

Regional Aviation Safety Group – Pan America (RASG-PA)

Pan American Regional Aviation Safety Team (PA-RAST)

PA-RAST 57th Meeting Report



Lima, 25, 26 & 27 October 2022



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Acknowledgements

We express sincere appreciation to those who contributed to and participated in this meeting, all of whom contributed to its great success.

We thank the representatives from LATAM Airlines, Sky Airlines, and Viva Air for sharing their experiences with us, and their willingness to support the strengthening of safety in the Region.

Acronyms

AFAC	Federal Civil Aviation Agency – Mexico
ALTA	Latin American & Caribbean Air Transport Association
AMOC	Alternative Methods of Compliance
ASIAS	Aviation Safety Information Analysis and Sharing Program
BCAST	Brazilian Commercial Aviation Safety Team
CAA	Civil Aviation Authority
CAST	Commercial Aviation Safety Team
CFIT	Controlled Flight Into Terrain
CST	Collaborative Safety Team
FDX	Flight Data eXchange
GASP	Global Aviation Safety Plan
GTE	GREPECAS Scrutiny Working Group
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
IFALPA	International Federation of Air Line Pilots' Associations
LOC-I	Loss of Control In-flight
MCAST	Mexican Collaborative Safety Team
RE	Runway Excursion
TCAS	Traffic Collision Avoidance System

Attendees

Name	Organization
Bryan Franca	Aruba
Claudionor Silva de Macedo	Brazil
Adriano Andrade dos Santos	Brazil
Michel Roy	Canada
Alicia Ventura	Dominican Republic
Gender Damian Castro	Dominican Republic
Aida del Rosario	Dominican Republic
RooseveltPeña	Dominican Republic
Jorge Dupuich	Peru
Juan Izquierdo	Peru
Angel Luna	United States
Gerardo Hueto	United States
Pablo Etchandy	Uruguay
Maria Elena Sandoval	ACI-LAC
Santiago Saltos	Airbus
Virginio Corrieri	ALTA
Fabio Catani	Boeing
Jose Ruiz	IATA
Roberto Sosa	ICAO
Fabio Salvatierra	ICAO
Rodrigo Ribeiro	ICAO
Oliver Lopez	ICAO
Javier Puente	ICAO
David Ramirez	Jet Smart
Luis Gonzales	LATAM Airlines
Liliana Yaipen	Sky Airlines

David Galvez

Sky Airlines

Nicolas Matus

Sky Airlines

Eduardo Collantes

Sky Airlines

Paula Montes

Viva Air

Summary of discussions

1. Opening remarks

1.1 The Co-chairs welcomed participants to the meeting. They thanked States and Organizations for their support on the work carried out by PA-RAST, and highlighted the presence

2. Industry information session

2.1 The representatives from the airlines shared information on the main safety problems that affect their operations in Peru, especially those aspects related to the infrastructure of the airport maneuvering area. Conclusive data was shown on the negative safety effects of the current state of the runways, including equipment damage and cancelation of operations.

2.2 They also commented on the communication limitations existing between the different State Organizations, and the deficiencies of the concession model that greatly limits the opportunities for infrastructure improvement.

2.3 The meeting discussed the importance of collaboration and external support to deal with this issue, and the key role that RSTs and a CST can provide, in order to better manage local safety risks.

3. Discussions on the information presented by the industry

3.1 A list of local hazards, risks and accident categories was elaborated to support the discussion:

Runway	Wind	Fuel	Wildlife	FOD
Tire Damage	Inaccurate data	Contamination	Ground	Resources
Noise/Vibration	Poor performance	Engine out	Flight	SE1 TAWS
Money	Tire damage	Power loss	Plague	SE120 EGPWS
LDG Damage	Landing roll control			
AC Damage				
LOC-G	LOC-G	LOC-I	BIRD	SCF-NP
RE	RE	RE	WILD	SCF-PP
	USOS	USOS	SCF-PP	LOC-G
	CTOL	CTOL	SCF-NP	
		ARC		

Aviation Occurrence Categories as defined by the CAST/ICAO Common Taxonomy Team (CICTT): ARC – Abnormal Runway Contact; BIRD – Bird; CTOL – Collision with obstacle(s) during takeoff and landing; LOC-G – Loss of control-Ground; LOC-I – Loss of control-Inflight; SCF-NP – System/Component failure or malfunction /Non-powerplant); SCF-PP – System/Component failure (Powerplant); RE – Runway Excursion; USOS – Undershoot/Overshoot; WILD – Wildlife.

3.2 After a brief exchange it was agreed that the priority at this time should be to try to solve the issue of infrastructure, especially the condition of the runways.

3.3 It was mentioned that previously, ICAO and the Peruvian government already had discussions on the subject and that a National Plan for the Use of Airports was being developed. In this sense, it was agreed on the importance of not duplicating efforts.

3.4 Finally, the meeting agreed to hold a meeting with the governmental organizations of Peru that are involved in airport infrastructure issues, and to plan, through PA-RAST, inspection visits to the airports that show the greatest damage, to subsequently prepare a document that includes a risk analysis and potential consequences, to be presented on behalf of RASG-PA members to the Peruvian State.

3.5 The working group was created as follows: ICAO, ALTA, ACI-LAC, IATA, SKY, VIVA, JetSMart, LATAM.

4. Projects status reports

4.1 Runway Safety (Led by ALTA – Mr. Virginio Corrieri) – The RSA is ready. Follow-up indicators will be proposed at PA-RAST/57 for discussion. Regarding RASG-PA CAR & SAM RST Implementation Project, ICAO reported that 2 out of 6 deliverables (RST implementation plan per State and RST Effectiveness Mechanism) are already on going and invited any member of the PA-RAST who wish to join these efforts to contact Mr. Fabio Salvatierra – ICAO SAM.

4.2 LOC-I (Led by Boeing – Mr. Fabio Catani) – The working group presented a summary of its activities, mainly regarding the ongoing revision of its RSA, and a set of recommendations for future initiatives:

- IATA ADX LOC I study from last 10 years being evaluated for next initiatives
- Combine CAST/ASIAS lessons from recent observations on precursors or other studies
- Incentive to improve manual flying skills
- Go around training scenarios in simulators
- Pilot Monitoring training best practices

4.3 CFIT (Led by USA – Mr. Angel Luna) – The RSA is ready and includes 6 recommendations for States and 6 for Operators that are general in nature. Once we receive data from the survey, we will update it. RSA 2.0 focused on improving weak areas. The team expects to send survey to measure safety advisory success.

As per Phase 2 of the project, the team is gathering information from States and Operators, on how they manage TAWS. ICAO and IATA already sent survey to States and Operators. An update to be presented at PA-RAST/58.

4.4 Turbulence (Led by ICAO SAM – Mr. Javier Puente) – ICAO is building the website and collecting information for the Toolkit. The toolkit is expected to be available by the end of the year.

4.5 Language proficiency (Led by ICAO SAM – Mr. Roberto Sosa)

4.5.1 ICAO presented data showing a low level of compliance with language proficiency requirements by air traffic controllers in the Region. These low levels include States with a considerable amount of international traffic.

4.5.2 A best practice in Brazil was identified, which had a cooperative effort between DECEA and Embry Riddle for 4 years to train a total of 1,300 controllers.

4.5.3 It was mentioned that the RASG-PA Plenary meeting, it would be a good opportunity to reach out talk with Embry Riddle to consider the possibility of extending the project to other countries, looking for efficiencies and reducing costs, taking into account that all the training will be provided on an online format.

4.5.4 It is also mentioned that ANAC of Brazil has a free training program, but only up to Level 3 of language proficiency.

4.5.5 The meeting it was agreed that it is important not to lose sight of the fact that we still have a communication problem in the region.

5. CSTs update

5.1 The meeting briefly discussed the RASG-PA Policy on Collaborative Safety Teams and agreed on the importance of having efficient and effective CSTs, rather than having many CSTs. It was also mentioned that the policy was ready to be submitted to the ESC for approval.

5.2 A working group led by Canada, and supported by ALTA, Boeing, Dominican Republic, IATA and Airbus, was formed to work on the draft of the RASGPA Guide material for the implementation of CSTs. The draft should be available by the next PA-RAST meeting at the latest.

6. Safety data review

6.1 US CAST representatives provided an update from the ASIAs program that covered aggregated safety data from US commercial operators in the Pan American airports and airspace. This data update included information related to Loss of Control, Unstable Approaches, Controlled Flight Into Terrain and Midair Collision. The briefing provided the opportunity to discuss potential safety issues in the region.

7. Administrative aspects

7.1 The Secretariat briefed the meeting on the structure and contents of the upcoming RASG-PA/12 meeting.

7.2 The meeting also agreed to discuss if TURB is going to be upgraded into a High Risk Category, during the next PA-RAST meeting.

Action Items review

Action item 01/2022 (PA-RAST/55): ICAO to reassume Secretariat of the PA-RAST			
That ICAO reassume the Secretariat role of the PA-RAST and applies its regular meeting-related procedures for the team.	By the end of July 2022	J. Puente (ICAO)	Completed
Action item 02/2022 (PA-RAST/55): PA-RAST Secretariat to amend the PA-RAST Terms of Reference within the RASG-PA Handbook			
That the PA-RAST amends the PA-RAST Terms of Reference within the RASG-PA Handbook with the agreed changes included in this Meeting Report, so the PA-RAST can send it to the ESC for consideration.	By the end of July 2022	J. Puente (ICAO)	Completed
Action item 03/2022 (PA-RAST/55): Champions to define deliverables and deadlines for all projects/activities			
That the Secretariat meets with the PA-RAST Co-chairs and Vice-Co-chairs to define initial deadline for most immediate deliveries on each existing and new projects/activities to be developed.	By the end of June 2022	J. Puente (ICAO)	Completed
Action item 04/2022 (PA-RAST/55): List of airports and their RE risk scenarios			
RE Champion to present the list of airports on the PA Region with international flights, and their corresponding RE risk scenarios as described in the Project document.	By the end of October 2022	V. Corrieri (ALTA)	Completed
Action item 05/2022 (PA-RAST/55): MC Project deliverables			
Formalization of the Terms of Reference for the Joint Group effort	By the end of October 2022	A. Floyd (IATA)	Completed
Action item 06/2022 (PA-RAST/55): EGPWS/TAWS Safety Advisory			
CFIT Champion to present the following Safety Advisory for consideration: Fleet EGPWS/TAWS Obstacle Database/Software Update Guidance.	By the end of October 2022	A. Luna (USA)	Completed
Action item 07/2022 (PA-RAST/55): LOC-I Deliverables			
Once all coordination with Co-chairs and Champions are complete, the Secretariat will prepare a Working Paper to report to the ESC.	By the end of October 2022	A. Luna (USA)	Completed
Action item 08/2022 (PA-RAST/55): EGPWS/TAWS Safety Advisory			

Once all coordination with Co-chairs and Champions are complete, the Secretariat will prepare a Working Paper to report to the ESC.	By the end of July 2022	J. Puente (ICAO)	Completed
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Action item 09/2022 (PA-RAST/55): CST Policy			
Develop a high-level policy for the prioritization of CSTs, and the PA-RAST/ESC/ICAO workflow for its implementation approval.	By the end of July 2022	S. Saltos (Airbus)	Superseded by AI/12/2022

Action item 10/2022 (PA-RAST/56): PA-RAST turbulence toolkit			
Develop a turbulence related toolkit. The project will be led by ICAO, and will include the participation of ALTA, USA, IATA, Airbus, Boeing, ATR and American Airlines.	By the end of October 2022	J. Puente (ICAO)	Valid

Action item 11/2022 (PA-RAST/56): Revised RSA001 on LOC-I			
Revised RSA001 will be finished by the end of October 2022.	By the end of October 2022	S=C. Fabio (Boeing)	Completed

Action item 12/2022 (PA-RAST/56): CST Policy			
WP on a proposed CST development strategy to be circulated for comments. Final product should be available for ESC Approval by the end of October 2022.	By the end of October 2022	S. Saltos (Airbus)	Completed

Action item 13/2022 (PA-RAST/56): Invite airlines to PA-RAST/57			
Secretariat to invite airlines from Peru to share runway related data during PA-RAST/57 in Lima	By the end of September 2022	J. Puente (ICAO)	Completed

Action item 14/2022 (PA-RAST/57): Peru local organizations meeting			
Secretariat to invite airlines and local aviation related State organizations, to discuss the way forward of the PA-RAST airport infrastructure project.	By the end of 2022	J. Puente (ICAO)	Valid

Action item 13/2022 (PA-RAST/57): ICAO – Embry Riddle meeting			
ICAO to meet Embry Riddle representatives to discuss opportunities to widen the Brazil project to other States	By the end of 2022	J. Puente (ICAO)	Valid
