

Grupo Regional de Seguridad Operacional de la Aviación - Pan América (RASG-PA)

Equipo Regional de Seguridad Operacional de la Aviación - Pan América (PA-RAST)

Informe de la Reunión PA-RAST/58

Miami, 7, 8 & 9 febrero 2023



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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 appreciate the hospitality of IATA for once again allowing us to hold the meeting in their office.

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
RSA	RASG-PA Safety Advisory
RE	Runway Excursion
TCAS	Traffic Collision Avoidance System

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Summary of discussions

1. Opening remarks

1.1 The co-chairs welcomed the participants to the meeting. They thanked the States and Organizations for their support for the work carried out by PA-RAST, and highlighted their presence. It was mentioned that 2022 was a great year for RASG-PA and PA-RAST, and that 2023 will be a challenging year. Finally, it was mentioned that it is very positive that the participation of States in PA-RAST meetings continues to increase.

2. Projects status reports

2.1 The meeting agreed to follow the order of the agenda. In this regard, discussions began regarding the need to have a communication plan or strategy so that PA-RAST products can reach users.

2.2 At this time, the most recent deliverables are available on the RASG-PA website, but in the absence of a PA-RAST and/or RASG-PA communication and promotion procedure, it is quite possible that States and service providers are unaware of its existence and availability.

2.3 It was recognized that, due to the nature of its members, the PA-RAST has a great capacity and scope of communication, through the ICAO Regional Offices, the International Organizations, and the manufacturers, but that, without a strategy, it is difficult to make adequate use of these resources.

2.4 It was also mentioned that ICAO and regional forums such as CLAC (Latin American Civil Aviation Commission) have communication and dissemination mechanisms that could be used by PA-RAST.

2.5 The meeting also agreed that beyond the need to better communicate the availability of the PA-RAST products, it is also necessary to determine some high-level indicators that allow dimensioning the scope of the deliverables, and if they are being used by the target audience. Regarding this, it was highlighted that caution must be exercised so as not to measure many things, because the measurement processes demand additional resources.

2.6 Collaborative Safety Teams (CSTs) could also be key elements within the PA-RAST communications strategy.

2.7 The meeting agreed to form a working group (Airbus, USA, Costa Rica, Brazil, Dominican Republic, and ICAO) to develop a simple policy/procedure to order the process of communication and monitoring of PA-RAST products, based on the following elements:

- a) Communicate – Ensure that products reach the target audience
- b) Measure – Determine who receives the products

c) Monitor – Determine who is using the products/Get feedback.

2.8 The result of the working group will be presented for review by PA-RAST-59.

Mid-air collision (Champion: IATA)

2.9 It was announced that the Terms of Reference between the Scrutiny Group (GTE) and PA-RAST had been approved by the RASG-PA and GREPECAS plenary meetings in November 2022, and that this would allow better integration of information of both teams.

Next deliverable: Guide to best practices for ATC (November 2023)

Loss of control in-flight (Champion: Boeing)

2.10 The work carried out to review and update RSA01, which has been delivered and published in December 2022 as RSA009, was described.

2.11 It was also indicated that the working group was analyzing some alternative metrics to measure the implementation of RSA009, and that a survey could possibly be the most viable, but it is necessary to wait for the Alert (SRA009) to be distributed.

2.12 It was mentioned that the team is interested in carrying out tasks to support the adequate implementation of UPRT in the region, since there is evidence that the level of implementation is low, and that the form of application is inadequate. It was agreed that ICAO Regional Offices would support the initiative by sending a survey to its member States.

Next deliverables:

- a) RSA on manual flight operations (June 2023)
- b) Survey of States on UPRT implementation (June 2023, in coordination with ICAO)

Runway Safety (Champion: ALTA)

2.13 It was mentioned that there is extensive documentation on runway excursions, in addition to RSA007, and that the intention of the working group is to prioritize activities related to runway incursions, in response to some events that occurred in 2022 and so far in 2023 in the region. It was also agreed that it is important not to neglect initiatives related to runway excursions.

2.14 Based on the results obtained with the turbulence toolkit, the Secretariat could explore the possibility of developing equivalent toolkits for high-risk categories, to be available in the RASG-PA website.

2.15 The working group has an initiative to analyze the available data on Runway Incursions, to better calibrate the content of the future RSA.

Next deliverables:

- a) RSA on runway incursions (November 2023)
- b) Toolbox on tools related to runway excursions (June 2023, in coordination with ICAO)

CFIT (Champion: United States)

2.15 The working group is moving forward with the detailed implementation plan, however, information is needed from the airlines and from the States. IATA and ICAO are collecting this data and are committed to make it available by the end of March 2023, so that the updated version of the RSA can be produced.

Next deliverables: Process survey responses (once received from ICAO and IATA).

Peru Runways Condition Project (Champion: ICAO)

2.16 The Secretariat informed the meeting that, due to the political and social situation that the country was going through at that time, it was making it difficult to carry out the missions to verify the condition of the runways. An alternative would be to wait a bit for the situation to improve and plan the visits again.

2.17 The meeting commented on the importance of taking certain measures in the short term, and it was agreed that the ICAO convene a meeting with the airlines, and the State agencies involved in aviation activities, to seek an agreement and potential solutions to the problem identified. It was agreed that the meeting would be held in the last week of February 2023 at the ICAO Regional Office in Lima.

Next deliverables: Meeting with the Airlines and State Organizations in February 2013.

ATS Language proficiency project (Champion: ICAO)

2.18 The Secretariat is still exploring different possibilities to make the training solution affordable for States. A collaboration with Embry Riddle is still possible for an online training. A pilot project with one or two States is being analyzed.

Next deliverables: Final proposal to be presented at ESC/39 in May 2023.

CST Guidance Material (Champion: Canada)

2.19 Canada informed that the draft version of the document is almost over, and will be ready for the last round of consultation by mid-April.

Next deliverables: Final version for approval at PA-RAST/59

3. CSTs update

3.1 The PA-RAST has made multiple efforts to promote the implementation of Collaborative Safety Teams in the States of Pan America, with different results. Most of the CSTs that started operating have had sustainability problems over time.

3.2 A different alternative, taking advantage of the fact that the guidance material on CSTs will be available in the short term, is to choose a single State, where there are favorable conditions for the establishment of a CST, and for the PA-RAST to carry out a pilot project for the establishment

of that CST using the new material, and give it the support and guidance it needs to function properly. By focusing efforts on a single CST, there is a greater chance of having favorable results. With these results as an example, it will be easier, later on, to promote the implementation of new CSTs.

4. Safety data review

4.1 IATA presented data from FDX Program. In short, data for Pan America shows that CFIT, LOC-I, and Runway Safety (Takeoff) show better performance than 1 year ago. MAC (TCAS RA), and Runway Safety (Landing) on the other hand, show poorer performance.

4.2 US CAST representatives provided an update from the ASIAs program that covered aggregated safety data for the period from 2017 to 2022 of 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 share potential safety issues in the region, as seen by the ASIAs program, and obtain the perspective from the regional representatives that were in attendance.

4.3 PA-RAST project leaders, agreed to stay in contact with IATA and CAST representatives to look for opportunities to integrate data into their projects, if applicable.

5. Administrative aspects

5.1 The Secretariat will send an invitation so that interested members can participate in the working groups of the HRCs.

5.2 Location and date for the next meetings are as follows:

PA-RAST/59	Lima, Peru	25 to 27 April 2023
PA-RAST/60	Washington DC, USA	21 to 23 August 2023
PA-RAST/61	Mexico City, Mexico	17 to 19 October 2023
PA-RAST/62	Miami, USA	6 to 8 February 2024

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 to prepare a Working Paper to report to the ESC.	By the end of October 2022	A. Luna (USA)	Completed
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Action item 08/2022 (PA-RAST/55): EGPWS/TAWS Safety Advisory

Once all coordination with Co-chairs and Champions are complete, the Secretariat to 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
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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	F. Catani (Boeing)	Completed
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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
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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
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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 Moved to End of march 2023	J. Puente (ICAO)	Valid
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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 Moved for the last week of Feb 2023	J. Puente (ICAO)	Valid
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Action item 15/2022 (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 Moved to End of march 2023	J. Puente (ICAO)	Valid

Action item 01/2023 (PA-RAST/58): PA-RAST products communication strategy			
Task group to develop a strategy/procedure to communicate, measure and monitor the distribution and use of PA-RAST products by intended users (Airbus, USA, Costa Rica, Brazil, Dominican Republic, Boeing, ICAO)	By the end of March 2023	J. Puente (ICAO)	Valid

Action item 02/2023 (PA-RAST/58): ATC Best practices guidance			
MAC Group to develop an ATC Best Practices Guidance	By November 2023	F. Abang (IATA)	Valid

Action item 03/2023 (PA-RAST/58): RSA on Manual flight operations			
LOC-I Group to develop an RSA on Manual Flight Operations	By June 2023	F. Catani (Boeing)	Valid

Action item 04/2023 (PA-RAST/58): UPRT Survey/Letter			
LOC-I Group coordinate with ICAO ROs to send an UPRT implementation letter to States	By June 2023	F. Catani (Boeing)	Valid

Action item 05/2023 (PA-RAST/58): RSA on Runway Incursions			
Runway Safety Group to develop an RSA on Runway Incursions	By November 2023	V. Corrieri (ALTA)	Valid

Action item 06/2023 (PA-RAST/58): Runway Excursions Toolkit			
LOC-I Group coordinate with the Secretariat to publish a Runway Excursion Toolkit	By June 2023	V. Corrieri (ALTA)	Valid

Action item 07/2023 (PA-RAST/58): ICAO Obstacle survey of member States			
ICAO to provide survey results to CFIT Group	By the end of March 2023	J. Puente/ S.Schotbor gh (ICAO)	Valid

Action item 08/2023 (PA-RAST/58): IATA TAWS/Terrain Operators Survey			
IATA to provide survey results to CFIT Group	By the end of March 2023	F. Abang (IATA)	Valid

Action item 09/2023 (PA-RAST/58): CST Guidance			
Final version of the CST Guidance to be presented at PA-RAST/59	By PA-RAST/59	M. Roy (Canada)	Valid

Action item 10/2023 (PA-RAST/58): Invitation to join HRC Working Groups			
Secretariat to send an invite to new PA-RAST members, and a reminder to existing members, to join HRC Working Groups	By the end of March 2023	F. Abang (IATA)	Valid

Action item 11/2023 (PA-RAST/58): Progress/Effectiveness metric			
Each HRC working group to develop a progress/effectiveness metric proposal for its products	By PA-RAST/59	HRC Champions	Valid

Action item 12/2023 (PA-RAST/58):			
Secretariat to publish GTE/MAC Term of Reference at RASG-PA website	By the end of March 2023	J. Puente (ICAO)	Valid

Action item 13/2023 (PA-RAST/58):			
Secretariat to bring a report on GRF implementation in NACC/SAM Regions	PA-RAST/59	J. Puente (ICAO)	Valid
