



ICAO

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

**TWENTY-FOURTH PAN AMERICA — REGIONAL AVIATION SAFETY  
TEAM MEETING**

**PA-RAST/24**

**FINAL SUMMARY OF DISCUSSIONS**

**MIAMI, UNITED STATES, 10 TO 12 MAY 2016**

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

### Summary of Discussions

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

3.3 The precursors reviewed were the following:

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

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

**Agenda Item 4:**

**Review of PA-RAST Terms of Reference (ToRs)**

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

**Agenda Item 5:**

**Safety Enhancement Teams (SETs) 1, 2 and 3 Report**

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

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

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

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

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

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

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

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

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

5.7 The Meeting acknowledged the following pending activities:

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

**Agenda Item 6:**

**Safety Enhancement Team (SET) 4 — MID Air Collision (MAC)**

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

6.2 The Meeting acknowledged the relevance of this activity from the safety perspective and the needed interaction with the CAR/SAM Regional Planning and Implementation Group (GREPECAS).

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

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

**Agenda Item 7:**

**PA-RAST/24 Meeting Action Items**

7.1 No action items were generated from this Meeting.

**Agenda Item 8:**

**PA-RAST/25 Meeting**

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

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

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

**Agenda Item 9:**

**Other Business**

9.1 No other business were considered.

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## APPENDIX A

## LIST OF PARTICIPANTS

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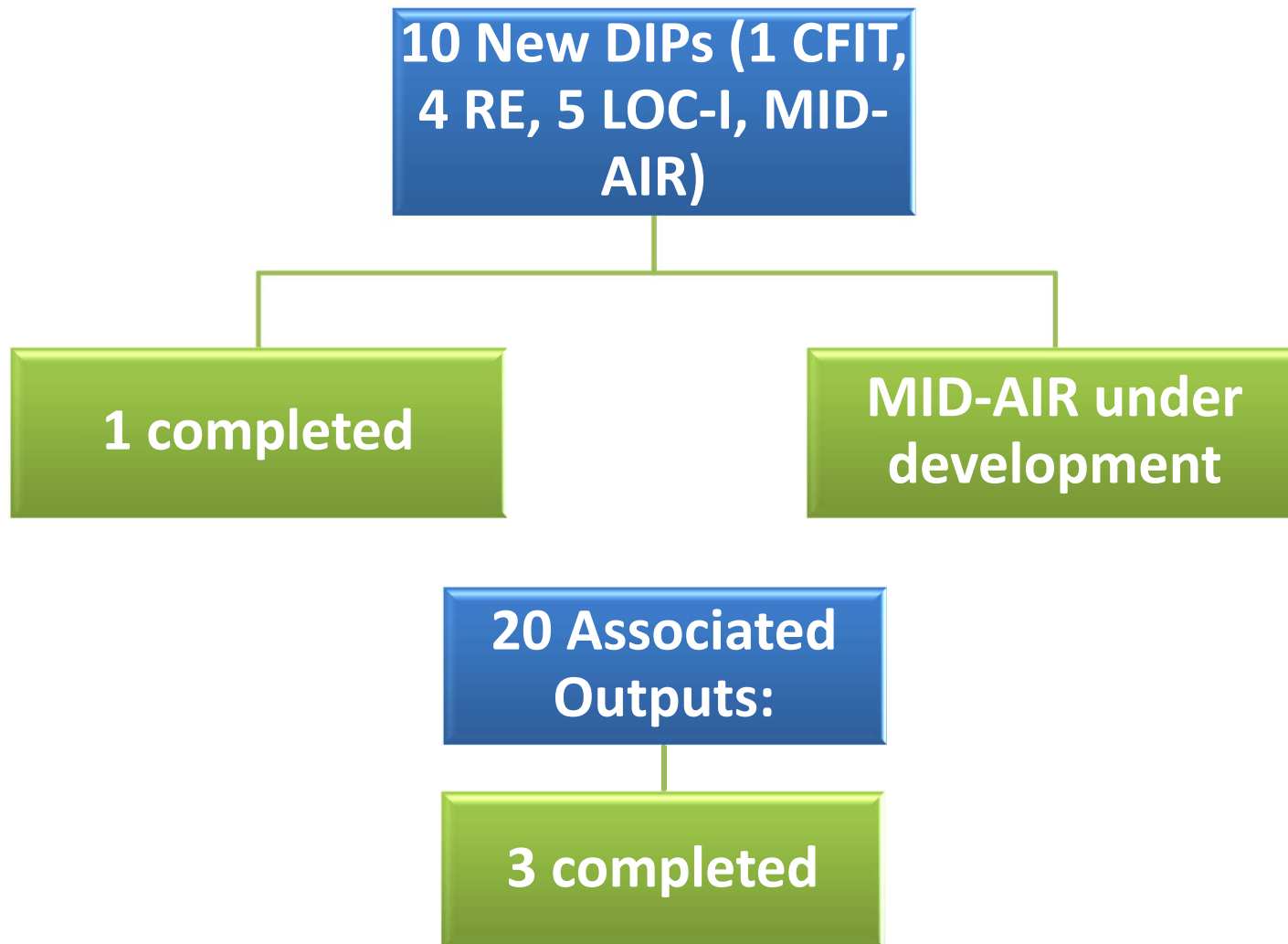
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**APPENDIX B**  
**PA-RAST VALID ACTIONS ITEMS (AIs)**

Action Item #	Description	Action Owner	Remarks	Status
PA-RAST/15/A14	Include LHDs in the work of SET 4 that will deal with MAC  Agenda Item 15	SET 4	<ul style="list-style-type: none"> <li>SET 4 was activated in PA-RAST/24</li> </ul>	Valid
PA-RAST/17/A1	Boeing to provide crew members and flight simulator use to assist ALTA in simulator video.  Agenda Item 4	Boeing	<ul style="list-style-type: none"> <li>Boeing will not support due to financial constrains</li> </ul>	Completed
PA-RAST/19/A1	Programme session with the assistance of a facilitator between pilots and air traffic controllers, in order to discuss the simulated flight execution presented in the RASG-PA Runway Excursion (RE) Prevention Video (RREPV)  Agenda Item 4	ALTA	<ul style="list-style-type: none"> <li>The Secretariat will coordinate the activity under the RASG-PA Aviation Safety Training Team (ASTT) programme</li> <li>Seminar to be held at the ICAO NACC Regional Office, sponsored by Mexico, SENEAM, ALTA, IFALPA, CPAM, etc.</li> <li>Webinars conducted by ALTA and IATA</li> </ul>	Valid
PA-RAST/20/A1	Conduct LOC-I workshops, initially with one State (Chile) and two operators (LATAM and Sky Airlines)  Agenda Item 4	IATA	<ul style="list-style-type: none"> <li>In preparation for the Workshop, set up a teleconference with Chile, IATA LATAM and Sky Airlines to introduce the team, the LOC-I DIPs and a possible workshop date(s)</li> </ul>	Valid
PA-RAST/23/A1	IFALPA to translate into Spanish LOC-I survey  Agenda Item 3	IFALPA		Valid
PA-RAST/23/A2	Creation of an Ad hoc Team to work on the ToRs of the PA-RAST  Agenda Item 4	Brazil and IATA	<ul style="list-style-type: none"> <li>On-going</li> </ul>	Valid

## Appendix C

# 2014-Current Work



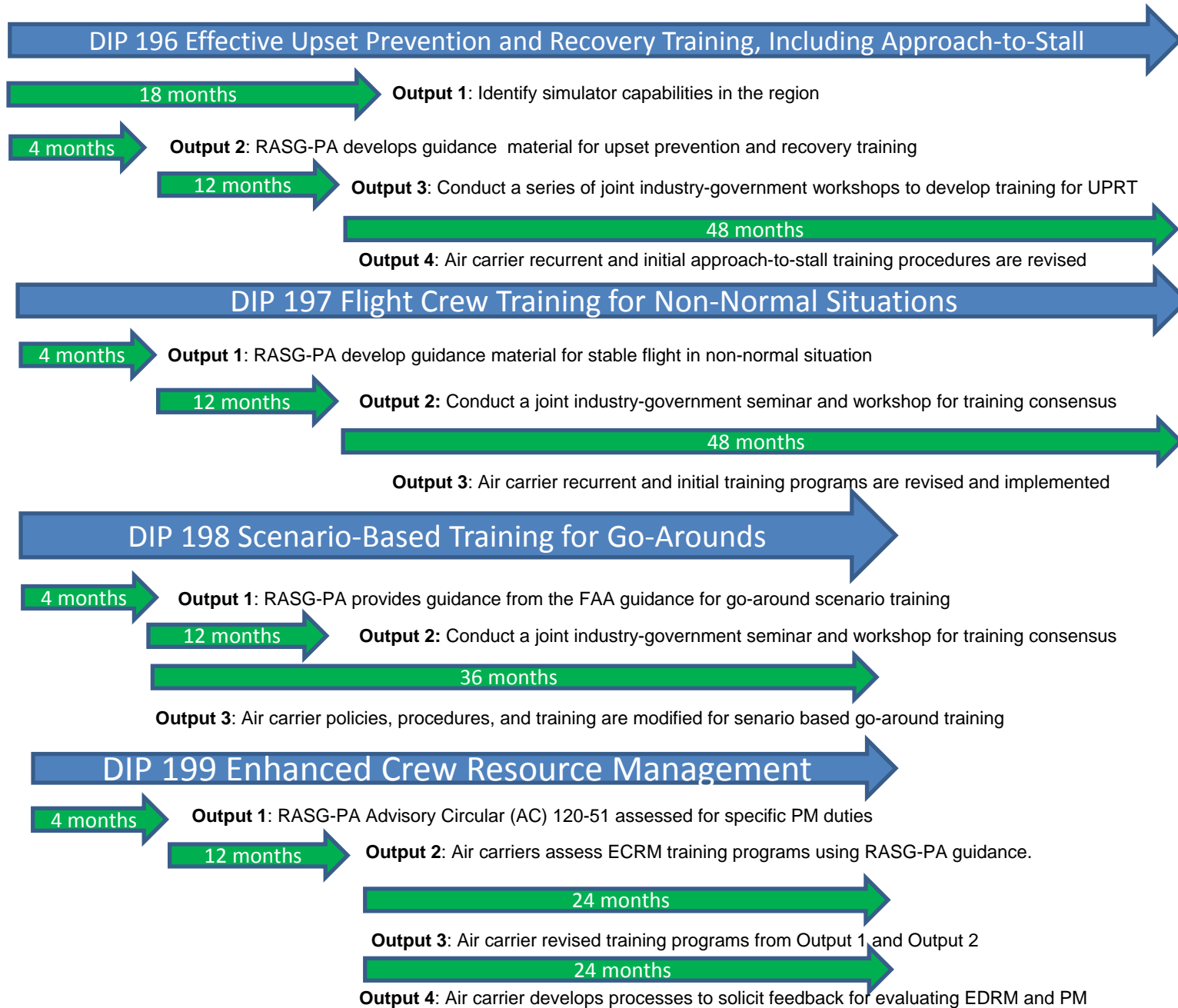
# LOC-I SET 1

Champion: FAA

# LOC-I Design DIP Work Timeline



Combined Training DIP 196-199 Timeline



# CFIT SET 2

Champion: IATA

# Safety Enhancements Recommended by SET 2 CFIT

## CFIT fatality risk reduction strategy:

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

**RE SET 3**

**Champion: ALTA**

# RE DIPs - Work Timelines

RE DIPs Timelines

