

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

PA-RAST/59 Meeting Report

Lima, 25, 26 & 27 April 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 presence of the airlines and the Peruvian State Organizations for their commitment to improving operational safety.

Acronyms

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 highlighted that there were good expectations about the meeting, especially in relation to the CSTs, and also emphasized the important presence of representatives of the States.

2. Collaborative Safety Teams

2.1 The meeting agreed to follow the order of the agenda. In this regard, discussions began regarding the considerations related to Collaborative Safety Teams, and the possibility of establishing one in Peru.

2.2 The ICAO SAM Regional Office offered a verbal report of the meetings held with the government authorities of Peru and with state organizations, to discuss the condition of the pavements on certain tracks in the interior of Peru, and possible solutions. After the meeting on February 28, 2023, with the airlines, airport concessionaires and the DGAC of Peru, requested that the ICAO Regional Office in Lima hold meetings with the competent State agencies, to help with the search for solutions to long-term for infrastructure problems that could jeopardize operations on certain runways in Peru, the following meetings were organized and held:

- Vice Ministry of Transport (March 21, 2023)
- Ministry of Transport and Communications (March 23, 2023)
- Peruvian Corporation of Airports and Commercial Aviation CORPAC (March 29, 2023)
- Supervisory Agency for Investment in Transportation Infrastructure for Public Use OSITRAN (April 4, 2023)
- Association for the Promotion of National Infrastructure - AFIN (May 9, 2023)

2.3 It was agreed that PA-RAST will support, initially, with a go-team to conduct an inspection of the repair work carried out on the Jaen track, during the month of May. ACI-LAC and the Regional Office are carrying out the pertinent coordination.

2.4 ANAC Brazil presented an overview of BCAST, going through its history, structure, and work routine, and focusing on benefits and lessons learned. Among the benefits mentioned, the efficient improvement of safety and the building of mutual trust between authority and industry stand out. About lessons learned, were highlighted the need to start a CST proportionately to resources to have a good initial experience as key to success, the need, and challenges of building trust between participants, and ways to start a CST even without data sharing.

2.5 Canada provided an overview on the approach adopted to implement its Regulator-Industry Collaborative Analysis Group (CAG) related to airline operations in Canada. The CAG is

very similar in concept to the CST. The presentation included a description of the CAG's safety risk management process, tools and how interactions are managed between the regulator and industry in the context of limited data protections.

2.6 The US CAST presented the components of the safety data collection, analysis, and safety enhancement development in the CAST, ASIAs, and InfoShare environments. The presentation included the CAST approach to safety management, its sources of data, the data de-identification and protection, and how it's processed to provide the safety information required to develop safety enhancements. The results of a few recent safety studies and associated enhancements were included as examples.

2.7 ALTA made a presentation to emphasize the benefits of a CST for airlines and how airlines can contribute to the success of the CST. Given the complexity of the civil aviation systems, ALTA sought to demonstrate the importance of collaborative efforts to build solutions for the existing problems more effectively and quickly. It is very important to know and understand each other better. Airlines can contribute with: Actively participating in all meetings, sharing safety data, sharing what affects its operation, sharing best practices, sharing lessons learned, etc. The great benefit of the work of a CST for airlines is the improvement of Safety.

2.8 Airbus presented the strategy to coordinate and integrate PA-RAST with CSTs as part of the safety plan for the region. As part of the presentation, an introduction of the CSTs was made, indicating that this program is part of the ICAO's GASP. The message also indicated the willingness of PA-RAST to support and align with each CST from the birth to the establishment and ongoing activities.

2.9 The meeting then reviewed the content of the CST Guidance and gave their acceptance for it to go to the ESC for final approval.

2.10 The meeting discussed the advantages of creating a CST in Peru so that safety issues can be addressed. The airlines and state organizations present at the meeting expressed their agreement and predisposition regarding the creation of a CST. For this, it was agreed to draft an agreement by the Secretariat, to define the tasks to be foreseen and the commitment of the parties to create the CST. It was agreed that the agreement could be signed during the RASG-PA Executive Committee meeting on May 25, 2023. This agreement may be used as a model for agreements to create new CSTs in the region.

2.11 PA-RAST will work to support the establishment of CSTs in Peru and Chile in 2023, and in Costa Rica and the Dominican Republic in 2024.

3. RASG-PA Products Communication Strategy

3.1 The secretariat presented a proposal to improve the capacity of RASG-PA, which consists of the creation of a distribution group on LinkedIn.

3.2 This tool allows you to monitor the scope of the publications and receive direct feedback. The assistants expressed their agreement, and agreed with the Secretariat, the writing of the basic guidelines, as well as the realization of a trial period by the members of the PA-RAST.

3.3 Additionally, it was agreed to explore the possibility of coordinating the creation of a RASG-PA page in Skybrary.

4. Status of the projects

Loss of control in-flight (Champion: Boeing)

4.1 The meeting was informed that two new members have joined the working group. It was also suggested that the RSA009 that has already been published could be used to test the communication strategy through LinkedIn, and that a follow-up survey should be carried out later.

4.2 Regarding the issue of Manual Flight Operations, it was reported that BCAST has 2 approved initiatives, a Safety Enhancement, and an Information Bulletin, and that a new PA-RAST circular on this issue, as well as a DIP, could be available in time for the ESC/38 meeting.

4.3 Finally, it was announced that, in coordination with ICAO, a survey on Upset Prevention and Recovery Training (UPRT) implementation has been distributed to the NACC and SAM States and that they are awaiting the results.4.4 Material on go around decision making is pending completion of current products.

Runway Safety (Champion: ALTA)

4.5 On runway safety, a Runway Excursions Toolkit is planned to be published on the RASG-PA website in June 2023, based on the Global Action Plan for the Prevention of Runway Excursions (GAPPRE) of the flight safety foundations, and the pilot best practices for the prevention of runway excursions of the European Cockpit Association.

4.6 Regarding the RSA on runway incursions, it was announced that since ALTA joined the Global Action Plan for the Prevention of Runway Excursions (GAPRI) in March, it would be better to wait for the conclusions of said plan and publish the RSA in May 2024.

CFIT (Champion: United States)

4.7 The work team reported that its activities are delayed due to the delay on the part of ICAO and IATA in delivering the compromised information. ICAO reported during the meeting that the corresponding information was already available, and that it would be delivered to the work team during the meeting.

4.8 The Secretariat recalled that in the past, it had already been determined by the ESC, that when planning the development of projects/activities within the RASG-PA framework, by the PA-RAST or the Regional Offices, an associated stakeholder to apply the product voluntarily once it is completed. In this way, it was agreed to comply with this practice with all products that will be delivered from that date.

5. Safety data review

5.1 US CAST representatives provided an update from the ASIAS program that covered aggregated safety data for the period from January 2018 to December 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 Midair Collision data was presented in a different format which provided additional more granular information to help the understanding of TCAS RA hotspots in the region. Additionally, the briefing provided the opportunity to share potential safety issues in the region, as seen by the ASIAS program, which enabled a Collaborative-Safety-Team like discussion among the meeting participants.

5.2 It was agreed that from the next PA-RAST meeting, the States or Organizations that present data analysis during the meeting prepare in advance some conclusions and suggestions for actions to be considered and discussed during the meeting, because many times due to time constraints, it is not possible to do a detailed analysis during the sessions.

6. Uruguay WP on GASP/GANP Indicators

6.1 Uruguay presented a working paper related to the safety indicators included in the GASP and the GANP, and the need for coordination between RASG-PA and GREPECAS to avoid duplication of efforts. The note was well received by the meeting and interesting criteria were exchanged.

6.2 It was mentioned that during the 2022 plenary meeting, a coordination task was agreed between both groups on this topic. The results of this coordination will be presented during the RASG-PA Executive Committee meeting in May 2023.

7. Administrative aspects

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

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

RASG-PA ESC/38	Lima, Peru	24 & 25 May, 2023
ALTA Safety Summit	Santiago, Chile	13 & 14 June 2023
PA-RAST/60	Washington DC, USA	22 to 24 August 2023
PA-RAST/61	Mexico City, Mexico	17 to 19 October 2023
RASG-PA Plenary Meeting	TBD, Dominican Republic	13 & 14 November 2023
PA-RAST/62	Miami, USA	6 to 8 February 2024
PA-RAST/63	Lima, Peru	23 to 25 April 2024

Action Items review

Action item 01/2022 (PA-RAST/55): ICAO to reassume Secretariat of the PA-RAST			
That ICAO reassumes 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 the 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	J. Puente (ICAO)	Completed

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

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 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

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 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)	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 Moved for the last week of Feb 2023	J. Puente (ICAO)	Completed

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)	Completed

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)	Completed
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)	Completed
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)	Completed
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	Completed
Action item 12/2023 (PA-RAST/58): GTE/MAC ToR Publication			
Secretariat to publish GTE/MAC Term of Reference at RASG-PA website	By the end of March 2023	J. Puente (ICAO)	Completed
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	J. Puente (ICAO)	Completed
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)	Complete
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 05/2023 (PA-RAST/58): RSA on Runway Incursions			
Runway Safety Group to develop an RSA on Runway Incursions	By November 2023 Moved to May 2024	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 13/2023 (PA-RAST/58):			
Secretariat to bring a report on GRF implementation in NACC/SAM Regions	PA-RAST/59 Moved to ESC/38	J. Puente (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)	Due
