

**Thirty Second Pan America — Regional Aviation Safety Team Meeting
(PA-RAST/32)**

Summary of Discussions

Date	8 to 10 May 2018		
Location	Marriot Courtyard, Ottawa, Canada		
Meeting Opening	The Meeting was attended by 17 participants from four States and six International Organizations and industry. (Appendix A refers). The Meeting participants were welcomed by Mr. Gabriel Acosta, IATA representative and PA-RAST Industry Co-chair, who thanked Transport Canada for hosting the Meeting and provided an overview of PA-RAST nearly 10 years anniversary working together between the industry, States and ICAO on enhancing Safety in the region. Mrs. Shannon Wright is representative of Transport Canada also welcomed all participants to Ottawa and provided some administrative instructions. Mr. Julio Siu, Regional Deputy Director from the ICAO NACC Regional Office, highlighted the important role of the PA-RAST as operating body of the RASG-PA ESC and the support provided to States, and Also extended appreciation to Canada for hosting the Meeting and to the UK delegation for join the PA-RAST activities. The Meeting was chaired by Mr. Acosta and Mr. Siu acted as Secretariat to the Meeting, Assisted by Mr. Roberto Sosa, Regional Officer, Air Traffic Management, from the ICAO South American Regional Office. All meeting participants introduced themselves.		
Discussion Items			
Agenda Item 1:	Approval of the Provisional Agenda 1.1 Under WP/01 and IP/01, the Meeting approved the agenda and tentative work programme for the PARAST Meeting.		
Agenda Item 2:	Review of PA-RAST Action Items and RASG-PA Valid Conclusions/Decisions 2.1 Under WP/2 the Secretariat recalled the Meeting the Valid Action Items from previous PARAST Meeting. From this follow-up five Actions Items were completed and the remaining still continue valid. The detailed follow-up is presented in Appendix B. 2.2 The Meeting followed-up the ESC Valid conclusions as presented in Apr B to WP/02. The Meeting will take action on the following ESC decisions/ conclusions for its inclusion on their work programme and reporting to ESC accordantly: CONCLUSION <table><tr><td>RASG-PA ESC/29/4</td><td>PA-RAST DELIVERABLES</td></tr></table> That, in order to make available and visible the deliverables accomplished by the RASG-PA PA-RAST: a) the PA-RAST shall prepare information packages on the accomplishments of PA-RAST DIPs for States awareness, as well as for DCA Meetings and Safety Directors Meetings; b) the PA-RAST to follow-up on the actions agreed by the ESC, as detailed in	RASG-PA ESC/29/4	PA-RAST DELIVERABLES
RASG-PA ESC/29/4	PA-RAST DELIVERABLES		

- paragraph 5.6;
- c) the Secretariat shall publish all PA-RAST deliverables and DIP information in the RASG-PA website, and
 - d) PA-RAST and Secretariat to report the results of these tasks to the RASG-PA/ESC/30 meeting.

DECISION

RASG-PA ESC/30/2 IDENTIFICATION OF SAFETY IMPROVEMENT AREAS FOR ANS SUPPORT ON RESOLUTION/ MITIGATION ACTIONS

That, in order to seek solutions and mitigations actions pertaining the ANS involvement for improving safety matters, the PA-RAST:

- a) identify areas of safety improvements;
- b) notify those areas to the ICAO Regional Offices for ANS implementation support when required; and
- c) report to the RASG-PA ESC/31 Meeting on this progress.

CONCLUSION

RASG-PA ESC/30/3 SHARING OF SAFETY DATA ANALYSIS RESULTS FOR THE IMPLEMENTATION OF SAFETY IMPROVEMENTS

That, in order for States/Industry to implement safety improvements based on the Safety Data Analysis from the PA-RAST Group, the PA-RAST will show the results of the FDX at the different Regional ANS Implementation Group Meetings in the NACC and SAM Regions.

CONCLUSION

RASG-PA ESC/30/6 IMPROVEMENT AND EXPANSION OF RASG-PA'S DATA SHARING PROCESS

That, in order to improve and expand RASG-PA's data sharing process;

- a) ACI-LAC and CANSO seek the sharing of their safety data to enhance data analysis and precision; and
- b) PA-RAST, ACI-LAC, and CANSO report progress to the ESC/31 Meeting.
- c) ICAO to develop a plan for sharing and storing appropriate safety information shared by RASGPA participants with the ICAO Regional Office in order to develop risk-based safety improvements/implementation actions in the region;

DECISION

RASG-PA ESC/30/7 PA-RAST FOLLOW-UP AND COORDINATING TELECONFERENCES

That, in order to enhance the work and follow-up of the PA-RAST activities, the PA-RAST shall reestablish their follow-up teleconferences as soon as practical.

2.3 Under IP/02, the Meeting was informed on the result of the analysis carried out on the coordination between the activities carried out by the PIRG (GREPECAS) and the RASG (RASG-PA), concluding on the assurance for the establishment of timely and efficient coordination between GREPECAS and RASG-PA to create synergies and avoid

duplication of effort and achieve the highest level of effectiveness. PARAST will look to ensure this efficient mechanism of work with its respective groups.

2.4 Under IP/03, the Meeting took note of the report of the last GREPECAS meeting that took place in April 2018, following the mandate related to the coordination between the PIRGs and the RASGs for the elimination of reprocessing and improve the effectiveness of the groups in the Pan-American region.

2.5 Under IP/04, the Secretariat recalled actions from RASG-PA ESC/30 and GREPECAS/18 to use a world-recognized project management methodology in both RASG-PA and GREPECAS, in order to effectively deliver what is required in both groups, and, by using a common language, allow a better integration of both efforts. PA-RAST will follow-up this agreement.

Agenda Item 3:

Updates in Aviation Safety Matters

STATE SAFETY PARTNERSHIP - UK OPERATION IN CARIBBEAN

3.1 The meeting was informed by the United Kingdom CAA about the work in safety partnerships with States and their industry to enhance operational safety performance. In December 2017 took a meeting with the UK operators (mainly Virgin Atlantic, British Airways, Thomas Cook and TUI) regarding operational safety concerns within the Caribbean. The meeting helped to understand the mutual issues better, and agree with the UK CAA State Safety Partnerships team a way to address them going forward.

3.2 In this regard, UK CAA undertook a safety intelligence review from Mandatory Occurrence Reports (MORs) and approached ICAO NAC Regional Office to work in cooperation to address this safety issues. A workshop on awareness of safety issues in the Caribbean is being proposed for 2018. Based on the information presented by UK CAA the meeting agreed to of the following decision:

DECISION

PARAST/32/1 Support Safety awareness activities – UK Safety Partners

That, in order to support the awareness of safety activities in the Region and considering the activities being carried out by UK Safety Partners, the PARAST support, as possible, the activities on this respect proposed by UK Safety Partnership like the intended Caribbean Safety workshop for 2018.

Canada: SSP/SMS Implementation: TO REGULATE OR NOT REGULATE

3.3 The meeting was informed by Transport Canada on their experience in establishing a culture of safety, following ICAO Annex 19, and on the benefits of the implementation of the SMS / SSP as an approach to improve the levels of compliance in comparison of a regulatory scheme. The benefits that can be achieved with the implementation of an SMS/SSP approach, in conjunction with strengthened safety culture, are more significant than those of a prescriptive scheme.

Other Safety initiatives

3.4 The Meeting also recalled on the safety initiatives that are being implemented in the region on RAIOS (ARCM, GRIAA and RAIOS-C), PASO-C in Central America and invite the Members to inform the next meeting of its progress and new initiatives for supporting and maximizing efforts for their development.

Agenda Item 4/ 5/6

Update from Detailed implementation Plans (DIPs) Champions/ Breakout Sessions: Controlled Flight Into Terrain (CFIT), Loss of Control-Inflight (LOC-I), Runway Excursion (RE), and Mid-Air Collision (MAC)/ Final Update from DIPs Champions

6.1 Due to the progress and development of the DIPs, the Meeting agreed to have the discussion and review of the DIPs as a single Agenda Item.

6.2 The Meeting was informed of the status of the CFIT, RE, LOC-I and MAC DIPs, where most of the planned DIPs, CFIT, RE and LOC-I, have been completed and are in the “monitoring phase” of the deliverables. It was highlighted the following aspects:

- a) LOC-I and RE: These DIPs results will be provided in the ALTA Safety Summit workshop in Argentina. With this action the work programme for LOC-I and RE shall be completed.
- b) CFIT: The Meeting recalled certain pending responses from CASOS and COCESNA to the CFIT deliverables like the response for GPWS requirement implementation by States. The Secretariat will monitor the progress of these tasks.
- c) MAC: The translation of the documentation for this DIP to Spanish is a pending activity that will be conducted by the Secretariat, once the master files of these documentation is submitted to ICAO. The support of the ANS Regional Implementation Groups was discussed and agreed to be acted on. The agreed targets dates are given in the **Appendix C**.

The MAC presented the results of the survey on pilot’s role in collision avoidance. 102 responses had been received. IATA explained the different results from the English, Spanish and Portuguese responses. Several improvements to this survey were identified and a relaunching of it with the support of IFALPA was agreed.

Regarding the task on the Callsign improvement in the MAC DIP, reference to Eurocontrol for similar callsign supporting tools were provided to the MAC consideration (<http://www.eurocontrol.int/services/call-sign-similarity-css-service>)

Appendix C provides an update of the DIP implementation and the pending actions

6.3 IATA presented an assessment of Obstacle chart status in the region-conducted in April 2018. The Meeting recognized that the lack of accurate and up to date information published in the AIPs represents a Safety risk to the aircraft operations and agreed that this information would be of greater value for the ANS Implementation works to review and identify the updates to be done by the States. IATA will work on preparing a Working Paper for requesting action to the ANS

implementation groups to work it and ensure its timely accuracy and provision. **Appendix D** shows this assessment. The following decision was adopted:

DECISION

PARAST/32/2 Lack of accurate Obstacle chart information in AIP

Considering the lack of accurate information in some AIPs regarding obstacle charts. Which represents a Safety risk to aircraft operations, that IATA presents a working paper to the ANS Implementation groups of the CAR/SAM Region to review and identify the updates to be done by the States.

Agenda Item 7:

Review and Identification of Safety Improvement Areas/Actions

PRESENTATION OF FDX

7.1 IATA provided the Meeting of an overview of the Safety data analysis results conducted in the past year in the region. Following the RASG-PA ESC Conclusion, IATA and the Secretariat will work on a list of hotspots so that the ICAO regional offices can safely store it and use it as safety intelligence for their ANS Implementation Group Meetings.

7.2 Considering that the current PA-RAST work programme has been almost complete in the implementation of the Safety enhanced initiatives / DIPs, the Meeting decided that a dedicated working session for development of the PARAST work programme needs to be conducted similarly as done 10 years ago with the current work programme. The work programme shall take in consideration as a minimum the following:

- a) Remaining activities of existing work programme
- b) possible new safety hazards- safety enhancements resulting from data analyzing of existing safety sources and evaluating trends
- c) new edition of the GASP

7.3 The Meeting also consider critical to invite all related stake holders for this dedicated working session of the PA-RAST, including industry and the ICAO Safety partners, as well as to enhance the monitoring and evaluation of the benefits of the outcomes by PARAST on the four major Safety Areas and other areas that result from the analysis. In this regard the Meeting adopted the following Decision:

7.4 IATA presented an assessment of Obstacle chart status in the region- conducted in April 2018. The Meeting recognized that the lack of accurate and up to date information published in the AIPs represents a Safety risk to the aircraft operations and agreed that this information would be of greater value for the ANS Implementation works to review and identify the updates to be done by the States. IATA will work on preparing a Working Paper for requesting action to the ANS implementation groups to work it and ensure its timely accuracy and provision. Appendix II shows this assessment. The following decision was adopted:

DECISION

PARAST/32/3 PARAST Work programme

That, considering the completion of the current work programme of the PA-RAST, the PA-RAST:

- a) schedule a dedicated work session/ meeting for the development of the new work programme of the group;
- b) consider in this development the new GASP, the current safety trends and Safety analysis results;
- c) invite all necessary stake holders and ICAO for collecting their inputs for this development; and
- d) conduct this session to present the new work programme for approval by the next RASG-PA ESC.

Agenda Item 8:

Other Business

Transfer of the administration of the RASGPA website

8.1 The meeting took noted of the information presented by the secretariat regarding the stages and dates for the transfer of the administration of the RASGPA website to the South American ICAO Regional Office. It is important to mention that the RASG-PA website is one of the most important communication channels identified in the RASG-PA communication plan, so the optimization is one of the priorities of ICAO to improve the communication with the stakeholders.

8.2 Currently the RASG-PA website consists of 19 web pages, 235 links, and approximately 425 documents. In the period from October 2017 to March 2018, the RASG-PA website has had 16K visits, an average of 3.2 pages visited at a time and an average consultation duration per page of 2.5 minutes. The RASGPA website is ranked 23rd among the most visited sites of the ICAO.int domain in the period mentioned above.

8.3 The meeting took notes of the stages of the process for the transfer of web administration of the RASGPA site to the South American Regional Office process that would be concluded in August of the present year.

Rotation of the RASG-PA and GREPECAS secretariat

8.4 The meeting was informed about the rotation of the RASG-PA and GREPECAS secretariat, based on the RASG-PA Procedural Handbook, GREPECAS term of references and ICAO Regional Office Manual (ROM).

8.5 The RASG-PA Procedural Handbook states in paragraph 5.1, that “The ICAO Regional Director serving as Secretary of RASG-PA, will not concurrently serve as Secretary of the GREPECAS, likewise the ICAO Regional Office Manual (ROM), with respect to the PIRG Secretariat, states in paragraph 3.3.4.1 that, when a PIRG affects two or more Regional Offices, the Director of more seniority assumes the Secretariat of the Group.

8.6 The meeting was informed that in the last GREPECAS meeting, the transition of the Pan American region PIRG and RASG Secretary was made. The RASGPA secretariat will be under the coordination of the Regional Director of the SAM Office, and the GREPECAS Secretariat under the coordination of the Regional Director of the NACC Office.

APPENDIX A

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

Reference	Action/deliverable	Follow-up action by PA-RAST/32 Meeting	Status
PA-RAST/20/A1	Loss of Control - In flight (LOC-I) workshops have been placed on hold due to pending coordination of dates with States and operators	These workshop on LOC-I is included in the RE workshop that will be conducted during the ALTA Summit in June 13 th , 2018 In the invitation to the ALTA Safety Summit, such workshop has been mentioned to States and stakeholders.	Valid
PA-RAST/27/A1	The PA-RAST will develop data sets for small operators, and encourage the implementation of sound safety management practices for their fleets.	Actions have been adopted for the future work Programme of the PARAST on this respect- Agenda Item 7	Completed
PA-RAST-30/2	Assist CANSO with Strategic Review	Task being completed by CANSO for ESC Presentation.	Completed
PA-RAST-30/3	Coordination of RE Activity with the SRVSOP	Will also be coordinated with NACC RSTs Actions have been adopted for the future work Programme of the PARAST	completed
PA-RAST-30/4	Evaluation of Flight Safety Foundation Go-Around Decision Making and Execution Project	Ongoing by FSF	Valid
PA-RAST-26 (paragraph 8.3, no action item in report)	Incorporate AC90-48D (Pilot's Role in Collision Avoidance) contents into the flight crew training programmes. Launch a dedicated survey regarding the guidance material awareness among pilots.	Survey launched by IATA in January 2018. Results of exiting survey were presented in Agenda Item 6. Improvements to survey were identified and the survey will be reassessed and conducted by PARAST/34 Meeting	Valid
PA-RAST/31/01	GLOBAL AVIATION SAFETY PLAN (GASP) COMPLIANCE BY PA-RAST IATA will review by the RASG-PA ESC/31 meeting, the GASP Safety Performance Indicators (SPIs) and will propose a GASP-related response of RASG-PA data-driven analysis and the GASP SPIs.	Safety Performance Targets to be reviewed by RASG-PA Members lead by ICAO: ESC/31 Meeting	Valid

PA-RAST/31/02	RASG-PA INVITATION FOR CASSOS PARTICIPATION That, in order to ensure more participation of the Caribbean, the RASG-PA Secretariat will: a) present the benefits of participating in the PA-RAST events, by providing a presentation to CASSOS in coordination with the PA-RAST Co-Chair; b) support, together with United States, IATA's proposal on safety-data sharing/FDX MoU for CASSOS States signature; and c) provide outcomes to the upcoming CASSOS meeting.	Actions completed	Complete
PA-RAST 31/03	PA-RAST DATA ANALYSIS That, in order to improve the data analysis presentation and seek to identify potential causes of safety matters, by PA-RAST/33 the PA-RAST will: • segregate hot-spot data per flight level • work by data source providers in order to fusioning pilot reports • seek to conduct tracking of the impact of mitigation actions to present the status of hot spots following a specific mitigation as in the case of Brazil and Cuba.	Flight Levels were included in data presented to PARAST/32 Meeting, however a standard format for FDX and ASIAs data shall still to be implemented as well as the other data analysis improvements requested	valid
PA-RAST 31/04	GENERAL AVIATION ACCIDENTS SAFETY ENHANCEMENT INITIATIVE Considering the high accident rate observed in general aviation (aviation sector of aircraft with less than 2500 Kg MTOW), the PA-RAST will analyze the potential general aviation accidents as a Safety Enhancement Initiative (SEI) by the PA-RAST/32 Meeting.	Ongoing review to define scope and resources needed- expected for PARAST/34 Meeting The ESC/30 Meeting concluded that the PA-RAST shall advise the ESC on the possibilities to address this matter, where additional work could be applied and where not. Probably a different group should handle this type of operations; also the PA-RAST was advised to include in this evaluation the	valid

		GASP and ICAO mandate to make sure RASG-PA is within its mandate.	
PARAST 31/05	SAFETY ENHANCE INITIATIVE - DETAILED IMPLEMENTATION PLAN (DIP) That, in order to ensure the proper and accurate information to be loaded into the RASG-PA website, Brazil, IATA, and ICAO will review and collect all necessary DIP information to update the RASG-PA webpage by the PA-RAST/32 meeting.	Ongoing- expected for PARAST/34 Meeting	Valid
PARAST 31/06	DIP PRESENTATION TO ESC AND OTHER DC MEETINGS To follow the ESC mandate in order to clearly present the PA-RAST DIPs progress and deliverables, the PA-RAST shall prepare information packages on the accomplishments of PA-RAST DIPs for States' awareness, as well as for the Directors of Civil Aviation Meetings and Safety Directors Meetings, starting with the RASG-PA/ESC/30, the NACC/DCA, and SAM/DCA meetings through a working paper for each meeting.	Ongoing. PARAST will prepare this action for States as for ex. NACC Directors Meeting by last week of August- xxx	Valid
PA-RAST 31/07	MAC AND GTE JOINT ANALYSIS That, in order to optimize the joint work by GREPECAS GTE and the RASG-PA MAC DIP, both groups work to: - a). carry out a teleconference on 22 March 2018 to identify the data that could be exchanged between both teams (CARSAMMA/ GTE – PA-RAST); - b). identify areas of joint work that could be addressed between both teams; - c). prepare a working paper to be presented at the GREPECAS/18 meeting regarding the work that will be carried out by both groups (CARSAMMA/GTE –PA-RAST); and - d). prepare a paper for the ESC identity meeting to present the work that will be carried out by both teams (CARSAMMA/ GTE -PARAST)	Ongoing	Valid
PARAST 31/08	ESC APPROVAL OF PA-RAST TERMS OF REFERENCE (TORS)	Approved – to be incorporated in RASG-	Completed

	In order to define the PA-RAST functions and responsibilities, the PA-RAST requests the ESC the approval of its Terms of Reference as presented in Appendix E (RASG-PA Handbook Appendix B).	PA Handbook	
PARAST 31/09	RASG-PA WEBSITE IMPROVEMENTS In order to improve the content and facilitate the use of the website for communicating RASG-PA deliverables so that it can be used by all RASG-PA members, ICAO in coordination with IATA, will implement the improvements identified under 9.1 item b) by RASG-PA ESC/31 meeting.	Ongoing- plan has been presented in IP/6- target date: July 2018	Valid

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DIP STATUS: PA-RAST 32 (May 2018)

No. DIP/ Status	Deliverable	
	oriented to	Status: Benefits / impact
LOC-I: 196 Completed	Air carriers	Available: conduct effective UPRT in realistic scenarios, and using qualified flight simulator training devices-checklists <u>Currently: UPRT training for OPS Inspectors by RASG-PA- June in Sao Paolo</u> <u>Workshop during ALTA Safety Summit ALTA- June, 2018</u>
LOC-I: 197 Completed	Air carriers	Available: emphasize the importance of establishing controlled and stabilized flight as the primary consideration during non-normal situations, prior to troubleshooting or execution of checklists <u>Workshop during ALTA Safety Summit ALTA- June, 2018</u>
LOC-I: 198 Completed	Air carriers	Available: conduct effective, scenario-based go-around training that matches realistic situations Checklists <u>Workshop during ALTA Safety Summit ALTA- June, 2018</u>
LOC-I: 199 Completed	Air carriers and other training providers as well as regulators	Available: enhance acceptance, utilization and effectiveness of crew resource management (CRM) principles on the flight deck by revising curriculum content and delivery. These principles should provide clear, unambiguous roles for the pilot flying (PF) and pilot monitoring (PM) in normal and non-normal operations. Checklists <u>Workshop during ALTA Safety Summit ALTA- June, 2018</u>
CFIT: Completed	States	Available only done for LAR: Survey States to know if GPWS is a Regulatory Requirement SAM: Included in LAR 121 .850, LAR 135.450, <u>Pending response from COCESNA, CASSOS and other NACC States</u>

CFIT: Completed	States	Produce a Checklist for CAA Inspectors to make sure Airlines comply with CFIT Regulations, training, SOPs and software and database updates SVRVOP: AIR Inspector Manual Part 4, Volume I , Cap 8 .3.8 (Certification); and Volume II Cap 8 .3.5 (surveillance) Other States/ RSOOs: to confirm by PARAST/34
CFIT: pending	States	Vertical Guidance to replace circle to land approaches SAM IG: responded ANIWG (NAM/CAR): pending response
CFIT: pending	States	Update Airport Obstacle Charts in accordance with WGS-84 SAM: LAR 154/ 204 NAM/CAR: pending ACTION : WP to be developed by PARAST requesting action for SAM IG/ANIWG – Mid May 2018
CFIT: Pending	States	Survey States to know Obstacle and Terrain Implementation Area 1, 3 and 4 Status NAM/CAR: pending SAM: pending
RE: Pending for 2018	States	RE Programme Session/ A facilitated training session between Pilots and Controllers, simulated flight execution Workshop to be conducted in ALTA Safety Summit – June, 2018
MAC: Pending translation to Spanish - Publish to RASG-PA Web site and work on marketing strategy	States	Incorporate Eurocontrol's Level Bust Toolkit ACTION ESC/29 agreed: ICAO Secretary will coordinate translation MAC Group to provide English master document for translation- due date: 23 May for translation by next PARAST/33 Meeting <u>To promote application (ATCO) Toolkit by SAMIG and ANIWG Members</u>

MAC: Pending	States	Update designation rules according to regional best practices to prevent communication flaws ACTION ESC/29 agreed: ICAO NACC/SAM ATM to coordinate with MAC DIP for this update <u>MAC Group to provide English master document for translation- due date: 23 May for translation by next PARAST/33 Meeting</u> <u>MAC Group: to review EUROCONTROL Tool</u>
MAC: Pending	Airlines-operators	FAA AC 980-48D: Deliverable: Incorporate into the flight crew training programs Status: Review of survey to assess regional situation. Work with IATA to “spread the word”. Initiate studies of mitigation strategies and analyze data. <u>Survey is being reassessed, to be done by 25 May. Relaunching of Survey for 6 months and present results (PARAST/35). IFALPA to support this task.</u>

APPENDIX D
SAM States/Airports with Outdated Obstacle Information (ICAO Type A)

ICAO Code	IATA Code	AIP AD2.10	RWY	Obstacle DATE	Remarks
SBGR	GRU	YES (01.03.2018)	09L	6/22/2017	RWY Heading missing / no accuracy level shown
SAEZ	EZE	YES (30.04.2015)	17/35	4/30/2015	o.k. / no accuracy level shown
SKBO	BOG	YES (01.03.2018)	13L/31R	3/1/2018	o.k. / no accuracy level shown
SBGL	GIG	YES (01.03.2018)	15/33	6/22/2017	o.k. / no accuracy level shown
SCEL	SCL	YES (08.12.2016)	17L/35R	12/12/2013	o.k. / no accuracy / layout could be improved
SEQM	UIO	YES (20.03.2013)	18/36	2/20/2013	o.k. /no accuracy level shown
SBKP	VCP	YES (01.03.2018)	15/33	6/22/2017	o.k. / no accuracy level shown
SEGU	GYE	YES (eAIP)	02/21	7/22/2007	o.k. / no accuracy level shown
SVMJ	CCS	YES (27.04.2017)	09/27		
SKCL	CLO	YES (01.03.2018)	02/20	NO	Insufficient / ONLY PAC 19 (22.12.2005)
SKRG	MDE	YES (28.04.2016)	18/36	12/22/2005	Insufficient
SKCG	CTG	YES (22.06.2017)	01/19	5/31/2012	o.k. / a-typical chart layout
SBBR	BSB	YES (01.03.2018)	11R	6/22/2017	o.k. / no accuracy level shown
SACO	COR	YES (13.10.2016)	18/36	NOV 2010	o.k. / no accuracy level shown
SBSV	SSA	YES (01.03.2018)	10/28	6/22/2017	o.k. / no accuracy level shown
SBRF	REC	YES (01.03.2018)	18/36	6/22/2017	NO OBST ELV SHOWN / no accuracy level shown
SBFZ	FOR	YES (01.03.2018)	13/31	6/22/2017	o.k. / no accuracy level shown
SKMD	EOH	YES (21.07.2016)	02/20	NO	Insufficient
MDLR	LRM	YES (17.01.2008)	11/29	NO	Insufficient
MDPP	POP	YES (17.01.2008)	08/26	4/30/2015	o.k. / accuracy level shown