



International Civil Aviation Organization
Fourth Meeting of the Regional Aviation Safety Group
 – Pan America (RASG-PA/04)
 Miami, United States, 19 - 21 October 2011



Agenda Item 3: RASG-PA Working Groups
3.2. Regional Aviation Safety Team (RAST-PA)
3.2.1 Regional Aviation Safety Team (RAST-PA) Report

RAST-PA REPORT

(Presented by the Secretariat)

SUMMARY

This working paper describes the activities of the RAST-PA since the RASG-PA/03 Meeting held in Punta Cana, Dominican Republic, 27 to 29 October 2010.

RAST-PA has focused on the establishment of achievable projects based on prioritized mitigation measures with well defined deliverables (including metrics to assess the effectiveness of the proposed mitigation actions) and clear timeframes. Proposed action by the RASG-PA membership is in paragraph four of this working paper.

References:

- *Resolution A 36-7 of the 36th Session of ICAO Assembly*
- *Declaration of the Conference of Directors General of Civil Aviation on a Global Safety Strategy (Montreal, Canada, March 2006)*
- *ICAO Global Aviation Safety Plan (GASP)*
- *ISSG Global Aviation Safety Roadmap (GASR)*
- *RASG-PA/02 Meeting Report (Bogota, Colombia, 3 to 6 November 2009)*

Strategic Objective	<i>This working paper is related to Strategic Objective A – Safety</i>
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1. Introduction

1.1 During the RASG-PA/02 Meeting in Bogota, Colombia, November 2009, and in accordance with Decision RASG-PA/02/4, the Regional Aviation Safety Team – Pan America (RAST-PA) was established to analyze safety risks using the GASR process. The team has held six meetings. The RAST-PA/07 Meeting will be held prior to the RASG-PA/04 Meeting in Miami, United States.

1.2 Using the GASP and GASR process and the three main data-driven risk areas identified by RASG-PA (Runway Excursion/RE, Controlled Flight into Terrain/CFIT and Loss of Control In-Flight/LOC-I), RAST-PA identified Safety Enhancement Initiatives (SEIs) and associated mitigating actions for each of the three top risk areas in Pan America. Each safety enhancement mitigation action was then prioritized, and a corresponding Detailed Implementation Plan (DIP) was developed, identified by a reference number and categorized by Global Safety Initiative (GSI), safety impact, changeability, indicator, time frame for completion, identification of a respective champion and available references related to the DIP.

2. 2011 RASG-PA Detailed Implementation Plans (DIP) and Safety Enhancement Initiatives (SEI) Activities

2.1 As agreed in RASG-PA/03, RAST-PA has been following the progress of the seven approved DIPs and providing support to the SEI champions. Under advice from the RASG-PA Executive Steering Committee (ESC), RAST-PA agreed that any new DIPs should only be developed if a new champion is identified so that current champions are not overwhelmed by their current responsibilities. With reference to this advice, ACI offered to begin working on other DIPs for SEI: RE/06, RE/08 and RE/10. These DIPs are under development and will be submitted to the ESC in due course.

2.2 Additionally, RAST-PA was briefed during the July 2011 meeting in Mexico City (RAST-PA/05) on the outcomes of the Global Runway Safety Symposium (GRSS). The ESC noted that the first ICAO/FAA/IFATCA Regional Runway Safety Seminar for the NAM/CAR/SAM Regions was going to take place in the Pan American Region (Miami, FL, 12-14 October 2011) and that a mechanism to support runway safety teams in Pan America should be structured. To that effect, an SEI was prepared and submitted to the RASG-PA ESC with a suggestion to develop a corresponding DIP. The Mexican DGAC agreed to be the Champion for this DIP. The ESC approved the initiative at the ESC/09 Meeting in Mexico City.

2.3 Furthermore, the August 2011 RAST-PA/06 Meeting in Miami developed DIP RAST-PA/RE/11 and submitted it to the ESC for approval. The ESC approved the DIP at the ESC/10 meeting in Santa Cruz, Bolivia. RASG-PA is invited to review and approve DIP RAST-PA/RE/11 contained in **Appendix A** to this working paper.

2.4 A progress and follow-up report of all DIPs in process is contained in **Appendices B, and C** to this working paper.

3. Other DIP Related Activities

3.1 In providing support for the DIPs, RAST-PA overcame the following issues:

- a) *DIP management*: to manage the DIPs, a web-based local DIP database was created. The database is hosted at ICAO HQ and can be consulted through a Microsoft Access application that resides in the local computer. The user-friendly interface provides readily available real-time information.
- b) *DIPs in Spanish*: The ESC tasked RAST-PA to translate approved DIPs into Spanish. All originally approved DIPs have now been translated into Spanish and can be consulted on the DIP database.

- c) *RASG-PA Safety Recommendation (RSR)*: while working on DIP RAST-PA/LOC-I/06, a procedure to disseminate safety recommendations was identified. A proposal that consisted of a cover letter with the signatures of the RASG-PA Co-Chairs and Secretary was submitted and approved by the ESC.
- d) *RSRs in Spanish*: RAST-PA prepared a proposal to establish a collaborative process with the Regional Cooperation System on Safety Oversight in Latin America (SRVSOP) to adapt RSRs into Spanish. The ESC/09 Meeting in Mexico City was presented with the proposed procedure to discuss with the SRVSOP Technical Committee.
- e) *Letters of Support*: as requested by the Champion of DIP RAST-PA/RE/09, RAST-PA coordinated the drafting of two letters with the ESC; one addressed to SENEAM (the Mexican ANSP) and the other to Aeromexico requesting the use of their ATC and aircraft simulators in order to develop a strategy for delivering safety seminars to pilots and controllers in Pan America that target recognition and avoidance of unstable approaches as part of Output 2 to the DIP.

3.2 A current list RAST-PA collaborators is included in Appendix **D** to this working paper. To continue with the success of this initiative, all Stakeholders are asked to actively participate in RAST-PA activities.

4. Conclusion

4.1 RAST-PA is and will continue to work with DIP Champions to provide support and monitor DIP implementation progress. In addition, RAST-PA will prepare DIPs for SEIs RAST-PA/RE/06, 08 and 10 where ACI has offered to be Champion.

4.2 RAST-PA meetings are scheduled in conjunction with regularly scheduled ESC meetings in order to reduce the duplication of resources and to efficiently use the resources available through RASG-PA. Two RAST-PA meetings are scheduled for 2012.

5. Action by the Meeting

5.1 The Meeting is invited to consider adopting the following conclusion:

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CONCLUSION RASG-PA/4/xx

SUPPORT FOR RAST-PA ACTIVITIES

That RASG-PA:

- a) review the list of participants in Appendix A and identify additional stakeholder representatives that need to be included;
- b) review and approve the DIP for RASG-PA/RE/11 contained in Appendix A;
- c) note the Detailed Implementation Plans and time lines in Appendices B and C; and
- d) suggest future activities for RAST-PA, taking into consideration the scope of RAST-PA objectives and resource requirements and limitations

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APPENDIX A

RAST-PA/RE/11

ESC Approved Detailed Implementation Plans (DIPs)

Rast No	Safety Enhancement Action	Reference	GSI	Safety Impact	Changeability	Indicator	Priority	Time Frame
RAST-PA/RE/11	Develop guidance material and training programs to create action plans for runway safety teams.	Annex 14, ICAO Doc. 9137, IATA, FAA, IFALPA Airport Liaison Program	9	High	Easy	P1	1	Short
Safety Enhancement Action (expanded):	To reduce runway related accidents and incidents at airports by identifying airport specific hazards and developing mitigations.							
Statement of Work:	Establish the framework to create Runway Safety Teams (RST) which will evaluate airports for hazards and implement the appropriate mitigations. Facilitate the sharing of data, training material, mitigations, and workshops.							
Champion Organization:	Mexico							
Human Resource:	CAAs, ICAO, Airport Operators, Air Operators, Air Traffic Management/Communication Navigation Surveillance providers, Fixed Base Operators, Pilots.							
Financial Resource:	Database creation, workshops, RASG-PA resources for material compilation.							
Relation Current Aviation	ICAO Global and Regional Runway Safety Initiative, Flight Safety Foundation Runway Safety Initiative, Commercial Aviation Safety Team Safety Enhancement							
Community Initiative:	Material currently available:							
	<ul style="list-style-type: none"> - ICAO (http://www2.icao.int/en/RunwaySafety/Pages/Toolkits.aspx) <ul style="list-style-type: none"> - Flight Safety Foundation (http://flightsafety.org/current-safety-initiatives/runway-safety-initiative-rsi) - Federal Aviation Administration (http://www.faa.gov/airports/runway_safety/resources/lrsat/) - EUROCONTROL (http://www.eurocontrol.int/runwaysafety/public/standard_page/keyActions.html) 							
Performance Goal Indicators:	<p>Goal 1: Establish a runway safety team (RST) at the busiest airport of each contracting State in the Pan American region in terms of operations per year. Indicator: Twelve teams established per year.</p> <p>Goal 2: Establish a LRST at all international airports of each contracting State in the Pan American region. Indicator: Twelve teams established per year.</p> <p>Goal 3: Reduce the occurrence of runway related incidents and accidents. Indicator: A measurable reduction in runway related incidents and accidents.</p>							
Key Milestones:	DIP	ESC X Approval						
	Output 1	Gather & Publish information	ESC 10	Date + 3				
	Output 2	Checklist			Output 1 + 6			
	Output 3	Database			Output 1 + 6			
	Output 4	Roll out plan			Output 3 + 6			
	Output 5	Review and update			Output 4 + 6			
Potential Blockers:	<ul style="list-style-type: none"> - Lack of resources to establish RSTs - Differences between CAAs and airport operators - Airport operators may not recognize safety enhancement benefits - Data sharing - Lack of resources to implement mitigations 							
DIP Notes:	<p>RASG-PA, Annual Safety Report Team (ASRT), will review collected data on a yearly basis. This data will be reflected in the annual RASG-PA Safety Report.</p> <p><i>Multidisciplinary runway safety teams are envisaged to work with airport operators to identify areas of opportunity and available resources to enhance runway safety for specific aerodromes.</i></p>							

RAST-PA/RE/11 Output 1

Description: Gather and publish in the RASG-PA website available material that may be used to mitigate hazards related to runway safety.

Resources:

Resource Notes: ICAO

Time Line: 6 months

Actions: Publish or make links available to websites such as FSF, CAST, FAA, EURCONTROL and IFALPA which LRST may use to proposed mitigation actions for identified hazards related to runway safety.

Target Completion

RAST-PA/RE/11 Output 2

Description: Electronic checklist development

Resources:

Resource Notes: ICAO, IFATCA, IATA & ACI

Time Line: 6 months

Actions: Develop an electronic checklist based on best practices and threat and error management that RST may use to identify hazards and propose mitigation actions. The checklists should address the following areas:

- ATM/CNS
- Air operators
- Airport
- Before releasing final versions of the checklists, field test in a pilot project
- Translate Checklists into Spanish

Target Completion

RAST-PA/RE/11 Output 3

Description: Establishment of a regional Runway Safety Database

Resources:

Resource Notes: ICAO

Time Line: 6 months

Actions: Create a Regional database that will house the data from the checklists (Output 2) with at least the following considerations:

- Option to de-identify the source of the information
- Where possible responses should be selectable (rather than free text)
- Contain appropriate level(s) of data entry
- Consider the legal aspects of data sharing
- Capture the resulting mitigation actions and their end result
- Before releasing final versions of the checklists/database interface, field test in a pilot project
- Spanish version

Target Completion

RAST-PA/RE/11 Output 4

Description: Develop a roll out plan
Resources:
Resource Notes: RAST-PA / FSTT-PA
Time Line: 6 months
Actions: Organize workshops in Pan America to disseminate the information and train on:
- Establishment of RST
- The use of the DB
- The use of the checklist
- Finding Material related to runway safety.

Target Completion

RAST-PA/RE/11 Output 5

Description: Review and Update of the Runway Safety Teams
Resources:
Resource Notes: RAST-PA
Time Line: 6 months
Actions: Develop a process to review on a two times a year basis the number of LRSTs established and ensure that all relevant runway safety material is maintained

Target Completion

APPENDIX B

RAST-PA DIP PROGRESS

RAST-PA/RE/04

Output	Due Date	Champion	Description	Actions	Time line
2	20-Aug-11	ALTA	Training	Operators to include material in training programs.	ESC/6 +12

Progress:
 18-Jan-2011 : Material presentation Telecon
 18-Jan-2011 : It was agreed that when the same information goes out to non ALTA members, it would include the IATA information related to RAST-PA/CFIT/02.
 18-Jan-2011 : ALTA presented to the RAST-PA the Survey and letter which was to be sent to ALTA Members.
 11-Jan-2011 : Telecon 11-1
 11-Jan-2011 : This Material will be distributed together with the Material for RAST-PA/LOC-I/7
 11-Jan-2011 : Change of due date because of Holidays

RAST-PA/CFIT/04

Output	Due Date	Champion	Description	Actions	Time line
1	20-Feb-12	IFALPA/IFATCA	Incorporate and/or update CRM/situational awareness training programs for all flight crew members of air transport operators emphasizing aircraft position with relation to terrain and reviewing past occurrences.	Reduce the CFIT accident rate by incorporating CFIT prevention in CRM training programs. Situational awareness will be emphasized as an integral part of the CRM training required of flight crewmembers of all air transport operators.	ESC/6 +18
2	20-Aug-12	IFALPA/IFATCA	Incorporate CRM/situational awareness training programs for all air traffic controllers of air navigation service providers (ANSP) emphasizing aircraft position with relation to minimum allowable altitudes.	Reduce the CFIT accident rate by incorporating CFIT prevention in CRM training programs. Situational awareness will be emphasized as an integral part of the CRM training required of air traffic controllers of all ANSPs.	ESC/6 +24

Progress:
 23-Aug-2011 : RASG-PA/6
 23-Aug-2011 : No contact with the other Champion (IFATCA) so we might need to go through it alone, that means we'll need help and will get back to the RAST in the future with a proposal to comply with the whole DIP
 14-Jun-2011 : RASG-PA/5
 14-Jun-2011 : The ESC is going to be made aware of the loss of contact with IFATCA and support will be requested to re-establish contact.
 14-Jun-2011 : RAST-PA suggested that IFALPA begin to develop Output 1
 14-Jun-2011 : IFALPA informed the meeting that implementation plans had not begun for this DIP because of the loss of contact with the IFATCA Rep.

RAST-PA/CFIT/02

Output	Due Date	Champion	Description	Actions	Time line
2	20-Aug-11	IATA	If an operator does not have CFIT training, he will be encouraged to incorporate CFIT training into the airline training program.	Operators will incorporate CFIT prevention training and procedures into their training programs.	ESC/6 +12

Progress:

14-Jun-2011 : RASG-PA/5

14-Jun-2011 : Telecons will be coordinated to produce the suggested RSR.

14-Jun-2011 : Therefore we recommend an RSR is issue to all RASG-PA states recommending the adoption of this recommendation as part of their regulation.

14-Jun-2011 : This will make sure all IATA and ALTA airlines comply with this recommendation as required but CFIT 02 Output 02. But there are many small carriers that have we have not been able to reach during the implementation of this DIP.

14-Jun-2011 : Output 1 of this DIP was shared with the IATA LATAM RCG (Regional Coordination Group) airlines that meet in MIA on MAY 31st 2011. Its results were well received, and it was agreed that IATA will contact the airlines that were found on the survey to not comply with FSF/ICAO/IATA recommendations of performing CFIT recurrent training at least every year to help them comply.

28-Feb-2011 : Telecon 11-2

28-Feb-2011 : Output 1 has been concluded.

28-Feb-2011 : The results show that most operators have CFIT training but some still do not.

28-Feb-2011 : The summary of results are added to the data base.

28-Feb-2011 : A survey was circulated amongst IATA member airlines requesting information on the CFIT training if any that pilots receive.

18-Jan-2011 : Material presentation Telecon

18-Jan-2011 : It was agreed that when the same information goes out to non ALTA members, it would include the IATA information related to RAST-PA/CFIT/02.

RAST-PA/LOC-I/07

Output	Due Date	Champion	Description	Actions	Time line
3	18-Aug-13	ALTA	Advanced Maneuvers Training provided by all operators. The expectation is that this training will be accomplished during initial training and as part of the recurrent training program, via ground and simulator instruction within the certified flight envelope, with emphasis on recognition, prevention and recovery techniques.	ALTA and IATA should promote a high level of commitment to advanced maneuvers training (AMT) by operator flight operations and training departments. Advanced maneuvers training will be conducted emphasizing energy state management and early recognition and recovery from flight outside the certified aircraft-operating envelope. Flight conditions outside of the certified flight envelope include inflight upsets, stalls, ground proximity and wind shear escape maneuvers, and inappropriate energy state management conditions. The training will be accomplished via ground and simulator instruction within the certified flight envelope, with emphasis on recognition, prevention and recovery techniques. The simulator instruction will be within the limitation of the training device being utilized.	LOC-I/7 - O2 +28

Progress:

23-Aug-2011 : RAST-PA/6

23-Aug-2011 : We have received the positive response from Copa Colombia of the use that the Advanced Maneuvers Training (AMT) has had since they have implemented in their operation. So far this has been really positive and we expect to have the results of the rest of the airlines.

18-Jan-2011 : Material presentation Telecon

18-Jan-2011 : It was agreed that when the same information goes out to non ALTA members, it would include the IATA information related to RAST-PA/CFIT/02.

18-Jan-2011 : ALTA presented to the RAST-PA the Survey and letter which was to be sent to ALTA Members.

11-Jan-2011 : Telecon 11-1

11-Jan-2011 : Ready to be sent this week (Awaiting approved by Alex de Gunten).

Expect feedback from Operators in three weeks.

11-Jan-2011 : Survey ALTA Members Operators, for Runway Excursions and Loss of Control.

Coordinate with IATA to send one package.

Pointers to Guidance Material (ICAO Web Site)

RAST-PA/LOC-I/06

Output	Due Date	Champion	Description	Actions	Time line
3 on mode awareness and	20-Sep-11	RASG-PA (RAST-LOC-I/6 - O2 PA)	<ul style="list-style-type: none"> as a template to prepare a State advisory circular on mode awareness and energy state management aspects of flight deck automation. 	Each State in the region will use the generic advisory circular States in the Region to issue their own advisory circular energy state management aspects of flight deck automation.	
4	20-Mar-13	RASG-PA (RAST-PA)	Mode awareness and energy state management aspects of flight deck automation guidance is provided by operators to all of their pilots.	Each operator should carefully developed procedures and guidelines that support the proper use of mode awareness and energy state management aspects of flight deck automation in their training programs. Each transport airplane pilot should be trained to the flight deck automation procedures and guidelines developed by their organization.	LOC-I/6 - O3 +18

Progress:

- 16-Mar-2011 : RAST-PA/4
- 16-Mar-2011 : Supporting documentation needs to be uploaded to the web page
- 16-Mar-2011 : Circular needs to be translated.
- 16-Mar-2011 : RSR template created
- 16-Mar-2011 : COSCAP Circular reviewed and adapted for RSGA-PA
- 28-Feb-2011 : Telecon 11-2
- 28-Feb-2011 : Output 1 has been concluded.
- 28-Feb-2011 : The review of all available material is on the agenda for RAST-PA/4.
- 28-Feb-2011 : The RAST-PA Telecon considered that the material would better be reviewed in a face to face meeting.
- 28-Feb-2011 : The advisory material created by the ICAO COSCAP's in Asia as well as other material was identified.

RAST-PA/LOC-I/09

Output	Due Date	Champion	Description	Actions	Time line
4 and guidelines that support	20-Sep-12	IFALPA LOC-I/9 - O3	• +18 pilots.	Pilot Monitoring Training provided by operators to all of their Each operator should carefully developed procedures pilot monitoring in their training programs. Each transport airplane pilot should be trained to the Pilot Monitoring procedures and guidelines developed by their organization.	

Progress:

23-Aug-2011 : RAST-PA/6

23-Aug-2011 : ESC has to mandate or develop a Procedure to comply with this output, perhaps an RSR.

16-Mar-2011 : RAST-PA/4

16-Mar-2011 : The material was approved by RAST-PA to be uploaded on the RASG Web page and begin a dissemination campaign

28-Feb-2011 : Telecon 11-2

28-Feb-2011 : Output 2 has been concluded.

28-Feb-2011 : The formatted material will be presented at RAST-PA/4 in Lima.

28-Feb-2011 : As an outcome of the FSTT review the material format is being amended.

28-Feb-2011 : The material was presented to the FSTT.

18-Jan-2011 : Material presentation Telecon

18-Jan-2011 : It was suggested that the material be presented to the FSTT Group at the next meeting 22-23 Feb 2011

18-Jan-2011 : IFALPA presented the material and presentation they have gathered.

11-Jan-2011 : Telecon 11-1

11-Jan-2011 : Adjust Due date of Output 1 to Next telecon

11-Jan-2011 : Material will be ready and presented at the next telecon.

RAST-PA/RE/09

Output	Due Date	Champion	Description	Actions	Time line
2	20-Feb-13	ALTA	Develop a strategy to deliver safety seminars for pilots and controllers in Pan America that targets recognition and avoidance of unstable approaches.	<p>Develop a strategy and timeline to deliver safety seminars for pilots and controllers.</p> <p>At a minimum the following topics should be covered:</p> <ul style="list-style-type: none"> • Stabilized Approaches • Go Around Gates and Missed Approach Criteria • Approach Procedures and Briefings • Non Normal Aircraft Conditions • Transfer of Aircraft Control • CRM/TRM and human factors • Weather conditions and information dissemination including tail wind landings <p>During the safety seminars participant will be asked to provide additional mitigation measures that will be compiled and used as the basis of future safety enhancements for runway excursions.</p>	RE/9 - O1 +24

Progress:

23-Aug-2011 : RAST-PA/6

23-Aug-2011 : A letter requesting the use of the AMX simulator is requested.

23-Aug-2011 : IFALPA and ALTA had a meeting with SENEAM in Mexico City, we agreed to ask Aeromexico for a donation of B737NG Simulator time and SENEAM for their ATC Sim.

The idea would be to have Pilots/Controllers go through Line Oriented Scenarios of Stabilized/Unstabilized Approaches in order to create awareness in both Groups and develop Output 2.

16-Mar-2011: RAST-PA/4

16-Mar-2011: Establish a meeting at Mexico with Pilots and controllers (Review Lesson Learned of the ALTA's survey)

16-Mar-2011: Analysis the Runway Excursion Reduction Tool Kit Version. 02 | Output Global Safety Symposium

16-Mar-2011: Aviation Safety Summit on June, 2011 | Monday or Tuesday | Meeting to deliver results regarding the Analysis Runway Excursion and Mexico's meeting

16-Mar-2011: Runway Safety Workshop on October

16-Mar-2011: In 2012, duplicate the Mexico's meeting (Pilot project) with the pilots and controllers in others states of the region

28-Feb-2011 : Telecon 11-2

28-Feb-2011 : Output 1 has been concluded.

28-Feb-2011 : The Champion informed that a survey was conducted and a report with the results was being prepared for RASG-PA/4.

RAST-PA/RE/11

Output	Due Date	Champion	Description	Actions	Time line
3	25-Feb-12	Mexico	Establishment of a regional Runway Safety Database	<p>Create a Regional database that will house the data from the checklists (Output 2) with at least the following considerations:</p> <ul style="list-style-type: none"> - Option to de-identify the source of the information - Where possible responses should be selectable (rather than free text) - Contain appropriate level(s) of data entry - Consider the legal aspects of data sharing - Capture the resulting mitigation actions and their end result - Before releasing final versions of the checklists/database interface, field test in a pilot project - Spanish version 	ESC/11 +6
2	25-Feb-12	Mexico	Electronic checklist development	<p>Develop an electronic checklist based on best practices and threat and error management that RST may use to identify hazards and propose mitigation actions. The checklists should address the following areas:</p> <ul style="list-style-type: none"> - ATM/CNS - Air operators - Airport - Before releasing final versions of the checklists, field test in a pilot project - Translate Checklists into Spanish 	ESC/11 +6
1	25-Feb-12	Mexico	Gather and publish in the RASG-PA website available material that may be used to mitigate hazards related to runway safety.	<p>Publish or make links available to websites such as FSF, CAST, FAA, EURCONTROL and IFALPA which LRST may use to proposed mitigation actions for identified hazards related to runway safety.</p>	ESC/11 +6
4	25-Aug-12	Mexico	Develop a roll out plan	<p>Organize workshops in Pan America to disseminate the information and train on:</p> <ul style="list-style-type: none"> - Establishment of RST - The use of the DB - The use of the checklist - Finding Material related to runway safety. 	RE/11-O3 +6
5	25-Feb-13	Mexico	Review and Update of the Runway Safety Teams	<p>Develop a process to review on a two times a year basis the number of LRSTs established and ensure that all relevant runway safety material is maintained updated.</p>	RE/11-O4 +6

Progress:

APPENDIX C

RAST-PA DIP FOLLOW-UP (DATE)

8:25:01 AM

Due Date	Champion	DIP No.	Output	Description	Actions	Time line
20-Aug-11	IATA	CFIT/02	2	If an operator does not have CFIT training, he will be encouraged to incorporate CFIT training into the airline training program.	Operators will incorporate CFIT prevention training and procedures into their training programs.	ESC/6 +12
20-Aug-11	ALTA	RE/04	2	Training	Operators to include material in training programs.	ESC/6 +12
20-Sep-11 LOC-I/6 - 02	RASG-PA (RAST-PA) +6	LOC-I/06	3	• advisory circular as a template to prepare a State advisory circular on mode awareness and energy state management aspects of flight deck automation.	Each State in the region will use the generic States in the Region to issue their own advisory circular on mode awareness and energy state management aspects of flight deck automation.	
20-Feb-12	IFALPA/IFATCA	CFIT/04	1	Incorporate and/or update CRM/situational awareness training programs for all flight crew members of air transport operators emphasizing aircraft position with relation to terrain and reviewing past occurrences.	Reduce the CFIT accident rate by incorporating CFIT prevention in CRM training programs. Situational awareness will be emphasized as an integral part of the CRM training required of flight crewmembers of all air transport operators.	ESC/6 +18
25-Feb-12	Mexico	RE/11	3	Establishment of a regional Runway Safety Database	Create a Regional database that will house the data from the checklists (Output 2) with at least the following considerations: - Option to de-identify the source of the information - Where possible responses should be selectable (rather than free text) - Contain appropriate level(s) of data entry - Consider the legal aspects of data sharing - Capture the resulting mitigation actions and their end result - Before releasing final versions of the checklists/database interface, field test in a pilot project - Spanish version	ESC/11 +6
25-Feb-12	Mexico	RE/11	2	Electronic checklist development	Develop an electronic checklist based on best practices and threat and error management that RST may use to identify hazards and propose mitigation actions. The checklists should address the following areas: - ATM/CNS - Air operators - Airport - Before releasing final versions of the checklists, field test in a pilot project - Translate Checklists into Spanish	ESC/11 +6
25-Feb-12	Mexico	RE/11	1	Gather and publish in the RASG-PA website available material that may be used to mitigate hazards related to runway safety.	Publish or make links available to websites such as FSF, CAST, FAA, EURCONTROL and IFALPA which LRST may use to proposed mitigation actions for identified hazards related to runway safety.	ESC/11 +6
20-Aug-12	IFALPA/IFATCA	CFIT/04	2	Incorporate CRM/situational awareness training programs for all air traffic controllers of air navigation service providers (ANSP) emphasizing aircraft position with relation to minimum allowable altitudes.	Reduce the CFIT accident rate by incorporating CFIT prevention in CRM training programs. Situational awareness will be emphasized as an integral part of the CRM training required of air traffic controllers of all ANSPs.	ESC/6 +24

Due Date	Champion	DIP No.	Output	Description	Actions	Time line
25-Aug-12	Mexico	RE/11	4	Develop a roll out plan	Organize workshops in Pan America to disseminate the information and train on: - Establishment of RST - The use of the DB - The use of the checklist - Finding Material related to runway safety.	RE/11-O3 +6
20-Sep-12 LOC-I/9 - O3	IFALPA +18	LOC-I/09	4	• to all of their pilots.	Pilot Monitoring Training provided by operators Each operator should carefully developed procedures and guidelines that support pilot monitoring in their training programs. Each transport airplane pilot should be trained to the Pilot Monitoring procedures and guidelines developed by their organization.	
20-Feb-13	ALTA	RE/09	2	Develop a strategy to deliver safety seminars for pilots and controllers in Pan America that targets recognition and avoidance of unstable approaches.	Develop a strategy and timeline to deliver safety seminars for pilots and controllers. At a minimum the following topics should be covered: • Stabilized Approaches • Go Around Gates and Missed Approach Criteria • Approach Procedures and Briefings • Non Normal Aircraft Conditions • Transfer of Aircraft Control • CRM/TRM and human factors • Weather conditions and information dissemination including tail wind landings During the safety seminars participant will be asked to provide additional mitigation measures that will be compiled and used as the basis of future safety enhancements for runway excursions.	RE/9 - O1 +24
25-Feb-13	Mexico	RE/11	5	Review and Update of the Runway Safety Teams	Develop a process to review on a two times a year basis the number of LRSTs established and ensure that all relevant runway safety material is maintained updated.	RE/11-O4 +6
20-Mar-13	RASG-PA (RAST-PA)	LOC-I/06	4	Mode awareness and energy state management aspects of flight deck automation guidance is provided by operators to all of their pilots.	Each operator should carefully developed procedures and guidelines that support the proper use of mode awareness and energy state management aspects of flight deck automation in their training programs. Each transport airplane pilot should be trained to the flight deck automation procedures and guidelines developed by their organization.	LOC-I/6 - O3 +18
18-Aug-13	ALTA	LOC-I/07	3	Advanced Maneuvers Training provided by all operators. The expectation is that this training will be accomplished during initial training and as part of the recurrent training program, via ground and simulator instruction within the certified flight envelope, with emphasis on recognition, prevention and recovery techniques.	ALTA and IATA should promote a high level of commitment to advanced maneuvers training (AMT) by operator flight operations and training departments. Advanced maneuvers training will be conducted emphasizing energy state management and early recognition and recovery from flight outside the certified aircraft-operating envelope. Flight conditions outside of the certified flight envelope include inflight upsets, stalls, ground proximity and wind shear escape maneuvers, and inappropriate energy state management conditions. The training will be accomplished via ground and simulator instruction within the certified flight envelope, with emphasis on recognition, prevention and recovery techniques. The simulator instruction will be within the limitation of the training device being utilized.	LOC-I/7 - O2 +28

APPENDIX D

RAST-PA – CONTACT ADDRESS BOOK

Contact Name	State / Organization /	Phone	States	Fax	eMail
Brazil					
Pellegrino, Carlos					Carlos.Pellegrino@anac.gov.br
Assuncao, Audir	ANAC				audir.assuncao@anac.gov.br
de Almeida Irber, Raquel	ANAC				raquel.irber@anac.gov.br
Senra de Oliveira, Ricardo	ANAC				Ricardo.Senra@anac.gov.br
Chile					
Sepúlveda Biget, Lorenzo	DGAC				lsepulveda@dgac.cl
Costa Rica					
Esquivel, Hugo	DGAC				Hesquivel@dgac.go.cr
Vargas, Alvaro	DGAC				AVargas@dgac.go.cr
Vindas, Edgar	DGAC				EVindas@dgac.go.cr
Dominican Republic					
Mendez, Eddian	IDAC				eddiangmail.com
Vasquez, Ivan	IDAC				i_vasquez2000@yahoo.com
Jamaica					
Derby, Oscar					old23256@gmail.com
Williams-Singh, Nari	Jamiaca CAA	M +1 876 909 5338 +876 906 8074 M +876-990-3469			nwilliams-singh@jcaa.gov.jm
Mexico					
Lizana, Salvador	ASA			+52 55 5733 2920	smliapan@asa.gob.mx
Cedillo, Christian	DGAC				ccedillo@sct.gob.mx
Herrera, Enrique	DGAC				eherrera@sct.gob.mx
United States					
Fee, James	FAA				james.fee@faa.gov
Laporte, Robyn	FAA				robyn.laporte@faa.gov
Michael, Glenn	FAA			+1 202 510 8009	glenn.w.michael@faa.gov
Olsen, Kyle	FAA				kyleolsen104@gmail.com
<u>International Organizations</u>					
ACI					
Gamper, David				+41 22 717 8756	dgamper@aci.aero
Graham, Georgina					ggraham@aci.aero
Martinez, Javier	ACI-LAC				jmartinez@aci-lac.aero
Benschop, Jurgen	Aruba Airport				j.benschop@airportaruba.com
Salvatierra De Luca, Fabio	Tocumen			+507 2382995 ext. 5995 M +507 69493522	fsalvatierra@tocumenpanama.aero
ALTA					
De Gunten, Alex	ALTA				adegunten@alta.aero
Herrera, Augusto	ALTA				aherrera@alta.aero
Saltos, Santiago	ALTA			+1 786 388-0222	ssaltos@alta.aero
CASSOS					
Fox, Greg	Caribbean Aviation			+1 876 960 4364 M +1 876-817-9548	+1 876-929-4532 gfox@cwjamaica.com
COCESNA					
Ramirez, Rolando	ACSA			+50 62 443 1160	ramirezapel@gmail.com
Vargas, Jorge	COCESNA				jvargas@cocesna.org
IATA					
Acosta, Gabriel	IATA			+59 39 814 0429	acostag@iata.org
Cerdeira, Peter	IATA				CERDAP@iata.org
ICAO					
Fox, Mitch	ICAO HQ				mfox@icao.int
Marin, Miguel	ICAO HQ			+1 514 954 8219x8182	+1 514 954 6759 mmarin@icao.int
Blumenkron, Jimena	ICAO HQ (ISM)				JBlumenkron@icao.int
Chacin, Eduardo	ICAO NACC				echacin@mexico.icao.int
Martin, Loretta	ICAO NACC				lmartin@mexico.icao.int
Zavala, Adolfo	ICAO NACC				azavala@mexico.icao.int
Riva-Palacio, Claudia	ICAO NACC				Riva-Palacio, Claudia
Hoyer, Franklin	ICAO NAA				fhoeyer@lima.icao.int
Quesada, Oscar	ICAO SAM				oquesada@lima.icao.int
Ureña, Marcelo	ICAO SAM				murena@lima.icao.int
IFALPA					
Diaz Barriga, German	IFALPA			+52 155 2109 8865	germandiazb@prodigy.net.mx
IFATCA					
Wadsworth, James					irishluck2110@gmail.com
Brathwaite, Alexis	IFATCA			+1 868 620 5969	pcx@ifatca.org
Harris, Gregory	IFATCA				NATCAoceanrep@aol.com
Oliva Whiteley, Ignacio	IFATCA				evpama@ifatca.org
Potwine, Luke	IFATCA				pilotguy924@yahoo.com
Stiwell, Ruth	IFATCA				ancrep@ifatca.org

Contact Name	State / Organization /	Phone	Fax	eMail
<u>Industry</u>				
<u>Airbus</u>				
Canto, Rudy	Airbus		+1 202.331.2237	Rudy.Canto@airbus.com
		M +1 571.426.0405		
Guyot, Gerard	Airbus		+33 608 41 8025	gerard.guyot@aeroconseil.com
Kohn, Andreas	Airbus			andreas.kohn@airbus.com
Preis, Mike	Airbus		+1 305 588 8013	Mike.Preis@airbus.com
		M +1 305-710-1639		
<u>Boeing</u>				
Hueto, Gerardo	Boeing			gerardo.m.hueto@boeing.com
		M +1 (425) 306-4513		
Noges, Rob	Boeing		425 237 3068	robert.j.noges@boeing.com