current status of the RASG-PA/3 and Executive Steering Committee (ESC) conclusions and decisions since RASG-PA/3, which was held in Punta Cana, Dominican Republic, in October 2010.

2.2           The RASG-PA/3 Meeting approved 5 conclusion and 3 decisions. Of these, Conclusions RASG-PA/3/2, 3/4, 3/5, 3/8 and Decisions RASG-PA/3/1, 3/3 and 3/7 have been completed. The remaining valid decision is RASG-PA/3/6, which is related to RASG-PA Project GSI/3.A, “*A legislative framework to protect safety information.*” The status of this decision was reviewed under Agenda Item 4.

2.3           The Executive Steering Committee has held 5 meetings since the RASG-PA/3 Meeting and has also held monthly teleconferences in order to complete its work programme. As a result of these meetings, the ESC recorded 31 decisions. Of these decisions, the ESC has completed 19 decisions. Outstanding valid decisions are ESC 4/2, 8/4, 8/6, 10/2, 10/3, 10/4, 10/5, 10/6, 10/7, 10/8 and 10/10; Decisions 7/1 and 8/10 were superseded by other decisions.

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**Agenda Item 3: RASG-PA Working Groups**

Under this agenda item, the following working papers and information papers and presentations were presented:

- WP/03 (Secretariat); Boeing Presentation on PRW; WP/04 (Secretariat); WP/05 (Secretariat); Airbus presentation on ETODS; WP/06 (Secretariat); WP/21 (Brazil); IP/05 (USA); IP/06 (USA); WP/23 (Brazil); WP/25 (Brazil); Airbus Presentation on PBN; IP/02 (Secretariat); WP/20 (ACI); Airbus Presentation on ROPS; WP/07 (Secretariat); WP/08 Rev. (Secretariat); WP/19 (Colombia); Airbus Presentation on Functional Flight Check.

**3.1 Aviation Safety Training Team (ASTT)**

**3.1.1 Aviation Safety Workshop Report and 2012 Schedule**

3.1.1.1 The Secretariat presented WP/03, which provided the current status and future activities of the Aviation Safety Training Team (ASTT), formerly known as the Flight Safety Training Team (FSTT).

3.1.1.2 The ASTT was established to assess, identify and categorize available flight safety training aligned with the top three data-driven risk areas as defined by RASG-PA:

- a) Runway Excursions (RE)
- b) Controlled Flight into Terrain (CFIT)
- c) Loss of Control In-Flight (LOC-I)

3.1.1.3 As part of its work programme, the ASTT has delivered Aviation Safety Workshops, collected and posted aviation safety training material on the RASG-PA website ([www.mexico.icao.int/RASGPA.html](http://www.mexico.icao.int/RASGPA.html)) and held regular meetings to ensure implementation of workgroup objectives. The Meeting noted that during 2011, the ASTT held two meetings at the ICAO NACC Regional Office, that a RASG-PA Safety Workshop is scheduled in December 2011 (Caracas, Venezuela) and noted the tentative plan of activities for 2012 as shown in **Appendix A** to this part of the report.

3.1.1.4 The Meeting noted that the ASTT will continue working with the Pan American - Regional Aviation Safety Team (PA-RAST) as new Detailed Implementation Plans (DIPs) are developed, continue to use the RASG-PA Annual Safety Report data as a decision-making tool, and identify and post additional sources of aviation safety training as they become available.

### **3.1.2 Extended Diversion Time Operations (EDTO) – Extended Range Operations by Turbine-engine Aeroplanes (ETOPS)/Long Range Operational Performance Standards (LROPS) - Interpretation and Application of New ICAO Rules**

3.1.2.1 The Meeting received a comprehensive presentation by Airbus on the new FAA ETOPS, European Aviation Safety Agency (EASA) LROPS, and ICAO Extended Diversion Time Operations (EDTO). It was highlighted that these new provisions were an evolution of the current ETOPS operations by turbine-engine aeroplanes. Basically, the new provisions do not have any new requirements for twin-engine aeroplanes and, based on industry best practices, are applicable to all airplanes.

### **3.1.3 Functional Flight Check Training and Management**

3.1.3.1 Mr. H. J. Nelson, Executive Operational Advisor for Airbus, delivered a presentation on Functional Flight Checks. Mr. Nelson has over 10,000 hours flying hours and is an experimental test pilot for Airbus. His presentation focused on the preparation necessary for a successful check flight and emphasized the “golden rules” for the execution of check flights. He highlighted the need to select the right personnel for these types of flights and finished the presentation with a short run through of the Functional Flight Check Course currently being offered by Airbus.

### **3.1.4 ICAO Electronic Safety Tools**

3.1.4.1 The Secretariat presented WP/04, which informed the Meeting on ICAO efforts to provide better services to the international aviation community by developing and implementing a set of electronic safety tools and maintaining a framework for seamless electronic interface.

3.1.4.2 The presentation introduced the following ICAO electronic safety tools: SMART (SARPs Management and Reporting Tools); OASIS (Online Safety Information Service); GIS (Geographic Information System); ECCAIRS (European Co-ordination Centre for Aviation Incident Reporting Systems); and iSTARS (integrated Safety Trend Analysis and Reporting System).

3.1.4.3 The Meeting noted ICAO’s position that in order to improve aviation safety it is essential to gather relevant data. In order to comply with this principle, the use of available technology is a must and it supports ICAO’s strategy of developing, improving and expanding safety tools and encouraging States to provide safety data as required in a timely and reliable manner for the purpose of enhancing safety by use of these tools.

### **3.1.5 ICAO State Safety Programme (SSP) and Safety Management Systems (SMS)**

3.1.5.1 The Meeting was informed on the ICAO strategy for improving aviation safety by promoting the implementation of Safety Management Systems (SMS) and State Safety Programmes (SSP). In addition, ICAO encouraged States and service providers to continue progress with the implementation of this safety management concept and transition from a reactive to a predictive data-driven approach by improving safety analysis capabilities in order to accurately evaluate and monitor key safety trends.

3.1.5.2 The Meeting was also informed on the progress made by Brazil with the implementation of their SSP and SMS by developing a comprehensive set of regulations and guidance material that are harmonized with the Latin American Aviation Regulations known as LARs. It is expected that by the end of year 2011, 95% of air navigation service providers will have completed Phase 4 of their SMS implementation plan. The Meeting also noted the progress made with implementation of SMS by aerodromes and commercial air operators.

3.1.5.3 The Meeting took note of the different hazard identification tools used by Brazil for gathering safety data, which could be utilized by other States.

### **3.1.6 ICAO Fatigue Risk Management System (FRMS)**

3.1.6.1 The Meeting noted the update of the ICAO fatigue risk management provisions, which state that there is a shared responsibility to manage fatigue among the State, the operator and the flight crew. While it was understood that FRMS is optional for States to regulate and operators to implement, it was clear that it can be phased-in within the prescriptive flight and duty time limitations to begin gathering data.

3.1.6.2 The Meeting noted the paper presented by Brazil that detailed the implementation strategy for fatigue risk management regulations, which extended beyond flight crews to flight dispatchers and maintenance personnel in Brazil. Furthermore, the Meeting was informed that after a technical analysis, it was concluded that the proposed regulations for the management of fatigue should be part of the SMS.

## **3.2 Regional Aviation Safety Team (RAST-PA)**

### **3.2.1 Regional Aviation Safety Team (RAST-PA) Report**

3.2.1.1 The Meeting was informed of RAST-PA activities that have occurred since the RASG-PA/03 Meeting held in Punta Cana, Dominican Republic, October 2010. The Meeting noted the progress on the approved DIPs; a detailed report is included in **Appendix B** to this part of the report. In addition, the Meeting was presented with two more DIPs: RAST-PA/RE/08, which will be championed by ACI, and DIP RAST-PA/RE/11, which was a DIP created from a new Safety Enhancement Initiative (SEI) in response to the ICAO HQ Runway Safety Team initiative and which Mexico offered to champion. The Meeting agreed to proceed with the development of the two new DIPs with the time-lines as contained in **Appendix C** to this part of the report.

### **DECISION RASG-PA/4/1      DETAILED IMPLEMENTATION PLANS (DIPs)**

RASG-PA approved the Detailed Implementation Plans and timelines contained in Appendix C to this part of the report.

3.2.1.2      Furthermore, the Meeting noted the following DIP achievements:

- a) **DIP management:** to manage the DIPs, a web-based local database was created. The database is hosted at ICAO HQ and can be consulted through a Microsoft Access application. The user-friendly interface provides readily available real-time information.
- b) **DIPs in Spanish:** the ESC tasked RAST-PA to translate approved DIPs into Spanish. All originally approved DIPs have now been translated into Spanish and can be consulted on the DIP database.
- c) **RASG-PA Safety Advisory (RSA):** while working on DIP RAST-PA/LOC-I/06, a procedure to disseminate safety advisories was identified. A proposal that consisted of a cover letter with the signatures of the RASG-PA Co-Chairs and Secretary was submitted and approved by the ESC.
- d) **RSAs in Spanish:** RAST-PA prepared a proposal to establish a collaborative process with the Regional Cooperation System on Safety Oversight in Latin America (SRVSOP) to adapt RSAs into Spanish. The ESC/09 Meeting in Mexico City was presented with the proposed procedure for coordination with SRVSOP Technical Committee.
- e) **Letters of Support:** as requested by the Champion of DIP RAST-PA/RE/09, RAST-PA coordinated the drafting of two letters with the ESC -one addressed to SENEAM (the Mexican ANSP) and the other to Aeromexico requesting the use of their ATC and aircraft simulators in order to develop a strategy for delivering safety seminars to pilots and controllers in Pan America that target recognition and avoidance of unstable approaches as part of Output 2 to the DIP. Furthermore, a current list of RAST-PA collaborators is included in **Appendix D** to this part of the report.

3.2.1.3      The Meeting encouraged all stakeholders to actively participate in RAST-PA activities. The Meeting was presented with a proposal to amend the name of the RAST-PA for the purpose of harmonization among the different RAST teams being created in the different RASGs around the world and to provide better support from ICAO HQ. The Meeting agreed that the new name for the RAST-PA would be PA-RAST, and thus formulated the following decision:

**DECISION RASG-PA/4/2      NEW NAME FOR THE REGIONAL AVIATION SAFETY TEAM**

RASG-PA approves renaming the Regional Aviation Safety Team – Pan America as the Pan American Regional Aviation Safety Team (PA-RAST).

**3.2.2      Safety Benefits of Performance Based Navigation (PBN)**

3.2.2.1      Mr. Sebastien Borel from Quovadis presented the safety benefits of Performance-Based Navigation (PBN). He noted that PBN enhances safety by providing a fully-managed and protected trajectory, lower minima and vertical profiles than conventional non-precision approaches, eliminates circle-to-land and visual approaches, and brings ATC and airlines together. However, he also noted that in order for PBN to be effective, procedures must be developed with all stakeholder(s) input, it must be properly designed with all data properly validated, and authorities must have a process in place for approval.

**3.2.3      RASG-PA and SRVSOP Collaboration**

3.2.3.1      The Meeting was informed of the support that will be provided by the SRVSOP in translating safety advisory material produced by RASG-PA for SRVSOP member States and distributing them. In addition, the Vice-Chairperson of RASG-PA for the SAM Region was selected as the liaison between SRVSOP and RASG-PA.

**3.2.4      Runway Overrun Prevention System (ROPS) - Airbus Implementation Strategy and Implementation Status**

3.2.4.1      Mr. Fabrice Villaume from Airbus presented the Meeting with an overview of Airbus' Runway Overrun Prevention System (ROPS). At present, ROPS, which consists of a software upgrade to existing aircraft systems, will be fitted on all A380s. It is installed on more than 60% of the in-service A380 fleet. It will be installed on all A350s, and starting next year ROPS will be available on the other new-build Airbus types or for retrofit. ROPS is integrated with the aircraft's flight management and navigation systems and provides pilots with a real-time, constantly updated picture of where the aircraft will stop on the runway in wet or dry conditions on the navigation display. ROPS assists the flight crew during final approach and roll-out in preventing runway overruns. The system integrates two functions: a warning function called Runway Overrun Warning (ROW), which applies itself in flight and is go-around oriented; the other function is an active protection function referred to as Runway Overrun Protection (ROP), which applies itself on the ground and is stop oriented.

### **3.2.5 ACI APEX**

3.2.5.1 The Meeting took note of the ACI APEX (Airport Excellence) safety programme, which is a multi-faceted programme designed to assist airports with improving safety using a combination of structured peer reviews conducted at the airport location and includes: training, sponsorship of regional safety conferences and a provision for supporting safety documentation as well as industry best practices. The APEX programme is conducted in close coordination with ACI Regional Offices and with ICAO.

3.2.5.2 The goal of the peer review is to bring experienced observers from other airports to provide an independent assessment of the factors affecting safety at the requesting airport and to identify industry best practices that can be provided to enhance safety.

3.2.5.3 The APEX team can also provide guidance for expediting the process of aerodrome certification and for the implementation of an SMS. Specific objectives of the programme include assisting with Safety Management System implementation in order to obtain aerodrome certification. ACI also offered to facilitate a partnering process where each airport by virtue of its unique characteristics, size, strengths and knowledge can contribute to assisting others improve safety compliance and reduce and/or mitigate the risks of airport incidents/accidents worldwide.

## **3.3 Annual Safety Report Team (ASRT)**

### **3.3.1 2010 Annual RASG-PA Safety Report**

3.3.1.1 The Meeting took note of the contents of the Annual RASG-PA Safety Report, which is prepared with safety information provided by ICAO, Boeing and IATA covering a ten-year period. The report comprises three separate sections of safety information (reactive, proactive and predictive). An analysis of the data continues to show the following accident categories as the most frequent:

- Runway Excursions (RE)
- Loss of Control in Flight (LOC-I)
- Control Flight into Terrain (CFIT)

3.3.1.2 The report also shows emerging types of accidents/incidents related to System Component Failure – Non-Power plant (SCF-NP) and Unknown. The first category might point out the need to address airworthiness issues and the second one the need to improve regional competencies for aircraft accident investigation.

3.3.1.3 After reviewing the report, the Meeting adopted the following conclusion:

**CONCLUSION RASG-PA/4/3**

**RASG-PA ANNUAL SAFETY REPORT**

That:


- a) The RASG-PA Annual Safety Report Second Edition is approved for publication;
- b) RAST continue to develop mitigation actions based on the report; and
- c) RASG-PA publish the report by 15 December 2011

3.3.1.4 The Meeting noted a proposal made by one State on the safety benefits of exchanging information and experiences from persons involved in ATS incidents. It was noted that teleconferencing would be the mechanism preferred for exchanging information. The Meeting noted with interest the proposal and requested ICAO to further explore this initiative.

**3.3.2 Boeing Safety Information**

3.3.2.1 Mr. Bob Aaron, Boeing Safety Pilot, provided the Meeting with a presentation that shared Boeing statistics and findings with respect to runway excursion (RE) data. He also provided the Meeting with a brief overview of the technology Boeing is developing to mitigate REs. The technology is known as Perspective Runway and provides a series of visual aids on a heads up display for the pilot to avoid an overrun. From Boeing's analysis of accidents and incidents, they concluded that one of the major causes of REs is related to wet runways and cross wind conditions. Mr. Aaron also noted that other causes of runway excursions include lack or delayed use of thrust reversers and fatigue. He noted that crew training was an important component for mitigating REs.

**APPENDIX A**

<b>REGIONAL AVIATION SAFETY GROUP-PAN AMERICA</b> <b>AVIATION SAFETY TRAINING TEAM (RASG-PA/ASTT)</b> <b>ACTIVITIES</b> <b>TENTATIVE SCHEDULE – 2012</b>	
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ACTIVITY	DATES	LOCATION	PARTICIPANTS
RASG-PA Aviation Safety Workshop I	January	Mexico	RASG-PA Members and aviation community
Aviation Safety Training Team (ASTT/05) Meeting	February	Mexico	ASTT Members
RASG-PA Aviation Safety Workshop II	March	Suriname	RASG-PA Members and aviation community
RASG-PA Aviation Safety Workshop III	June	Colombia	RASG-PA Members and aviation community
RASG-PA Aviation Safety Workshop IV	August	Cuba	RASG-PA Members and aviation community
Aviation Safety Training Team (ASTT/06) Meeting	September	Mexico	ASTT Members
RASG-PA Aviation Safety Workshop V	November	Venezuela	RASG-PA Members and aviation community
Aviation Safety Training Team (ASTT) Virtual Meetings	As required	Mexico and virtual	ASTT Members
Aviation Safety Training Team (ASTT/07) Meeting	December	Mexico	ASTT Members

**APPENDIX B RAST-PA DIP Progress**

**RAST-PA/RE/04**

Output	Due Date	Champion	Description	Actions	Time line
2	<a href="#"><u>20-Aug-11</u></a>	ALTA	Training	Operators to include material in training programs.	ESC/6 +12

Progress:  
 18-Jan-2011 : Material presentation Telecon  
 18-Jan-2011 : It was agreed that when the same information goes out to non ALTA members, it would include the IATA information related to RAST-PA/CFIT/02.  
 18-Jan-2011 : ALTA presented to the RAST-PA the Survey and letter which was to be sent to ALTA Members.  
 11-Jan-2011 : Telecon 11-1  
 11-Jan-2011 : This Material will be distributed together with the Material for RAST-PA/LOC-I/7  
 11-Jan-2011 : Change of due date because of Holidays

**RAST-PA/CFIT/04**

Output	Due Date	Champion	Description	Actions	Time line
1	<a href="#"><u>20-Feb-12</u></a>	IFALPA/IFATCA	Incorporate and/or update CRM/situational awareness training programs for all flight crew members of air transport operators emphasizing aircraft position with relation to terrain and reviewing past occurrences.	Reduce the CFIT accident rate by incorporating CFIT prevention in CRM training programs. Situational awareness will be emphasized as an integral part of the CRM training required of flight crewmembers of all air transport operators.	ESC/6 +18
2	<a href="#"><u>20-Aug-12</u></a>	IFALPA/IFATCA	Incorporate CRM/situational awareness training programs for all air traffic controllers of air navigation service providers (ANSP) emphasizing aircraft position with relation to minimum allowable altitudes.	Reduce the CFIT accident rate by incorporating CFIT prevention in CRM training programs. Situational awareness will be emphasized as an integral part of the CRM training required of air traffic controllers of all ANSPs.	ESC/6 +24

Progress:  
 23-Aug-2011 : RASG-PA/6  
 23-Aug-2011 : No contact with the other Champion (IFATCA) so we might need to go through it alone, that means we'll need help and will get back to the RAST in the future with a proposal to comply with the whole DIP  
 14-Jun-2011 : RASG-PA/5  
 14-Jun-2011 : The ESC is going to be made aware of the loss of contact with IFATCA and support will be requested to re-establish contact.  
 14-Jun-2011 : RAST-PA suggested that IFALPA begin to develop Output 1  
 14-Jun-2011 : IFALPA informed the meeting that implementation plans had not begun for this DIP because of the loss of contact with the IFATCA Rep.

**RAST-PA/CFIT/02**

Output	Due Date	Champion	Description	Actions	Time line
2	<a href="#">20-Aug-11</a>	IATA	If an operator does not have CFIT training, he will be encouraged to incorporate CFIT training into the airline training program.	Operators will incorporate CFIT prevention training and procedures into their training programs.	ESC/6 +12

## Progress:

14-Jun-2011 : RASG-PA/5

14-Jun-2011 : Telecons will be coordinated to produce the suggested RSR.

14-Jun-2011 : Therefore we recommend an RSR is issue to all RASG-PA states recommending the adoption of this recommendation as part of their regulation.

14-Jun-2011 : This will make sure all IATA and ALTA airlines comply with this recommendation as required but CFIT 02 Output 02. But there are many small carriers that have we have not been able to reach during the implementation of this DIP.

14-Jun-2011 : Output 1 of this DIP was shared with the IATA LATAM RCG (Regional Coordination Group) airlines that meet in MIA on MAY 31st 2011. Its results were well received, and it was agreed that IATA will contact the airlines that were found on the survey to not comply with FSF/ICAO/IATA recommendations of performing CFIT recurrent training at least every year to help them comply.

28-Feb-2011 : Telecon 11-2

28-Feb-2011 : Output 1 has been concluded.

28-Feb-2011 : The results show that most operators have CFIT training but some still do not.

28-Feb-2011 : The summary of results are added to the data base.

28-Feb-2011 : A survey was circulated amongst IATA member airlines requesting information on the CFIT training if any that pilots receive.

18-Jan-2011 : Material presentation Telecon

18-Jan-2011 : It was agreed that when the same information goes out to non ALTA members, it would include the IATA information related to RAST-PA/CFIT/02.

**RAST-PA/LOC-I/07**

Output	Due Date	Champion	Description	Actions	Time line
3 O2+28	<a href="#">18-Aug-13</a>	ALTA	Advanced Maneuvers Training provided by all operators. The expectation is that this training will be accomplished during initial training and as part of the recurrent training program, via ground and simulator instruction within the certified flight envelope, with emphasis on recognition, prevention and recovery techniques.	ALTA and IATA should promote a high level of commitment to advanced maneuvers training (AMT) by operator flight operations and training departments. Advanced maneuvers training will be conducted emphasizing energy state management and early recognition and recovery from flight outside the certified aircraft-operating envelope. Flight conditions outside of the certified flight envelope include inflight upsets, stalls, ground proximity and wind shear escape maneuvers, and inappropriate energy state management conditions. The training will be accomplished via ground and simulator instruction within the certified flight envelope, with emphasis on recognition, prevention and recovery techniques. The simulator instruction will be within the limitation of the training device being utilized.	

Progress:

23-Aug-2011 : RAST-PA/6

23-Aug-2011 : We have received the positive response from Copa Colombia of the use that the Advanced Maneuvers Training (AMT) has had since they have implemented in their operation. So far this has been really positive and we expect to have the results of the rest of the airlines.

18-Jan-2011 : Material presentation Telecon

18-Jan-2011 : It was agreed that when the same information goes out to non ALTA members, it would include the IATA information related to RAST-PA/CFIT/02.

18-Jan-2011 : ALTA presented to the RAST-PA the Survey and letter which was to be sent to ALTA Members.

11-Jan-2011 : Telecon 11-1

11-Jan-2011 : Ready to be sent this week (Awaiting approved by Alex de Gunten).

Expect feedback from Operators in three weeks.

11-Jan-2011 : Survey ALTA Members Operators, for Runway Excursions and Loss of Control.

Coordinate with IATA to send one package.

Pointers to Guidance Material (ICAO Web Site)

**RAST-PA/LOC-I/06**

Output	Due Date	Champion	Description	Actions	Time line
3	<u>20-Sep-11</u>	RASG-PA (RAST-PA)	Region to issue their own advisory circular on mode awareness and as a template to prepare a State advisory circular on mode awareness and energy state management aspects of flight deck automation.	Each State in the region will use the generic advisory circular LOC- I/6 - O2 +6 energy state management aspects of flight deck automation.	States in the
4 +18	<u>20-Mar-13</u>	RASG-PA (RAST- Mode awareness and energy state management aspects of PA)	flight deck automation guidance is provided by operators to all of their pilots.	Each operator should carefully developed procedures and guidelines that support the proper use of mode awareness and energy state management aspects of flight deck automation in their training programs. Each transport airplane pilot should be trained to the flight deck automation procedures and guidelines developed by their organization.	LOC-I/6 - O3

Progress:

- 16-Mar-2011 : RAST-PA/4
- 16-Mar-2011 : Supporting documentation needs to be uploaded to the web page
- 16-Mar-2011 : Circular needs to be translated.
- 16-Mar-2011 : RSR template created
- 16-Mar-2011 : COSCAP Circular reviewed and adapted for RSGA-PA
- 28-Feb-2011 : Telecon 11-2
- 28-Feb-2011 : Output 1 has been concluded.
- 28-Feb-2011 : The review of all available material is on the agenda for RAST-PA/4.
- 28-Feb-2011 : The RAST-PA Telecon considered that the material would better be reviewed in a face to face meeting.
- 28-Feb-2011 : The advisory material created by the ICAO COSCAP's in Asia as well as other material was identified.

**RAST-PA/LOC-I/09**

Output	Due Date	Champion	Description	Actions	Time line
4 +18	<a href="#">20-Sep-12</a>	IFALPA	Pilot Monitoring Training provided by operators to all of their pilots.	Each operator should carefully developed procedures and guidelines that support pilot monitoring in their training programs. Each transport airplane pilot should be trained to the Pilot Monitoring procedures and guidelines developed by their organization.	LOC-I/9 - O3

Progress:

- 23-Aug-2011 : RAST-PA/6
- 23-Aug-2011 : ESC has to mandate or develop a Procedure to comply with this output, perhaps an RSR.
- 16-Mar-2011 : RAST-PA/4
- 16-Mar-2011 : The material was approved by RAST-PA to be uploaded on the RASG Web page and begin a dissemination campaign
- 28-Feb-2011 : Telecon 11-2
- 28-Feb-2011 : Output 2 has been concluded.
- 28-Feb-2011 : The formatted material will be presented at RAST-PA/4 in Lima.
- 28-Feb-2011 : As an outcome of the FSTT review the material format is being amended.
- 28-Feb-2011 : The material was presented to the FSTT.
- 18-Jan-2011 : Material presentation Telecon
- 18-Jan-2011 : It was suggested that the material be presented to the FSTT Group at the next meeting 22-23 Feb 2011
- 18-Jan-2011 : IFALPA presented the material and presentation they have gathered.
- 11-Jan-2011 : Telecon 11-1
- 11-Jan-2011 : Adjust Due date of Output 1 to Next telecon
- 11-Jan-2011 : Material will be ready and presented at the next telecon.

**RAST-PA/RE/09**

Output	Due Date	Champion	Description	Actions	Time line
2	<a href="#">20-Feb-13</a>	ALTA	Develop a strategy to deliver safety seminars for pilots and controllers in Pan America that targets recognition and avoidance of unstable approaches.	<p>Develop a strategy and timeline to deliver safety seminars for pilots and controllers.</p> <p>At a minimum the following topics should be covered:</p> <ul style="list-style-type: none"> <li>• Stabilized Approaches</li> <li>• Go Around Gates and Missed Approach Criteria</li> <li>• Approach Procedures and Briefings</li> <li>• Non Normal Aircraft Conditions</li> <li>• Transfer of Aircraft Control</li> <li>• CRM/TRM and human factors</li> <li>• Weather conditions and information dissemination including tail wind landings</li> </ul> <p>During the safety seminars participant will be asked to provide additional mitigation measures that will be compiled and used as the basis of future safety enhancements for runway excursions.</p>	RE/9 - O1 +24

**Progress:**

23-Aug-2011 : RAST-PA/6

23-Aug-2011 : A letter requesting the use of the AMX simulator is requested.

23-Aug-2011 : IFALPA and ALTA had a meeting with SENEAM in Mexico City, we agreed to ask Aeromexico for a donation of B737NG Simulator time and SENEAM for their ATC Sim.

The idea would be to have Pilots/Controllers go through Line Oriented Scenarios of Stabilized/Unstabilized Approaches in order to create awareness in both Groups and develop Output 2.

16-Mar-2011: RAST-PA/4

16-Mar-2011: Establish a meeting at Mexico with Pilots and controllers (Review Lesson Learned of the ALTA's survey)

16-Mar-2011: Analysis the Runway Excursion Reduction Tool Kit Version. 02 | Output Global Safety Symposium

16-Mar-2011: Aviation Safety Summit on June, 2011| Monday or Tuesday | Meeting to deliver results regarding the Analysis Runway Excursion and Mexico's meeting

16-Mar-2011: Runway Safety Workshop on October

16-Mar-2011: In 2012, duplicate the Mexico's meeting (Pilot project) with the pilots and controllers in others states of the region

28-Feb-2011 : Telecon 11-2

28-Feb-2011 : Output 1 has been concluded.

28-Feb-2011 : The Champion informed that a survey was conducted and a report with the results was being prepared for RASG-PA/4.

**APPENDIX C ESC Approved Detailed Implementation Plans (DIPs)**

<b>Rast No</b>	<b>Safety Enhancement Action</b>	<b>Reference</b>	<b>GSI</b>	<b>Safety Changeability Indicator</b>			<b>Priority</b>	<b>Time Frame</b>
				<b>Impact</b>	<b>Easy</b>	<b>P1</b>		
<b>RAST-PA/RE/08</b>	Guidance in maintaining runway in accordance with Annex 14 (put this point next to 6)	Annex 14, Doc 9137 ICAO	1	High	Easy	P1	3	Short
<b>Safety Enhancement Action (expanded):</b>	To reduce runway condition/maintenance related accidents and incidents at airports by following a runway maintenance guide in accordance with ICAO Annex 14.							
<b>Statement of Work:</b>	Establish a team who will compile and develop, if necessary, runway maintenance guidance for airports in the Panamerican region.							
<b>Champion Organization:</b>	ACI-LAC							
<b>Human Resource:</b>	CAAs, ICAO, ACI, IATA, ALACPA, Airport Operators, Maintenance staff and providers.							
<b>Financial Resource:</b>	To be determined, in-kind support to develop the guidance material.							
<b>Relation Current Aviation</b>	ACI Airside Safety Handbook Annex 14							
<b>Community Initiative:</b>	ICAO Doc 9137 Airport Services Manual Par 2 – Pavement Surface Conditions ICAO Doc 9157 Part 4 Visual Aids Runway excursion risk reduction toolkit							
<b>Performance Goal Indicators:</b>	Goal 1: Create a guide that collects best practices for runway maintenance. Indicator: Online availability of the guide. Goal 2: Promote and encourage the use of the guide. Indicator: RASG-PA promotion of the guide. Goal 3: airports implement their maintenance plans according to this guide. Indicator: A measurable amount of airports that incorporate the use of the guide into their action plans. Goal 4: Reduce the occurrence of runway condition related incidents and accidents. Indicator: A measurable and continued reduction in runway condition related incidents and accidents.							
<b>Key Milestones:</b>	DIP	ESC X		Approval				
	Output 1 The guide		ESC X Date + 6					
	Output 2 Promote		Output 1 + 12					
	Output 3 Implementation of the guide	Output 1 + 18						
<b>Potential Blockers:</b>	- Lack of resources to establish the plans correctly - Differences between CAAs and airport operators - Weaknesses in regulatory oversight - Airport operators may not recognize safety enhancement benefits of implementing the plan according to the guidelines - Data sharing							
<b>DIP Notes:</b>	RASG-PA, Annual Safety Report Team (ASRT), will review collected data on a yearly basis. This data will be reflected in the annual RASG-PA Safety Report							

**RAST-PA/RE/08 Output 1****Description:** Create a guide that collects best practices for runway maintenance.**Resources:****Resource Notes:** ACI**Time Line:** 6 months**Actions:** Establish a team who will compile and develop, if necessary, runway maintenance guidance for airports in the Pan American region. The team should be composed of at least; an ICAO Annex 14 expert, a representative from aerodromes and Aerodrome cognizant CAA representative. Once available the guidance should be translated into Spanish.**Target Completion****RAST-PA/RE/08 Output 2****Description:** Promote and encourage the use of the guide.**Resources:****Resource Notes:** RASG-PA**Time Line:** 12 months**Actions:** Produce information material that may be disseminated at events throughout the Region. Call on RASG-PA Members to disseminate the information.**Target Completion****RAST-PA/RE/08 Output 3****Description:** Airports implement their maintenance plans according to the runway maintenance guide.**Resources:****Resource Notes:** ACI, RST's**Time Line:** 18 months**Actions:** Use a data-driven approach to identify aerodromes that could benefit from improved runway maintenance. Encourage RST at Airports to use the runway maintenance guide and track outcomes through their action plans. Track aerodrome action plans to determine the number of aerodromes that are using the**Target Completion**

Rast No	Safety Enhancement Action	Reference	GSI	Safety Impact	ChangeabilityIndicator	Priority	Time Frame																		
RAST-PA/RE/11	Develop guidance material and training programs to create action plans for runway safety teams.	Annex 14, ICAO Doc. 9137, IATA, FAA, IFALPA Airport Liaison Program	9	High	Easy	P1	1 Short																		
<b>Safety Enhancement Action (expanded):</b>	To reduce runway related accidents and incidents at airports by identifying airport specific hazards and developing mitigations.																								
<b>Statement of Work:</b>	Establish the framework to create Runway Safety Teams (RST) which will evaluate airports for hazards and implement the appropriate mitigations. Facilitate the sharing of data, training material, mitigations, and workshops.																								
<b>Champion Organization:</b>	Mexico																								
<b>Human Resource:</b>	CAAs, ICAO, Airport Operators, Air Operators, Air Traffic Management/Communication Navigation Surveillance providers, Fixed Base Operators, Pilots.																								
<b>Financial Resource:</b>	Database creation, workshops, RASG-PA resources for material compilation.																								
<b>Relation Current Aviation Community Initiative:</b>	ICAO Global and Regional Runway Safety Initiative, Flight Safety Foundation Runway Safety Initiative, Commercial Aviation Safety Team Safety Enhancement																								
	<p style="text-align: center;">Material currently available:</p> <ul style="list-style-type: none"> <li>- ICAO (<a href="http://www2.icao.int/en/RunwaySafety/Pages/Toolkits.aspx">http://www2.icao.int/en/RunwaySafety/Pages/Toolkits.aspx</a>)</li> <li>- Flight Safety Foundation (<a href="http://flightsafety.org/current-safety-initiatives/runway-safety-initiative-rsi">http://flightsafety.org/current-safety-initiatives/runway-safety-initiative-rsi</a>)</li> <li>- Federal Aviation Administration (<a href="http://www.faa.gov/airports/runway_safety/resources/lrsat/">http://www.faa.gov/airports/runway_safety/resources/lrsat/</a>)</li> <li>- EUROCONTROL (<a href="http://www.eurocontrol.int/runwaysafety/public/standard_page/keyActions.html">http://www.eurocontrol.int/runwaysafety/public/standard_page/keyActions.html</a>)</li> </ul>																								
<b>Performance Goal Indicators:</b>	<p>Goal 1: Establish a runway safety team (RST) at the busiest airport of each contracting State in the Pan American region in terms of operations per year. Indicator: Twelve teams established per year.</p> <p>Goal 2: Establish a RST at all international airports of each contracting State in the Pan American region. Indicator: Twelve teams established per year.</p> <p>Goal 3: Reduce the occurrence of runway related incidents and accidents. Indicator: A measurable reduction in runway related incidents and accidents.</p>																								
<b>Key Milestones:</b>	<table border="0" style="width: 100%;"> <tr> <td style="width: 30%;">DIP</td> <td style="width: 40%;">ESC X Approval</td> <td style="width: 30%;"></td> </tr> <tr> <td>Output 1</td> <td>Gather &amp; Publish information</td> <td>ESC 10 Date + 3</td> </tr> <tr> <td>Output 2</td> <td>Checklist</td> <td>Output 1 + 6</td> </tr> <tr> <td>Output 3</td> <td>Database</td> <td>Output 1 + 6</td> </tr> <tr> <td>Output 4</td> <td>Roll out plan</td> <td>Output 3 + 6</td> </tr> <tr> <td>Output 5</td> <td>Review and update</td> <td>Output 4 + 6</td> </tr> </table>							DIP	ESC X Approval		Output 1	Gather & Publish information	ESC 10 Date + 3	Output 2	Checklist	Output 1 + 6	Output 3	Database	Output 1 + 6	Output 4	Roll out plan	Output 3 + 6	Output 5	Review and update	Output 4 + 6
DIP	ESC X Approval																								
Output 1	Gather & Publish information	ESC 10 Date + 3																							
Output 2	Checklist	Output 1 + 6																							
Output 3	Database	Output 1 + 6																							
Output 4	Roll out plan	Output 3 + 6																							
Output 5	Review and update	Output 4 + 6																							
<b>Potential Blockers:</b>	<ul style="list-style-type: none"> <li>- Lack of resources to establish RSTs</li> <li>- Differences between CAAs and airport operators</li> <li>- Airport operators may not recognize safety enhancement benefits</li> <li>- Data sharing</li> <li>- Lack of resources to implement mitigations</li> </ul>																								
<b>DIP Notes:</b>	<p>RASG-PA, Annual Safety Report Team (ASRT), will review collected data on a yearly basis. This data will be reflected in the annual RASG-PA Safety Report. <i>Multidisciplinary runway safety teams are envisaged to work with airport operators to identify areas of opportunity and available resources to enhance runway safety for specific aerodromes.</i></p>																								

**RAST-PA/RE/11 Output 1**

- Description:** Gather and publish in the RASG-PA website available material that may be used to mitigate hazards related to runway safety.
- Resources:**
- Resource Notes:** ICAO
- Time Line:** 6 months
- Actions:** Publish or make links available to websites such as FSF, CAST, FAA, EURCONTROL and IFALPA which LRST may use to proposed mitigation actions for identified hazards related to runway safety.

**Target Completion****RAST-PA/RE/11 Output 2**

- Description:** Electronic checklist development
- Resources:**
- Resource Notes:** ICAO, IFATCA, IATA & ACI
- Time Line:** 6 months
- Actions:** Develop an electronic checklist based on best practices and threat and error management that RST may use to identify hazards and propose mitigation actions. The checklists should address the following areas:
- ATM/CNS
  - Air operators
  - Airport
  - Before releasing final versions of the checklists, field test in a pilot project
  - Translate Checklists into Spanish

**Target Completion****RAST-PA/RE/11 Output 3**

- Description:** Establishment of a regional Runway Safety Database
- Resources:**
- Resource Notes:** ICAO
- Time Line:** 6 months
- Actions:** Create a Regional database that will house the data from the checklists (Output 2) with at least the following considerations:
- Option to de-identify the source of the information
  - Where possible responses should be selectable (rather than free text)
  - Contain appropriate level(s) of data entry
  - Consider the legal aspects of data sharing
  - Capture the resulting mitigation actions and their end result
  - Before releasing final versions of the checklists/database interface, field test in a pilot project
  - Spanish version

**Target Completion**

**RAST-PA/RE/11 Output 4**

**Description:** Develop a roll out plan  
**Resources:**  
**Resource Notes:** RAST-PA / FSTT-PA  
**Time Line:** 6 months  
**Actions:** Organize workshops in Pan America to disseminate the information and train on:  
- Establishment of RST  
- The use of the DB  
- The use of the checklist  
- Finding Material related to runway safety.

**Target Completion**

**RAST-PA/RE/11 Output 5**

**Description:** Review and Update of the Runway Safety Teams  
**Resources:**  
**Resource Notes:** RAST-PA  
**Time Line:** 6 months  
**Actions:** Develop a process to review on a two times a year basis the number of LRSTs established and ensure that all relevant runway safety material is maintained

**Target Completion**

## APPENDIX D RAST-PA – CONTACT ADDRESS BOOK

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**Industry**

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**Agenda Item 4: RASG-PA Projects**

Under this agenda item, the following working papers, information papers and presentations were presented:

- WP/09 (Secretariat); WP/10 (Secretariat); WP/13 (Brazil); WP/16 (COCESNA/ACSA); WP/17 (COCESNA); WP/24 (Brazil); IP/04 (Colombia); CAST Presentation on ASIAS, and IP/07 (Mexico)

**4.1 RASG-PA GSI-3 Project - Effective Errors and Incidents Reporting**

4.1.1 The Secretariat briefed the Meeting on the status of the RASG-PA GSI-3 Project - *Effective Errors and Incidents Reporting*. At the conclusion of the RASG-PA/3 Meeting in Punta Cana, Dominican Republic, October 2010, the Meeting agreed that additional time was required for further stakeholder comments, and it was agreed that comments would be accepted until January 2011.

4.1.2 During the comment period, certain stakeholders advised that the review would take much longer than initially agreed because of the complexity of the issues involved. The ESC agreed to extend the timeframe until the parties could meet and discuss the project with their respective legal representatives.

4.1.3 In June 2011, one of the RASG-PA ESC representatives advised the ESC that the attorney who was to review the document on behalf of the industry representatives became ill and would not be able to complete the review. The ESC agreed to delay the review for an indefinite period until a new legal representative on behalf of industry could review the document.

4.1.4 In September of 2011, the RASG-PA GSI-3 legal representative attended a meeting of the ICAO Safety Information Protection – Task Force (SIP-TF). The SIP-TF is chartered to provide recommendations for new or enhanced provisions and guidance material related to the protection of safety information.

4.1.5 As a conclusion of the meeting, the SIP-TF recognized that the safety benefits associated with the increased collection and use of reports from operational personnel have the potential to result in proactive indicators of emerging safety risk issues. Such reports, indicative of hazards that exist within the aviation system and the human factor issues that result in inadvertent errors, are becoming increasingly available through the propagation of State Safety Programmes (SSP) and related Safety Management Systems (SMS). Accordingly, the SIP-TF will undertake efforts to ensure the continued availability of safety data and safety information, much of which is provided voluntarily by operational personnel or under mandatory reporting programmes.

4.1.6 To accomplish its task, the SIP-TF agreed to establish three working groups to propose findings and recommendations for the new enhanced ICAO provisions and guidance materials related to the protection of safety information. These working groups should maintain, in so far as practicable, a multidisciplinary composition. These proposed working groups are:

- 1) Working Group 1: Review of existing ICAO Standards and Recommended Practices (SARPS) and guidance material related to the protection of information of safety information.
- 2) Working Group 2: Review of existing and proposed Member States legislation, regulation and practice related to the protection of safety information.
- 3) Working Group 3: Outreach communication and engagement of safety administrative, judicial, law enforcement, legal, prosecutorial groups, along with victim support groups.

4.1.7 Taking into account the legal framework prepared by RASG-PA, the SIP-TF invited RASG-PA to continue participating in the task force with the objective to collaborate with them.

4.1.8 The Meeting noted that during the RASG-PA ESC/11 Meeting, the ESC decided to continue support of the RASG-PA GSI-3 representative to the SIP-TF.

4.1.9 In addition, the Meeting noted that the ESC developed a timeline to review and distribute the RASG-PA GSI/3 Project document "*Protection of safety information*".

4.1.10 The Meeting also took note of the progress made by Brazil within the framework of the Global Aviation Safety Initiative-3 (GSI-3) oriented towards the protection of safety information,

## **4.2 RASG-PA GSI-4 Project - Effective Incident and Accident Investigation**

4.2.1 The Meeting took note of the progress made by Brazil regarding information involving aircraft accident investigations and related legislation. CENIPA, the government institution in charge of aircraft accident investigation in Brazil, has provided assistance to several States and has also trained a significant number of professionals around the world. CENIPA also provides services for accident prevention, such as safety data trend analysis. CENIPA is a participant of the ICAO Safety Information Protection Task Force (SIP-TF) and has also participated in the development of Brazilian legislation for the protection of aircraft accident investigation processes. CENIPA has also developed additional measures to protect safety information sources with closer integration of the judicial system, providing them with seminars and training on aviation safety and visits to CENIPA facilities. These measures have proven effective while a legislative framework becomes approved.

4.2.2 ACSA presented the Meeting with the progress made with implementing the Regional Accident and Incident Investigation Organization (CIPA) under the umbrella of COCESNA/ACSA as a RASG-PA supported initiative. This initiative is meant to overcome the limitations experienced by Central American States in performing effective aircraft accident/incident investigations. The project comprises three phases extending to 2014; phase one (documentation) is at 90% of completion, phase two (implementation) is at 25% completion and phase three (prevention) will start in 2012. The Meeting supported this initiative which is in accordance with ICAO's Global Aviation Safety Plan. The Meeting was informed that the NTSB of United States and BEA of France have offered to collaborate and provide support to this initiative. Among groups present, CENIPA from Brazil stated that it could also support the initiative.

### **4.3 RASG-PA GSI-12 Project - Use of Technology to Enhance Safety**

4.3.1 The Meeting took note of the progress made by COCESNA/ACSA on a RASG-PA pilot project for exchanging FOQA de-identified data between the regulator and a key commercial air operator with the objective to mitigate aviation safety risks. This project is supported by ALTA and Airbus and has produced excellent results, including a significant reduction of unstabilized approaches and go-arounds at Juan Santamaría International Airport. Air traffic control is now also involved, and a new air space route structure was implemented producing an important reduction on resolution advisories. After the success of this project, other air commercial operators are interested in participating in the project. The Meeting noted the positive effects of this project and encourages other States and operators to consider implementing these best practices.

4.3.2 Brazil also informed the Meeting on their experience with their flight data monitoring trend sharing group between volunteer Brazilian airlines and the Civil Aviation Agency of Brazil (ANAC). This group is known as FDM-Brazil and is focused on recognizing safety concerns before they become a threat. The group observes the following principles in its composition:

- Common objectives
- Freedom of access to the group
- Common taxonomy
- Separated environment for discussion

4.3.3 The results of this group are building trust between the regulator and operator for exchanging vital information to improve safety.

4.3.4 A question was raised regarding the common taxonomy issue; Brazil further explained that their initiative is a slightly different to the COCESNA/ACSA project since they only receive trends and not raw data.

### **4.4 The Aviation Safety Information Analysis and Sharing (ASIAS) System Activities**

4.4.1 The CAST representative briefed the Meeting that the request to share data between RASG-PA and ASIAS had been approved. The ASIAS Executive Board will be forwarding an MOU to establish an agreement between the two parties for the provision of ASIAS data. The agreement will include provisions that the data shall to be used for RASG-PA aviation safety risk mitigation efforts.

**4.5 Implementation strategy for adhering to the proper use of ICAO Spanish Standard Phraseology in accordance with PANS-ATM (Doc. 4444), Chapter 12**

4.5.1 The Meeting noted a proposal to develop and implement a plan to promote and ensure that air traffic controllers and pilots adhere to ICAO Spanish standard phraseology when using Spanish for radio telephony (R/T). The Meeting recalled a GREPECAS initiative to streamline ICAO phraseology, which culminated with an amendment to Chapter 12, Phraseologies (Spanish only), of the PANS/ATM (Doc 4444), applicable since 2009.

4.5.2 Mexico presented an information paper that included a recently issued national mandatory circular, which was made available to RASG-PA for the purpose of assisting Spanish speaking States to establish their own Spanish phraseology handbook that conforms to the ICAO Standard phraseology in Spanish.

4.5.3 The Meeting noted the proposal to establish a project that would coordinate implementation efforts for the consistent use of ATC Spanish phraseology and agreed that it should at least consider the following:

- a) Review the mandatory circular offered by Mexico to ensure that it meets the requirements of ICAO Doc 4444 so that it could be used as a model Spanish phraseology handbook promoted by RASG-PA
- b) Quick reference cards for air traffic controllers and pilots containing the most common terms for each phase of flight
- c) Seminars/forums to disseminate the project initiatives
- d) Training for air traffic controllers and pilots on the importance of using the standard phraseology as a means to mitigate aviation safety risks

4.5.4 Therefore, the Meeting formulated the following decision:

**DECISION RASG-PA/4/4 STANDARD SPANISH PHRASEOLOGY**

That the RASG-PA ESC create a project to promote and develop an implementation strategy for the consistent use of ATC standard Spanish phraseology in accordance with the ICAO PANS-ATM (Doc 4444) by 15 December 2011.

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**Agenda Item 5: RASG-PA Plan of Activities for 2012**

Under this agenda item, the following working papers, information papers and presentations were presented:

- WP/11 (Secretariat) and WP/12 (Secretariat)

**5.1 Third Pan American Aviation Safety Summit 2012**

5.1.1 ALTA briefed the Meeting on the success of the 2011 Second Annual Pan American Aviation Safety Summit, which was attended by over 250 participants in Mexico City, Mexico. The attendees included authorities from NAM, CAR and SAM Regions, and executives from more than 25 airlines and industry representatives.

5.1.2 As a result of the success in bringing together regional stakeholders during the previous Pan American Aviation Safety Summits, the RASG-PA ESC has unanimously endorsed the Third Pan American Aviation Safety Summit, tentatively scheduled for 19 to 21 June 2012, in Bogota, Colombia.

**5.2 RASG-PA Work Programme for 2012**

5.2.1 The Secretariat briefed the Meeting on the 2011 RASG-PA activities.

5.2.2 Since the RASG-PA/03 Meeting in October 2010, RASG-PA activities have been organized and coordinated by the RASG-PA Secretariat with the support and guidance of the RASG-PA ESC and include the following meetings and activities:

- a) Executive Steering Committee (ESC)
  - i) Four meetings: Punta Cana, Dominican Republic, October 2010; Lima, Peru, March 2011; Santa Cruz, Bolivia, August 2011; and Miami, United States, October 2011
  - ii) Ten monthly teleconferences
- b) Second Pan American Aviation Safety Summit: Mexico City, Mexico, June 2011
- c) Regional Aviation Safety Team – Pan America (RAST-PA)
  - i) Four Meetings: Lima, Peru, March 2011; Mexico City, Mexico, June 2011; Miami, United States, August and October 2011
- d) RASG-PA Safety Workshop, Mexico City, Mexico, June 2011

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- e) Aviation Safety Training Team (ASTT)
  - i) Two Meetings: Mexico City, Mexico, February and September 2011
- f) Annual Safety Report Team (ASRT)
  - i) Two Meetings: Lima, Peru, July and September 2011
- g) RASG-PA Projects
  - i) ICAO Safety Information Protection Task Force (SIP-TF) Montreal, Canada, September 2011

5.2.3 In order to complete the RASG-PA work programme and objectives for 2012, the Secretariat proposed the following tentative schedule of activities:

ACTIVITY	DATES	LOCATION	PARTICIPANTS
RASG-PA Executive Steering Committee (ESC) Teleconferences	Monthly	Not applicable	ESC
Regional Aviation Safety Team – Pan America (RAST-PA)	March	Jamaica	RAST-PA
RASG-PA Executive Steering Committee (ESC)	March	Jamaica	ESC
Aviation Safety Training Team (ASTT)	February	To be determined	ASTT
Annual Safety Report Team (ASRT)	May and July	To be determined	ASRT
Regional Aviation Safety Team – Pan America (RAST-PA)	18 June	Bogota, Colombia	RAST-PA
Third Pan American Aviation Safety Summit	19-21 June	Bogota, Colombia	RASG-PA Members and aviation community
Executive Steering Committee (ESC)	21 June	Bogota, Colombia	ESC
Regional Aviation Safety Team – Pan America (RAST-PA)	August	Seattle, Washington, USA	RAST-PA
Executive Steering Committee (ESC)	August	Seattle, Washington, USA	ESC
Aviation Safety Training Team (ASTT)	September	To be determined	ASTT
Regional Aviation Safety Team – Pan America (RAST-PA)	October	To be determined	RAST-PA
Fifth Regional Aviation Safety Group – Pan America (RASG-PA/5) Meeting	October	To be determined	RASG-PA Members
Executive Steering Committee (ESC)	October	To be determined	ESC

5.2.4 The Meeting approved the RASG-PA 2012 work programme as submitted.

**DECISION RASG-PA/4/5 RASG-PA 2012 WORK PROGRAMME**

The RASG-PA 2012 work programme presented in Section 5.2.3 of this report is approved by RASG-PA as recommended by the ESC.

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**Agenda Item 6: Other Business**

Under this agenda item, the following working papers, information papers and presentations were presented:

- WP/14 (Secretariat); WP/15 (Secretariat); WP/18 (Brazil); WP/22 (Brazil); WP/26 (Secretariat); WP/27 (IATA) and IP/03 (Secretariat)

6.1 The Meeting recalled that the Global Aviation Safety Plan (GASP) was originally intended and initially served as a high-level policy document for guiding State, industry and international organization efforts to mitigate aviation safety risks. In view of the latest developments related to implementation of State Safety Programmes (SSPs) and Safety Management Systems (SMS), as well as the associated ICAO Standards and Recommended Practices (SARPs), it has become necessary to update the GASP to better reflect the introduction and use of safety management principles. The 37th Session of the ICAO Assembly (Resolution A37-4 refers) noted the intent to continue using the GASP as a tool for safety enhancement by focusing action where it is most needed and directed the Council to maintain GASP currency in order to support relevant ICAO objectives. The new edition of the GASP is scheduled to be published by December 2011. It is envisaged that the GASR will be amended soon thereafter.

6.2 The Meeting was informed of the proposed new Global Safety Initiatives (GSIs) and noted that compatibility with the previous initiatives remains by grouping related to GSIs as follows:

- GSI 1 – Consistent Implementation of International Standards and Industry Best Practices
- GSI 2 – Consistent Regulatory Oversight
- GSI 3 – Effective Errors and Incident Reporting
- GSI 4 – Effective Incident and Accident Investigation
- GSI 5 – Consistent Coordination of Regional Programmes
- GSI 6 – Effective Errors and Incident Reporting and Analysis Industry
- GSI 7 – Consistent use of Safety Management Systems (SMS)
- GSI 8 – Consistent compliance with Regulatory Requirements
- GSI 9 – Consistent Adoption of Industry Best Practices

6.3 The Meeting noted the evolution of Brazilian air navigation services (ANS) safety oversight system through the establishment of an organization independent from the regulatory unit for ANS, responsible to the Commander of the Air Force, Brazilian Aeronautical Authority, for coordinating and controlling the activities of ANS safety inspections, as well as supervising the Safety Oversight Programme. It was also mentioned that ASOCEA (Airspace Control Safety Advisory Board) was created in 2008 to ensure the effective implementation of the ICAO USOAP eight Critical Elements related to the Brazilian Safety Oversight System for ANS area conducting a systematic process of surveillance process of the activities performed by the Department of Airspace Control (DECEA) and all air navigation service providers in Brazil. Finally, Brazil referred to the implementation of their Safety Management System (SMS), the implementation of quality management systems for AIS at international airports and SAR personnel English language proficiency. It was mentioned that the first two are ongoing. With regards to the third area, they stated that there are sufficient SAR personnel with proficiency in the English language. Thus, the results of the ICAO audit for ANS in Brazil indicated that the lack of implementation of the critical elements in 2009 was 5.2%, and after implementation of the Corrective Action Plan this percentage was reduced to 4.7%.

6.4 Brazil also informed the Meeting on its development of regulatory material for preventing the use of psychoactive substances in civil aviation. The Meeting noted the safety benefits of the programme, the background regulatory material used in the development, the contents of the programme, and associated costs.

**Outcome of the ICAO/FAA/IFATCA Regional Runway Safety Seminar for NAM/CAR/SAM Regions**

6.5 The Secretariat informed the Meeting of the outcome of the ICAO/FAA/IFATCA Regional Runway Safety Seminar (RRSS) conducted in Miami, United States, from 12-14 October 2011.

6.6 The Meeting was informed that the objective of the RRSS is to support the creation of local Runway Safety Teams (RSTs) to address prevention and mitigation of runway excursions, runway incursions and other occurrences related to runway safety.

6.7 The Meeting acknowledged that RASG-PA may play a key role in the implementation of RSTs throughout the Pan American Region. Therefore, the following conclusion was formulated:

**CONCLUSION RASG-PA/4/6 REGIONAL RUNWAY SAFETY TEAMS (RSTs)**

That States, Territories, International Organizations and industry:

- a) support the creation of Runway Safety Teams (RSTs) in the NAM/CAR/SAM Regions as well as those already established;
- b) consider the creation of an RST Go Team under ICAO leadership with the participation of ICAO's Runway Safety Partners to assist States with the development of RSTs;
- c) support launching the RST pilot project at Aeropuerto Internacional de la Ciudad de Mexico (AICM), supported by the Mexican DGAC, local and international stakeholders;
- d) support, monitor, follow-up and report on the implementation status, and regional and local actions performed to reduce associated risks as required;

- e) task the RASG-PA Aviation Safety Training Team (ASTT) to include RST implementation plans and runway safety best practices in the 2012 RASG-PA Safety Workshops syllabi, and post the related training material on the RASG-PA website; and
- f) support the NAM/CAR Runway Safety Seminar/Workshop sponsored by the Mexico DGAC and ACI, and the SAM Runway Safety Seminar/Workshop to be held in 2012.

6.8 IATA presented WP27, which explained IATA's role in delivering Aviation Safety Reports (ASR) from member Airlines to States with the assistance of ICAO NACC and SAM offices. In addition, IATA presented the worldwide accident rates and LATAM/CAR one year (July 2010 - June 2011) ASR Incident Review by States/Territories. The reports are intended to gather data to prevent future accidents and encourage the development of best practices on both sides. IATA advised the Meeting that airlines are concerned with the lack of action taken by some States to respond to incidents in a timely manner. IATA urged states to correct deficiencies in the investigation processes in order to increase the available data for use in increasing safety.

6.9 The Meeting was also informed on the implementation status of other RASGs around the world as follows:

Regional Aviation Safety Group – Asia and Pacific (RASG-APAC): The Forty-Seventh Meeting of Directors General of Civil Aviation APAC (DGCA/47) held 25-29 October 2010, in Macao, China agreed on the establishment of the RASG-ASIA/PAC. The First Meeting of the RASG-ASIA/PAC took place 10-11 October 2011, in Noumea, New Caledonia.

Regional Aviation Safety Group – Europe (RASG-EUR): The high-level meeting of European Directors General of Civil Aviation held 15-17 February 2011, agreed on the establishment of the European Regional Aviation Safety Group (RASG-EUR) for the entire European Region. Subsequently, a meeting for the establishment of the RASG-EUR was convened in Paris on 16 May 2011. The first meeting of the RASG-EUR is scheduled for 23 to 24 January 2012.

Regional Aviation Safety Group – Middle East (RASG-MID): The First Meeting of the Directors General of Civil Aviation Middle East (DGCA-MID/1), held in March 2011, agreed on the establishment of the RASG-MID. Subsequently, the first meeting of the RASG-MID took place in September 2011. The RASG-MID agreed on a structure similar to the PIRGs that normally have one Vice-Chairperson to replace the Chairperson in the event he/she is unable to attend the meeting. However, the group opted to have two vice-chairpersons; one from a Member State for the same purpose as in the PIRG and one from the stakeholders so that the industry partners could fully participate in the actions necessary to improve safety. The RASG-MID also established a RASG Steering Committee (RSC) and agreed to establish an Annual Safety Report Team (ASRT) in order to form a baseline from which progress can be measured.

Regional Aviation Safety Group – Africa (RASG-AFI): The Fourth Meeting of Directors General of Civil Aviation of Eastern and Southern African (ESAF) and Western and Central African (WACAF) States (DGCA/4) approved the concept of a RASG. The first meeting of RASG-AFI is scheduled to take place in March 2012.

6.10 The Secretary reminded the Meeting that RASG-PA has held four annual meetings since 2008. The previous RASG-PA annual meetings were held in Puntarenas, Costa Rica, 2008 – Costa Rica DGAC; Bogota, Colombia, 2009 – Colombian DGAC; Punta Cana, Dominican Republic, 2010 – Dominican Republic DGAC; and Miami, Florida, United States, 2011 – Airbus Industries.

6.11 The Meeting was reminded that the RASG-PA Procedural Handbook directs the ESC to alternate the annual RASG-PA meetings between the NAM/CAR/SAM Regions to allow for increased participation throughout the Pan American Region.

6.12 The Meeting was also reminded that the successful implementation and harmonization of RASG-PA initiatives can only be achieved through the involvement of all stakeholders including ICAO, States, International Organizations and industry. Additionally, the meetings have been highly successful in advancing the work of RASG-PA due to the generosity of the meeting hosts by providing the necessary event locations and logistics required for such a diverse group of participants.

6.13 The Secretary advised the Meeting that Chile has volunteered to host the 2012 RASG-PA Meeting. Meeting dates will be coordinated between the RASG-PA Secretariat and DGAC Chile. Therefore, the Meeting formulated the following:

**DECISION RASG-PA/4/7**

**RASG-PA 2012 MEETING**

Chile agreed to host the next RASG-PA Meeting during October 2012, which was approved by the Meeting.

**Co-Chair and First Vice-Chairperson elections**

6.14 The Meeting was informed that in accordance with the RASG-PA Procedural Handbook, the terms for the RASG-PA Co-Chair (States/Territories) and First Vice-Chairperson were ending and elections needed to be held for those positions. The Meeting unanimously re-elected Mr. Oscar Derby from Jamaica as Co-Chair (States/Territories) and Mr. Carlos Pellegrino from Brazil as First Vice-Chairperson of RASG-PA for an additional three-year period.

**ALTA/IATA Operational Safety Committee**

6.15 The ALTA/IATA Operational Safety Committee has established a workgroup to identify and mitigate aviary flight hazards in the region. The group members are comprised from the region's airlines with additional support from Boeing, Airbus, FAA and the USDA (USDA is a recognized expert agency for the control of wildlife in the U.S.). IATA and ALTA have completed an initial analysis which can be used to identify those airports that have the highest incidents of bird strikes. The objective of the group is to outline a plan of action to support airports and civil aviation authorities of the region and work together to minimize the effect that bird strike threats represent to aviation safety.

6.16 RASG-PA is invited to become familiar with the project and consider this ALTA/IATA initiative as one of the RASG-PA supported projects. The first meeting of the workgroup will be held on 1 November 2011, at the ALTA office in Miami.