PA-RAST/38

São Paulo, 3-4 DEC 2019

PA-RAST/38 Meeting Summary

A. Brief on the PA-RAST Process and Projects

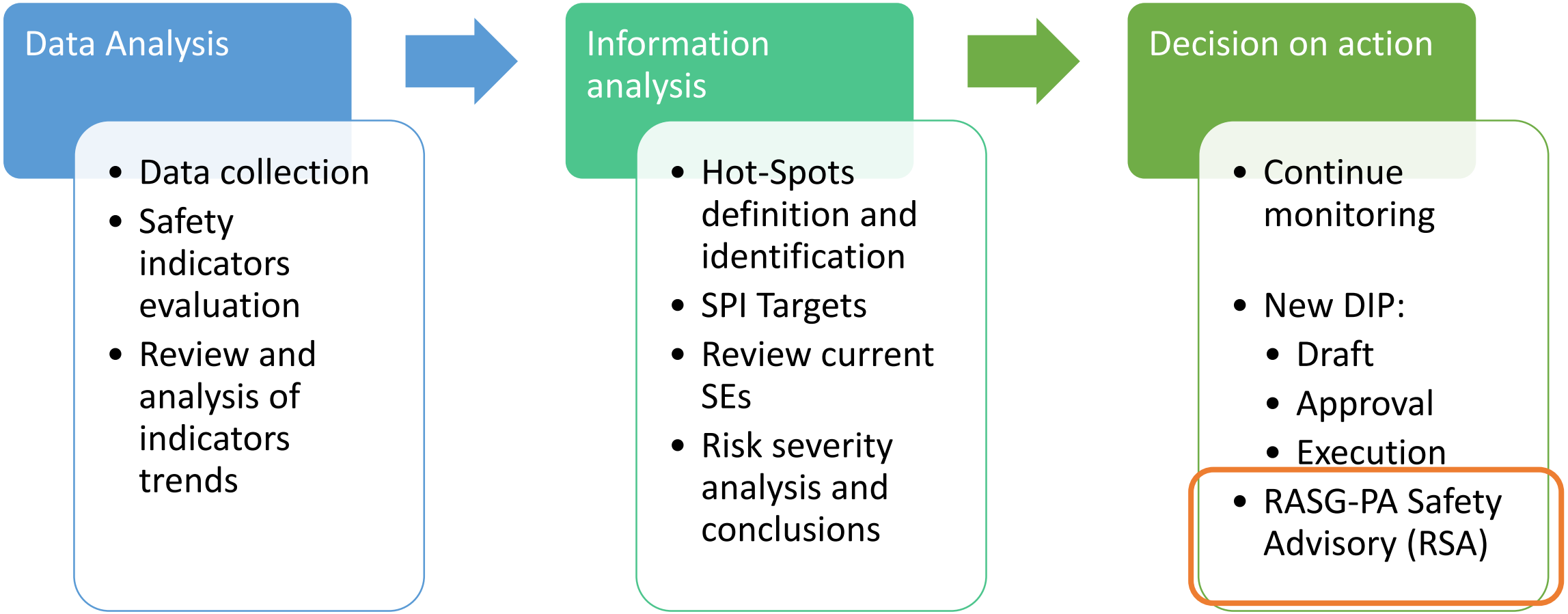
B. Analyse the 5 Additional Risk Categories (ARC) Projects:
   1. Aircraft Misconfigurations
   2. Post Go-Around Outcomes
   3. Surface Misalignments
   4. UAS/RPAS/Drone Airspace Integration
   5. Severe/Unexpected Weather Events

C. ESC/33 Decisions and PA-RAST Administrative Tasks
   1. PA-RAST Resources (website, common tools, secretariat, etc.)
   2. PA-RAST 2020 Meeting Agenda

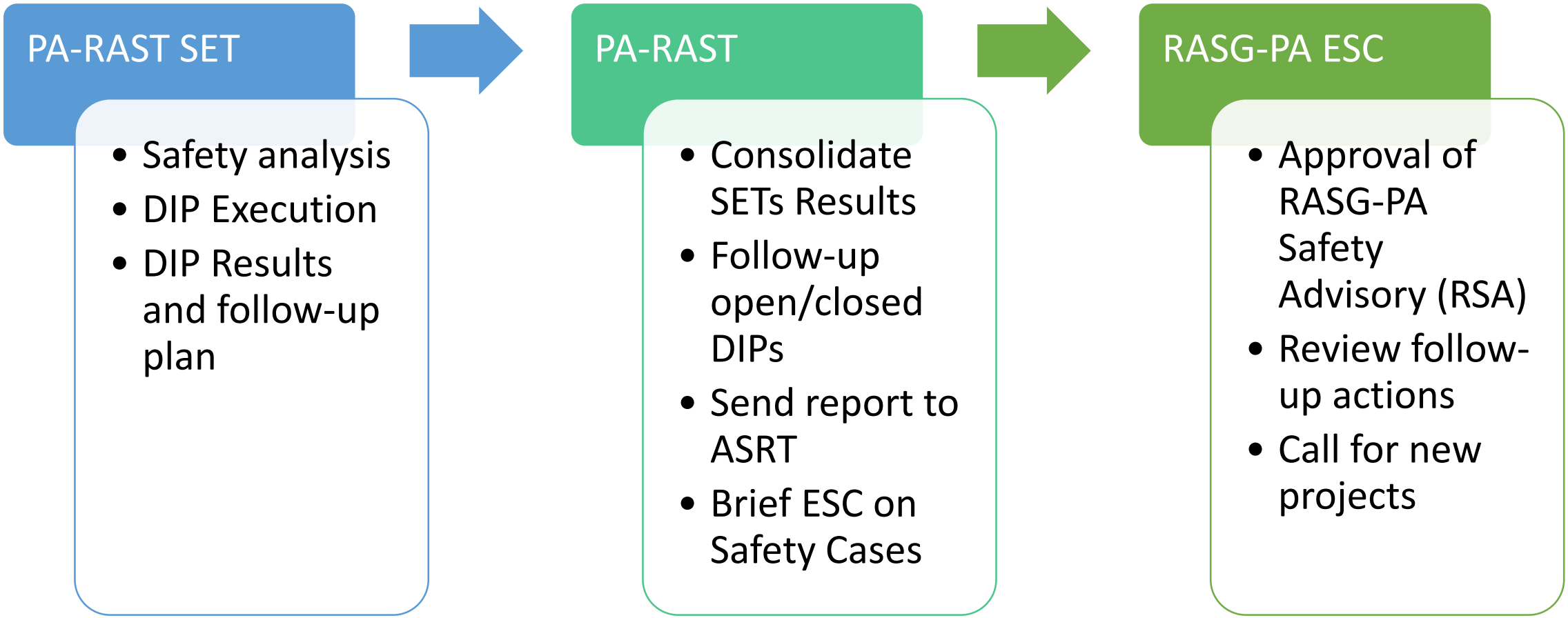
Brief on the PA-RAST Process and Projects

A. The PA-RAST Process and an outcome-oriented perspective
B. Working Plan Status
C. Current tasks

Overview: The PA-RAST Process



Overview: The RASG-PA Process

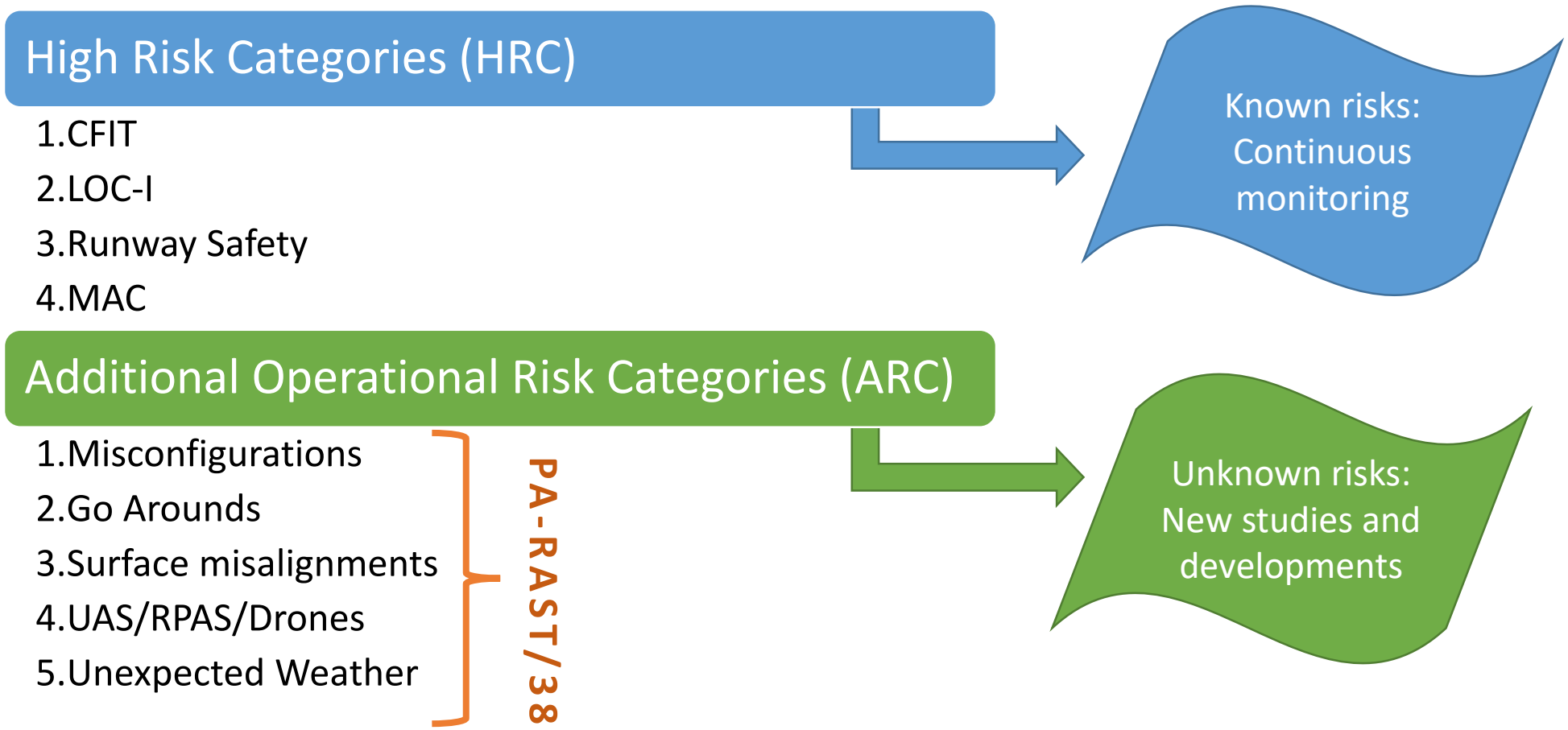


Brief on the PA-RAST Process and Projects

- Basic contents of a RASG-PA Safety Advisory:
  - Current Status – data-driven, scenario-based, both
  - RASG-PA Recommendation – How to reach a “Safety-enhanced Scenario”

- Every PA-RAST Project must:
  - Provide the ESC a draft “final decision” :: RASG-PA Safety Advisory (RSA) (or similar document – we will discuss ideas)
  - The PA-RAST will be responsible for following-up every RSA (effectiveness, impact, relevance, etc. – we can discuss which “tags” to use)

PA-RAST Safety Enhancements Working Plan

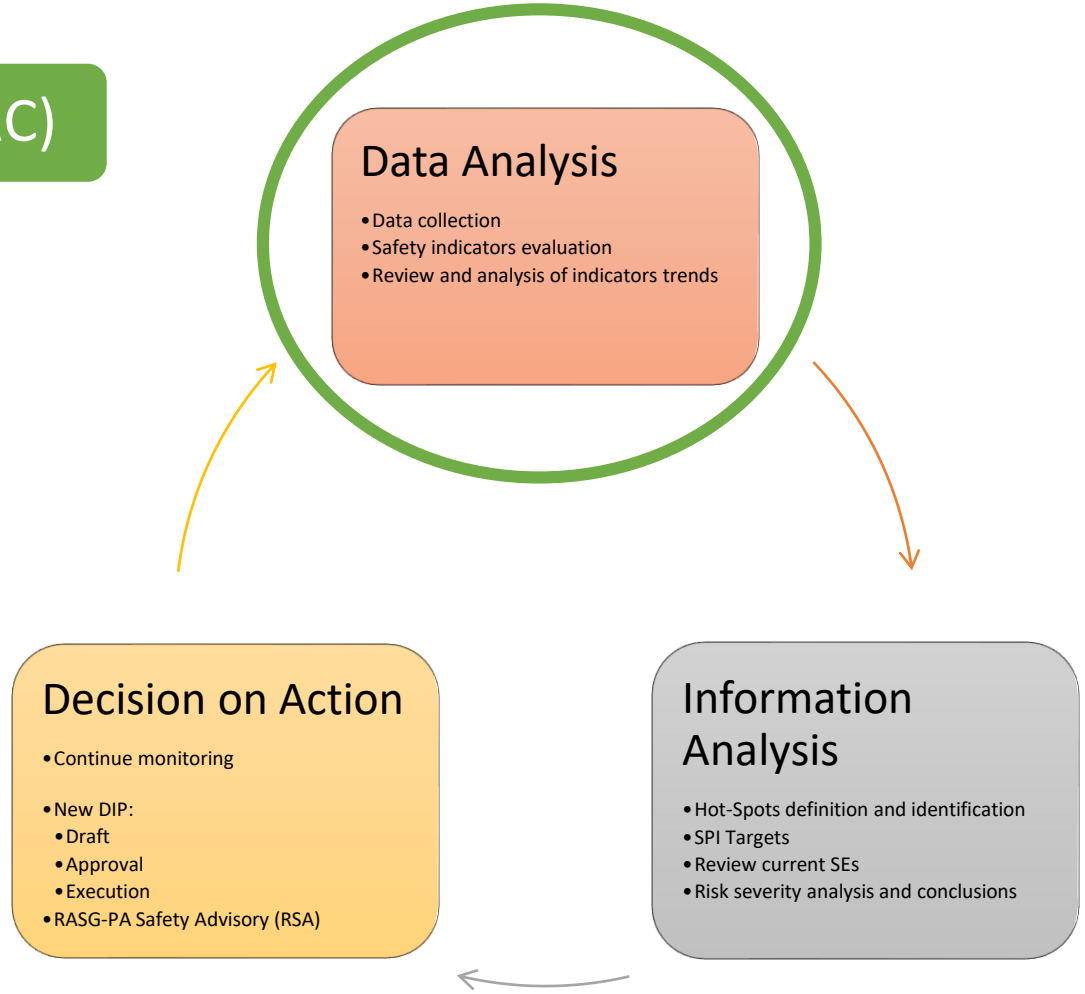


PA-RAST Process applied to ARC

Additional Operational Risk Categories (ARC)

1. Aircraft Misconfigurations
2. Post Go-Around Outcomes
3. Surface misalignments
4. UAS/RPAS/Drones
5. Severe/Unexpected Weather

For ARC, we must run the first data analysis step: collect data!



The PA-RAST/38 main task:

High Risk Categories (HRC)

- Develop **projects** to deliver:
  - Hot-spots Standard Definition and Prioritization (for each HRC)
  - PA-RAST Definition for HRC SPI Targets and Response Plans
- Apply the PA-RAST **process** to:
  - Monitor HRC SPI Trends
  - Update risk profiles (SPI Targets)
  - Update on current hot-spots

Additional Operational Risk Categories (ARC)

- Select final list of ARC areas to work
- Develop **projects** to:
  - Collect relevant data
  - Define safety indicators
  - Identify patterns, trends or current status of risk
  - Evaluate scenarios with different severity levels

Participants

List of Participants

- Gabriel Acosta – IATA Industry Co-chair
- Daniel Soares – ANAC Brazil States Co-Chair
- Virgínio Corrieri – ALTA
- Paulo Razaboni – Embraer
- Santiago Saltos – AIRBUS
- Crystal Ferguson – FAA USA
- Carl Johnson – FAA USA
- Murilo Boery – ICAO-SAM
- Ross Godwin – BOEING
- Diana Martinez – IFALPA
- Riccardo Petrucci – ATR
- Charlene Aieta – DECEA Brazil
- Michel Roy – Transport Canada
- Saymon Marian – SRPV-SP DECEA Brazil
- Gil Lessa Carvalho – DECEA Brazil
- Bruno França – DECEA Brazil

Meeting objectives

- For each ARC:
  - Identify availability of data and information
  - Assess different scenarios (outcomes, past accidents and incidents, etc.)
  - Rank the Scenarios
  - Assess the possibility of developing a RASG-PA Safety Advisory:
    - Current Status – data-driven, scenario-based, both
    - How to reach a “Safety-enhanced Scenario”

ARC Updates – results of meeting

Aircraft Misconfigurations	Post Go-Around Outcomes	Surface Misalignments	UAS/RPAS/Drone Airspace Integration	Severe/Unexpected Weather Events
Case validated	Case validated	Case validated	Case not validated	Case validated
2 Selected scenarios	3 Selected scenarios	3 Selected scenarios	One cautionary scenario	3 Selected scenarios
Scenarios are ranked	Scenarios not ranked	Scenarios are ranked	Data is not available	Scenarios not ranked
Data is readily available	Data is available	Data is available	PA-RAST to monitor	Data is partially available
Next step: build PA data	Next step: build PA data	Next step: build PA data	Report to ESC	Next step: build PA data
Resources from CAST SEs	Based on LOC-I	Integration with ATC reports		ICAO-SAM Project

Follow-up: updated project dashboards

A5. Aircraft misconfigurations

Current Status

Development started on PA-RAST/38

Actions:

- o Mid-January: conference call - review of currently available material
- o Mid-February: update to PA-RAST

Team

AIRBUS - Santiago [Leader]
BOEING - Ross
FAA - Crystal
ALTA - Corrieri
IATA - Floyd
ATR - Riccardo

PA-RAST/38 Remarks

- Data collection is main priority (complement ASIAS with PA)
- Scenarios:
- CAST: Wrong flaps settings for take-off [main]
- CAST: Wrong performance data into FMC [secondary]

Deliverables dashboard

Part 1: Data collection	Data availability benchmark PA-RAST/38	Data collection draft structure PA-RAST/40	Confirmed data sources PA-RAST/42	Consolidated list of SPIs PA-RAST/44
Part 2: Risk Scenarios	Assessment of risk scenarios PA-RAST/40	Severity criteria PA-RAST/42	Initial data analysis PA-RAST/44	Data analysis review PA-RAST/46
Part 3: Risk analysis report	Data analysis validation PA-RAST/48	Risk analysis PA-RAST/50	Risk analysis conclusions (WP) PA-RAST/52	

WIP
Delayed
Attention
Completed

A6. Post Go-Around outcomes

Current Status	Team	PA-RAST/38 Remarks
Development started on PA-RAST/38 Actions: o Mid-January: conference call - review of currently available material o Mid-February: update to PA-RAST	• BOEING - Ross [Leader] • DECEA - Charlene • IFALPA - Diana • FAA - Crystal • Embraer - Razaboni • IATA - Gabriel • Other ATC - (NAV Canada, etc.)	• Data availability is good • Need to go through pilot reports (CSTs, STEADES) and ICAO SIMS Data • GREPECAS coordination opportunity (ATCO procedures, pressure, etc.) to be assessed. • Scenarios: Near LOC; Loss of Sepparation; TCAS sensitivity issues at high-altitude ADR

Deliverables dashboard

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Part 3: Risk analysis report	Data analysis validation PA-RAST/48	Risk analysis PA-RAST/50	Risk analysis conclusions (WP) PA-RAST/52	

WIP

Delayed

Attention

Completed

A7. Surface misalignments

Current status	Team	PA-RAST/38 Remarks
Development started on PA-RAST/38 Actions: o Mid-February: telecom and update to PA-RAST	• Leader: IATA • Team: IFALPA, NAV Canada, FAA, Costa Rica, Trinidad and Tobago, ANAC	• Data availability is good (IATA Steades, CAST, NAV Canada, etc.) • Alignment with wrong surface [major] • Landing on wrong airport [secondary] • Take-off from taxiway [secondary] • Opportunity for NASA/IATA and GREPECAS cooperation

Deliverables dashboard

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WIP

Delayed

Attention

Completed

A8. UAS/RPAS/Drone Airspace Integration

Current status	Team	PA-RAST/38 Remarks
PA-RAST will monitor and assess the data availability yearly. The Team has not identified an immediate regional safety case to present.	• n/a	• Data availability is insufficient to lead any safety scenarios. • Would need CSTs / CAAs to organize voluntary reporting mechanisms.

Deliverables dashboard

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WIP

Delayed

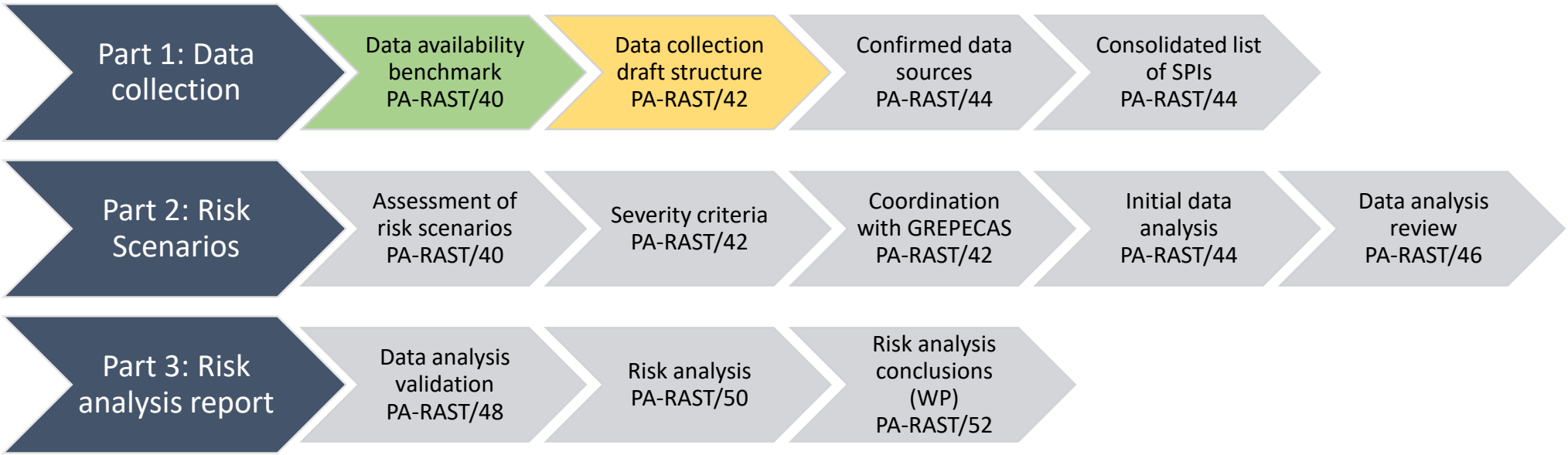
Attention

Completed

A9. Severe weather events

Current status	Team	PA-RAST/38 Remarks
Development started on PA-RAST/38 ICAO SAM is working on a Specific Project (en route SOPs) o Mid-January - Call with ICAO SAM Project Alignment o Mid-February - Assess data	• ANAC - Daniel [Leader] • IATA - Gabriel • FAA - Crystal • ALTA - Corrieri • Embraer - Razaboni	• Work with seasonal events and approach/take-off (non data-driven ranking) at first – injuries are an issue • En route: ongoing ICAO SAM Project and IATA Service to Airlines • Need to asses ECCAIRS data

Deliverables dashboard



WIP

Delayed

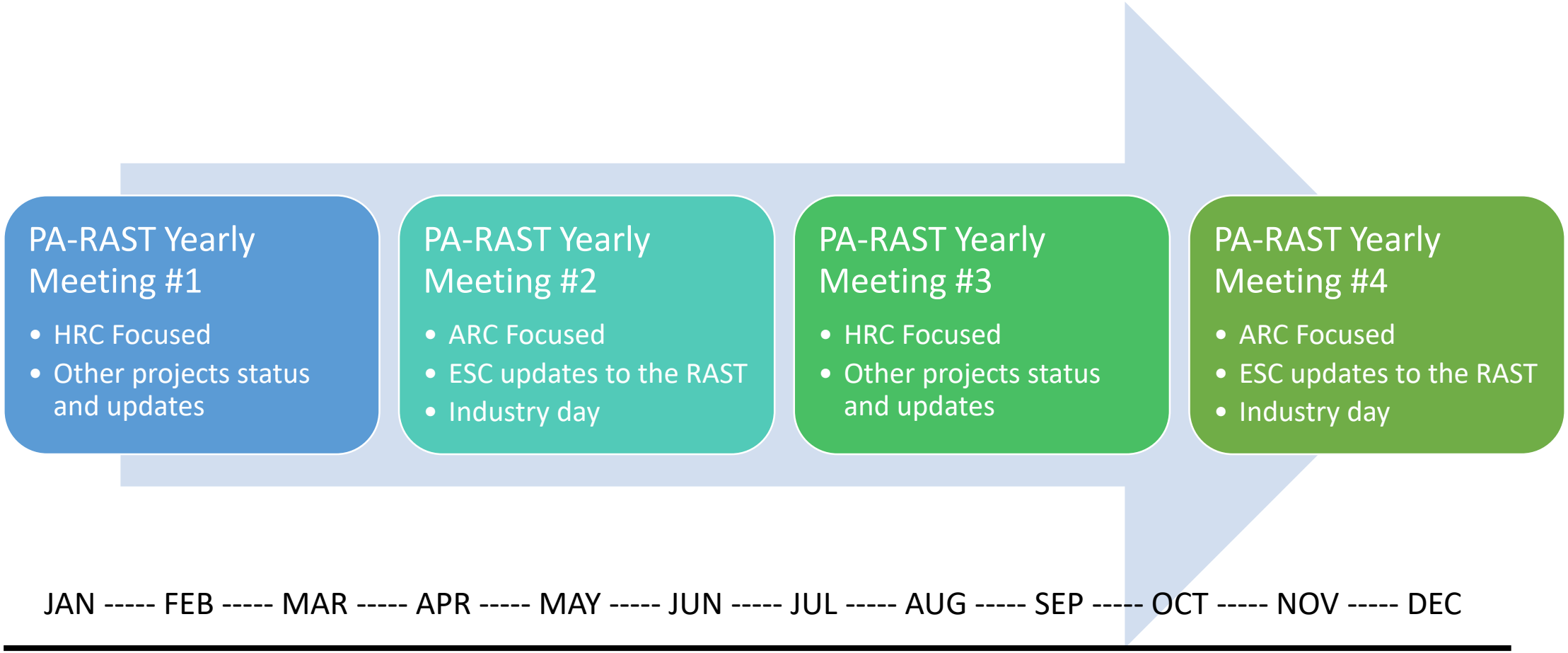
Attention

Completed

PA-RAST Resources – Team conclusions

- PA-RAST to implement
  - Secretariat:
    ALTA will work together with States Co-Chair to provide the secretariat roles and support
  - Tools (Online Storage, Project Management):
    Co-chairs and AIRBUS to establish an online account (e.g. Microsoft Office Services) for internal work and information management
  - Website:
    Coordinate with ICAO SAM Office to use the main RASG-PA website

PA-RAST timetables and agenda organization



2020 PA-RAST agenda

PA-RAST:

- PA-RAST/39: 11-13/FEB/2020 – MIA (one information analysis day)
- PA-RAST/40: 20-21/MAY/2020 – LIM
- PA-RAST/41: 18-20/AGO/2020 – MIA (one information analysis day)
- PA-RAST/42: 04-05/NOV/2020 – MEX

RASG-PA/ESC:

- RASG-PA/ESC/34: 24-25/MAR/2020 – MEX
- RASG-PA/ESC/35: 22-23/SEP/2020 – LIM

ALTA Safety Summit:

- 08-10/JUN/2020 – SÃO PAULO