



International Civil Aviation Organization
Regional Aviation Safety Group - Pan America (RASG-PA)

Thirty First Pan America — Regional Aviation Safety Team Meeting

(PA-RAST/33)

Summary of Discussions

Quito, Ecuador, 13 to 15 August 2018

**Thirty Third Pan America — Regional Aviation Safety Team Meeting
(PA-RAST/33)**

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Date 13 to 15 August, 2018

Location Marriot Courtyard, Quito, Ecuador

Meeting opening The Meeting was attended by 17 participants from 4 States and 9 international organizations and industry. The list of participants is presented in **Appendix A**.

The meeting participants were welcomed by Mr. Gabriel Acosta, IATA representative and PA-RAST industry Co-chair, who thanked DGAC of Ecuador for hosting the meeting, and ALTA for its support and coordination to provide the venue. Mr. Acosta reminded the Meeting that PA-RAST mandate is to reduce the fatality risk in the region. So far we have completed two iterations of data analysis and risk management with great results, and now is time to plan for the upcoming years.

The Meeting was chaired by Mr. Acosta, and Mr. Javier Puente, Safety Implementation Regional Officer from ICAO's SAM Regional Office acted as Secretariat, assisted by Mr. Julio Siu, Regional Deputy Director from ICAO NACC Regional Office and Mr. Roberto Sosa, Regional Officer, Air Traffic Management, From the ICAO SAM Office. Mrs. Shannon Wright from Transport Canada acted in representation of the States. Mr. Daniel Soares, from ANAC Brazil and PA-RAST States Co-chair, joined the meeting on the second day.

All meeting participants introduced themselves.

Discussion items

Agenda item 1: Approval of the provisional agenda

1.1 Under WP/01, the Meeting approved the agenda and tentative work program for the PA-RAST/33 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 Decisions and Conclusions from previous PARAST Meeting. From this follow-up 8 Decisions/Conclusions were completed and the remaining still remain valid (5). The detailed follow-up is presented in **Appendix B**.

2.2 The Meeting did a follow-up to the ESC Valid conclusions as presented in Appendix B to WP/02. The Meeting had taken action to include these observations into the PA-RAST work programme.

2.3 During the comments regarding this agenda item, IATA brought to the meeting's attention that the scope of PA-RAST activities was defined in Baltimore to include schedule and Non-schedule commercial operations above 5,700 kg MTOW only.

Agenda item 3:**Update from MAC DIP Champion**

3.1 A reference was made regarding MAC 001 and MAC 002 which relate to the BCAST (Brazil) initiatives that included translating relevant material, produced by Eurocontrol (originally available at Skybrary), to better instruct pilots and air traffic controllers on the topic of level busts as precursors to MAC events. The relevant document links will be shortly uploaded to the PA-RAST website.

3.2 A recommendation was made to focus first on MAC 001 and MAC 002 actions, and develop their respective DIP, while the other actions (MAC 003 to MAC 006) could be put “on hold” status, until the planning activities of the PA-RAST are concluded by the end of 2018.

3.3 Meanwhile, the basic set of activities of identifying hot spots for MAC events, the MAC SET will continue with the data analysis process, which is directly related with the establishment of the joint MAC-GTE-CARSAMMA working programme. This action has already mitigated many of the upper airspace hot spots initially identified, as mentioned and noted in previous meetings.

Decision PARAST33/1 MAC DIP Project description

That in order to incorporate the MAC activities in the new PA-RAST Work Programme and to track/follow-up the remaining activities and deliverables of the MAC DIP Group, the MAC DIP Group presents to the PARAST by 30 August, their detailed Project description/ tasks, including responsible, timelines, and deliverables.

Agenda item 4:**Review of the ASRT Progress**

4.1 No formal information was presented regarding the progress of the Annual Safety Report Team, however, the Secretariat informed the meeting that the new edition of the ASR is in progress, and that a draft version is expected to be available for the ESC/31 Meeting.

4.2 The Secretariat also mention the need to clarify the workflow and interaction between the PA-RAST and ASRT.

Decision PARAST33/2 ASRT- PARAST Interaction

That, in order to better understand and optimize the work between the ASRT and the PARAST Groups and the necessary inputs/outputs to optimize their interaction, the PARAST and the ASRT groups to coordinate and develop by 30 September, a flowchart of the process/ inputs/ outputs/ times of this interaction.

Agenda item 5:**Updates in aviation safety data**

5.1 The Secretariat presented, on behalf of Flight Safety Foundation, a briefing regarding FSF's Global Safety Information Project Status Report (FSF). The Meeting is invited to participate in the Safety Performance Survey: www.flightsafety.org/safetysurvey , and also to provide FSF with feedback on the published GSIP Toolkits: www.flightsafety.org/gsip-toolkits .

Agenda item 6:**Opportunities of improvement for RASG-PA/PA-RAST Processes**

6.1 Canada highlighted that, since the PA-RAST relies on data to make informed safety decisions, it is fundamental that States and industry move forward with SMS/SSP implementation in order to generate and exchange safety related data.

6.2 As States and Industry increase their data gathering and analysis capabilities, it is also very important for them to share this information with the RASG-PA for regional fatality risk reduction.

6.3 Both NACC and SAM regions have SSP implementation programs in place, however States are not contributing with data to the RASG-PA, and have a considerable lower participation in its overall activities.

6.4 It is important that States see the benefits of data sharing and exchange through the RASG-PA and so the group needs to make participation attractive for the States.

Decision PARAST33/3 SSP Safety Data for PA-RAST Analysis

That, in order to promote SMS/SSP implementation in the Region and to enrich data collection, analysis and use for effective and data-driven decision-making, the ESC approve a Working Group within the PA-RAST with a clear mandate to:

- a) identify best means for appropriate safety information sharing and exchange among States and industry in the Region;
- b) foster States active participation in PA-RAST meetings and activities; and
- c) identify best means to support SMS/SSP implementation in the Region.

6.5 The Secretariat briefed the Meeting regarding a series of opportunities for improvement of the RASG-PA process that will be presented for consideration of the RASG-PA ESC/31 Meeting.

6.6 As part of the opportunities of improvement and in compliance with a previous ESC request, the Secretariat also presented the upgraded version of RASG-PA's website.

6.7 An announcement was made that a dashboard that includes key GASP/RASG KPIs is being developed between ICAO SAM Regional Office and ICAO HQs, and that once completed will be incorporated into RASG-PA's website in order to facilitate regional performance tracking. IATA recommended that Fatality Risk, RE, LOC-I, CFIT and MAC indicators be considered for the dashboard.

6.8 Additionally, the Secretariat announced that a controlled-access group is being created inside ICAO's Secure Portal for hosting documents for PA-RAST working team's documents and other material not considered as public for website publication. Instructions for access will be provided shortly.

Decision PARAST33/4 New RASG-PA Website Implementation

That, in order to receive feedback and complete the development of the new RASG-PA website, the PA-RAST and ESC Members to review the Website upgrade and provide comments of improvements to the PARAST Secretariat.

Agenda item 7:

Other business

7.1 The Secretariat presented a summary of the development of language proficiency requirement for pilots and air traffic controllers, as well as the analysis of the level of compliance of South America States. It was also mentioned that in 2018 IFATCA implemented a cooperative work with air traffic controllers of the SAM region to train English trainers in order to improve proficiency on ATC. A proposal was made to consider a joint RASG-PA-IFATCA initiative to support those States that require to improve language proficiency levels. The meeting acknowledges, however, that prior coordination with GREPECAS is required.

7.2 The Secretariat shared with the meeting, on behalf of UK Safety Partners, an announcement and details regarding a 2-day Safety Awareness Workshop to be conducted by UK Safety Partners in an agreement with CASSOS in Antigua and Barbuda during the last week of December of 2018.

7.3 COCESNA provided an update on its "*Programa de Análisis de Sucesos Operacionales Centroamericanos*" (PASOC). PASOC is using an IATA commercial software to share information. They are planning to promote their program as a good practice through a public event in 2019 once trial and adjustment period is over. COCESNA also manifested their interest to share safety data with the PA-RAST in the near future.

7.4 The Meeting took note of the progress and highlights of the PASOC initiative and welcomed this opportunity to have additional data sources for the PA-RAST safety risk analysis process.

7.5 Representatives from Mexico City International Airport (AICM) made a presentation regarding hot-spots identification, management and mitigation.

7.6 Nav Canada briefly shared their safety management best practices and shared their experience regarding the assessment of their Top 10 airports.

Agenda item 8:

Definition of PA-RAST Working Program

8.1 A framework for the 2019-2022 working program of the PA-RAST was presented by Brazil for consideration of the meeting.

8.2 Discussions groups were created to elaborate on the section and elements of the framework. Results of the deliberations were registered and will be the basis for the development of the content of the working program.

Decision PARAST33/5 PA-RAST Work program

That, in order to complete the PA-RAST work programme initially structured during the PARAST/33 Meeting, the PA-RAST:

- a) approves the initial work programme framework presented in Appendix C;
- b) conduct all the necessary teleconferences for completing the necessary details of this work programme; and
- c) present to ESC/31 Meeting the completed PA-RAST work programme for approval by RASG-PA members.

Agenda item 9: Open Meeting with Ecuador Aviation Safety Stakeholders to review Quito's safety data

9.1 Presentation on the RASG-PA by the Secretariat: Ecuadorian attendees were given a short presentation on the RASG-PA organization, its goals, mission, and current projects.

9.2 The Ecuadorian Civil Aviation Authority and representatives from the airlines and the airport presented their safety risk data for Quito airport.

9.3 IATA presented information from their FDX Program, and statistical information was shared with the Ecuadorian authority for their internal use.

9.4 BCAST from Brazil presented their best practices and shared information with the Ecuadorian Authority on the establishment of a CAST system in Brazil, and highlighted its experience.

9.5 ICAO presented safety information for Quito airport from its Safety Information Monitoring System (SIMS) and provided statistical information regarding continuous descent operations (CCO), missed approaches, and tailwind landings was shared with the Ecuadorian aviation community for their use.

9.6 The PA-RAST stressed to the Ecuadorian participants, on the importance of collaborative approach to safety management, by the establishment of national safety teams as a way to boots safety information exchange and SSP implementation.

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

	<ul style="list-style-type: none"> • 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. 	<p>improvements requested</p> <p>This will be shown for PARAST/34 Meeting</p>	
PA-RAST 31/04	<p>GENERAL AVIATION ACCIDENTS SAFETY ENHANCEMENT INITIATIVE</p> <p>Considering the high accident rate observed in general aviation (aviation sector of aircraft with less than 2500 Kg MTOW), the PA-RAST will analyze the potential general aviation accidents as a Safety Enhancement Initiative (SEI) by the PA-RAST/32 Meeting.</p>	<p>Ongoing review to define scope and resources needed- expected for PARAST/34 Meeting</p> <p>The ESC/30 Meeting concluded that the PA-RAST shall advise the ESC on the possibilities to address this matter, where additional work could be applied and where not. Probably a different group should handle this type of operations; also the PA-RAST was advised to include in this evaluation the GASP and ICAO mandate to make sure RASG-PA is within its mandate.</p> <p>Included in PARAST workprogramme proposal for ESC</p>	Completed
PARAST 31/05	<p>SAFETY ENHANCE INITIATIVE - DETAILED IMPLEMENTATION PLAN (DIP)</p> <p>That, in order to ensure the proper and accurate information to be loaded into the RASG-PA website, Brazil, IATA, and ICAO will review and collect all necessary DIP information to update the RASG-PA webpage by the PA-RAST/32 meeting.</p>	<p>Ongoing- expected for PARAST/34 Meeting</p> <p>Information being collected for new RASG-PA Website</p>	Valid
PARAST 31/06	<p>DIP PRESENTATION TO ESC AND OTHER DC MEETINGS</p> <p>To follow the ESC mandate in order to clearly present the PA-RAST DIPs progress and deliverables, the PA-RAST shall prepare information packages on the accomplishments of PA-RAST DIPs for States' awareness, as well as for the Directors of Civil Aviation Meetings and Safety Directors Meetings, starting with the RASG-PA/ESC/30, the</p>	<p>Ongoing. PARAST will prepare this action for States as for ex. NACC Directors Meeting</p> <p>For the NACC/DCA/8 Meeting no information was presented</p>	Completed

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

	<p>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.</p>		
<p>DECISION PARAST/32/3</p>	<p>PARAST workprogramme</p> <p>That, considering the completion of the current worprogramme of the PA-RAST, the PA-RAST:</p> <ul style="list-style-type: none"> a) schedule a dedicated work session/ meeting for the development of the new workprogramme 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. 	<p>New PARAST workprogramme reflects all these requirements</p>	<p>completed</p>

PA-RAST Working Program Framework
2019-2022

A) General

B) Data Analysis

C) Safety Enhancement Teams

A) General

A1) Standard Methodology

All strategies the PA-RAST must be proposed and approved by the Executive Steering Committee (ESC). Such strategies must include objectives and proposed deliverables in the following manner:

- Establishment of a clear scope (problem/solution relation): which translates to a Safety Enhancement Initiative (SEI), which should be comprised by:
 - Statement of Problem/Solution
 - Implementers
 - Statement of Work
 - Total Financial Resources
 - Relation to Current Aviation Community Initiatives
 - Performance Indicators
 - Key Milestones / Specific objectives
 - Potential Obstacles
- Each SEI should contain detailed plans of implementation (DIP), comprised by:
 - Specific Objective Description
 - Lead Organization
 - Supporting Organizations
 - Implementers
 - Detailed Actions (for each implementer)
 - Financial Resources
 - Itemized Resource
 - Time Line (for each detailed action)
 - Target Completion Date

A2) Overall Performance Indicators

The PA-RAST should collect its own performance data and compile the indicators in the following manner:

- Number of active/completed SEI
- Number of active/completed DIP
- Specific DIP performance (Gantt Charts)
- Number of deployed/active/completed Go-Teams

- Number of proposed/approved RASG-PA Safety Advisories
- Number of Collaborative Safety Teams (implemented, in development, stalled)

A3) Safety Performance Indicators

From the completed DIPs and related outputs, the PA-RAST should compile data to follow up the aviation system reaction to those outputs:

- Fatality risk (overall)
- Specific events trend evaluation and following:
 - Runway Safety (RE and RI)
 - TCAS-RA
 - <CFIT precursor>
 - <LOC-I precursor>

- There is a need to integrate the guidance material with one specific SPI (safety advisories, etc.)

A4) Resources

The PA-RAST counts on all its participating organizations (industry and states) to:

- Analyse data
- Develop Safety Enhancement Initiatives and the corresponding Detailed Implementation Plans
- Assign teams, task forces or identify the most adequate party to execute the plans, according to timeframes, costs, etc.

B) Data Analysis

B1) Sources of Information

The basic PA-RAST Data Analysis process should rely on the following data sources: (aggregate data, specific analysis from working groups, accident/incident/event data)

- Operational data (FDX, ASIAs, etc.)
- ANSP reports information (not raw data)
- Pilot reports information (not raw data)
- Inspectors reports information (not raw data)
- Consolidated trends (iStars, SIMS, etc.)

Such data is provided by the following stakeholders:

- IATA
- CAA
- Collaborative Safety Teams (CAST, BCAST, etc.)
- ICAO (iStars, SIMS, SSP implementation)
- RSOO (IDISR)
- PIRG/RMA (Grepecas / Carsamma)
- International reports
- ETC. (non-exhaustive list)

Data analysis is directly linked to SEI development and should point to:

- Current taxonomy of events;
- Trends variations;
- Integration of different operational criteria (commercial, non-scheduled, RPA, etc.) – what is and what is not seen on current data.

The Data Analysis process will be done by specific teams.

C) Safety Enhancement Teams

C1) Commercial Aviation:

Continuing the basic mandate of the group, to focus on the main areas of aviation safety risk management, the PA-RAST shall maintain the following basic SET structure:

- LOC-I SET: Loss of Control – In Flight
- CFIT SET: Controlled Flight Into Terrain
- RS SET: Runway Safety (Excursions and Incursions)
- MAC SET: Mid Air Collision

The following perspectives are incorporated in the SET working plan:

- The RS SET is responsible for coordinating efforts with RSOO Inspectors indicators, ground ops.
- The CFIT and LOC-I SET are responsible for coordinating with the RSOO with regards to pilot training and proficiency, airline operating procedures and new technology requirements.
- The MAC SET is responsible for coordinating efforts with the Grepecas/GTE and Carsamma.

C2) Specific areas:

These should include emerging issues, new areas of interest, such as:

- Remotely Piloted Aircraft integration in the airspace
- Looming balloons
- Language proficiency
- Psychological/medical certification
- Decision making
- Supersonic transport

Should the PA-RAST advise the ESC of topic of interest but NOT in the scope of the Team?

D) Planning

Set of open questions:

- a) Should the PA-RAST maintain a rigid structure?
- b) How much work can/should be delegated to specific parties?