



International Civil Aviation Organization
**Second Meeting of the Regional Aviation Safety Group
(RASG-PA/02)**
Bogota, Colombia, 3 to 6 November 2009

RASG-PA/02 – WP/18
04/11/09

Agenda Item 6: Workshop on Next Steps for Global Aviation Safety Plan

6.1. Under this agenda item a workshop was conducted using the process of the roadmap to identify recommended actions for the top three risk factors within the Region.

6.2. Every recommended action, agreed by the Meeting, was evaluated against its impact on safety and feasibility for implementation and then an indicator was established for assigning priorities.

6.3. The first risk factor reviewed by the Meeting was runway excursions, the Meeting had a very productive debate and agreed on the recommended actions as presented on **Appendix A** of this part of the report. The Meeting noted that efforts for the implementation of some recommended actions might have already been addressed by GREPECAS and that proper coordination is needed to avoid the duplication of efforts.

6.4. The Meeting then decided to proceed with the analysis of Lost of Control in Flight (LOC-I) Accidents, however, the Meeting identified that there was a need for a better understanding of the type of accidents that happen in the Region that fall under the category of LOC-I and its contributory causes in order to be able to determine recommend actions. The Meeting decided that the ad-hoc working group, created to further analyzed the data and safety enhancements, review the LOC-I and CFIT accidents and propose an action plan for implementation for the consideration of the next RASG-PA meeting.

Runway Excursions						
	Recommended Action	Impact	Feasibility	Indicator	Priority	Champion
1.	Stabilized approaches (PBN Implementation) <i>Recommendation to GREPECAS ATM/CNS Subgroup by RASGPA.</i>	High	Moderate	P2		
2.	Encourage EMASS implementation where possible <i>(Conduct feasibility study previous implementation)</i>	High	Moderate	P2		
3.	Encourage RESA implementation where possible <i>(Conduct feasibility study previous implementation)</i>	High	Moderate	P2		
4.	Stabilized approaches by encouraging adherence to approach procedures (including go-around decision) and acceptance by Air Operators. <i>(Boeing to coordinate with Airbus, about Human Factors training to address this recommendation)</i>	High	Easy	P1		
5.	Compliance of AIS of NOTAM timely notification about runway conditions	Medium	Easy	P4		
6.	Encourage the improvement of runway conditions as required by ICAO Annex 14 standards	High	Moderate	P3		
7.	Encourage the maintenance of runway conditions as required by ICAO Annex 14 standards	High	Moderate	P3		
8.	Encourage the implementation of Risk Mitigation Techniques Training for example as the ones contained in ALAR.	High	Easy	P1		