



Cuestión 3
del Orden del Día

Informes del (los) Grupo(s) de Trabajo del RASG-PA

3.1 Equipo Regional de Seguridad Operacional de la Aviación-Panamérica (PA -RAST)

INFORME DEL PA-RAST

(Presentada por la Secretaría)

RESUMEN

La presente nota de estudio describe las actividades del PA-RAST desde la Reunión del PA-RAST/12 y 13 celebradas ambas en Miami, Estados Unidos, del 21 al 22 de marzo de 2013 y del 22 al 23 de mayo de 2013, respectivamente.

PA-RAST se enfoca en el establecimiento de proyectos realizables con base en medidas de mitigación con prioridad y resultados entregables definidos en periodos específicos.

Referencias:

- Resolución A 36-7 del 36º periodo de sesiones de la Asamblea de la OACI
- Declaración de la Conferencia de Directores Generales de Aviación Civil sobre una Estrategia Mundial para la Seguridad Aeronáutica (Montreal, Canadá, marzo de 2006)
- Plan Global OACI para la seguridad operacional de la aviación (GASP)
- Hoja de Ruta para la Seguridad Operacional al nivel mundial (GASR)
- Sumario de discusiones del PA-RAST/12 y 13

Objetivos Estratégicos	<i>Esta nota de estudio se relaciona con el Objetivo estratégico: A – Seguridad operacional</i>
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1. Introducción

1.1 El Equipo Regional de Seguridad Operacional de la Aviación-Panamérica (PA-RAST) es un grupo de trabajo del RASG-PA responsable de la identificación y desarrollo de Iniciativas para Aumentar la Seguridad Operacional (SEI) y sus acciones para mitigar riesgos relacionados con cada una de las áreas principales de riesgo en la Región Panamericana identificadas por RASG-PA.

1.2 El proceso seguido por el PA-RAST es:

- se asigna una prioridad al SEI
- se desarrolla un Plan de Implementación Detallada (DIP):
 - identificado con un número de referencia;
 - categorizado según la Iniciativa Mundial de Seguridad Operacional (GSI), el impacto en la seguridad operacional, el indicador de la posibilidad de cambio, el periodo para finalizarla; y
 - la identificación de un líder respectivo y las referencias disponibles relacionadas con el DIP.

2. Actividades de los Planes de Implementación Detallado (DIP)

2.1 El PA-RAST vigila el avance de los DIP y proporciona apoyo a los líderes de los DIP.

2.2 El PA-RAST, como todos los grupos del RASG-PA, es basado en datos; utiliza los Informes Anuales de Seguridad Operacional del RASG-PA como una herramienta de seguridad operacional para evaluar el progreso de las estrategias de mitigación que se aplican en la Región Panamericana y los ajusta como considere necesario.

3. Discusión

3.1 El **Apéndice** a esta nota de estudio se presenta el borrador del Sumario de Discusiones del PA-RAST/13 (*disponible únicamente en Inglés*), el cual contiene un informe de las actividades del PA-RAST así como el progreso de los DIP. Este informe también está disponible en: <http://www.mexico.icao.int/Meetings/Meetings.html>.

3.2 El éxito actual del programa de trabajo desarrollado por el PA-RAST está basado en la participación de todas las partes interesadas.

3.3 A fin de acelerar la implementación de las actividades regionales de mejora de la seguridad regional, es necesaria la participación activa de todas las partes interesadas regionales, en particular los expertos de los Estados, teniendo en cuenta que este grupo de trabajo es el responsable de la actividad principal del RASG-PA.

4. Conclusión

4.1 El PA-RAST continuará trabajando con los Líderes de los DIP para proporcionar apoyo y monitorear el avance de la implantación del DIP.

5. Acción por parte de la Reunión

5.1 Se invita a la Reunión RASG-PA/06 a:

- a) alentar a los Estados y partes interesadas de la industria a que proporcionen recursos adicionales asignando expertos para ayudar al programa de trabajo del PA-RAST, y/o a que proporcionen contribuciones financieras y/o en especie;
- b) tomar nota de los Planes de Implementación Detallada (DIP) y de los resultados que se muestran en el Apéndice; y
- c) proponer las actividades futuras para el PA-RAST considerando los requerimientos y limitaciones de recursos.

APÉNDICE

PA-RAST/13 Meeting

Summary of discussions

Date	22-23 May 2013
Location	IATA Office, Miami, United States
Objective	PA-RAST/13 Meeting
Discussion Items	<p>Agenda Item 1: Opening of the Meeting</p> <p>1.1 Agenda was approved as presented with the addition of 12.1 by IATA.</p> <p>Agenda Item 2: Results from the RASG-PA ESC/16 Meeting</p> <p>2.1 The Meeting was briefed by the Secretariat that the ESC/16 Meeting had reviewed the PA-RAST/12 meeting report and made minor corrections to items 7 and 10 of the PA-RAST/12 report.</p> <p>Agenda Item 3: Information Analysis Team (IAT/03)</p> <p>3.1 The Rapporteur reviewed the outcome of IAT/3 Meeting</p> <ul style="list-style-type: none"> • Confirm the adoption of CAST risk formula by RASG-PA • RASG-PA to work on mitigation strategies for RE, CFIT, LOC-I and additionally for Mid-Air events • IAT will develop a list of undesired airplane states • PA-RAST to address the issues on those areas that are identified throughout ASIAs regarding high number of events related to RE, CFIT, LOC-I and Mid-Air <p>Agenda Item 4: Runway Excursion (RE) Detailed Implementation Plan (DIPs)</p> <p>4.1 RE/08 - Guidance for Maintaining Runway in Accordance with ICAO Annex 14</p> <p>4.1.1 Mr. Fabio Salvatierra, ACI-LAC, updated the Meeting on the status of the the RE/08 DIP. The document has been edited to provide a high level guide and the draft is ready for review. It was renamed as: High Level Guide in maintaining runways in accordance to ICAO's Annex 14.</p> <p>4.1.2 The document will be presented to the ESC for approval.</p>

4.2 RE/09 - Specific Training for Pilots and Air Traffic Controllers to Avoid Unstabilized Approaches

4.2.1 ALTA briefed the Meeting that the video associated with this DIP is in production. They want to ensure a quality product which may delay the project slightly. There was discussion about providing the video in Portuguese but ALTA advised that there was no budget to accomplish this request. They will provide the script so that it can be sub-titled at a later date.

4.3 RE/11 - Develop Guidance Material and Training Programmes to Create Action Plans for Runway Safety Teams:

4.3.1 PA-RAST was informed that the Mexico DGAC notified the RASG-PA secretariat and communicated that they were unable to continue to participate in the PA-RAST Meetings at this time. The Meeting acknowledged Mexico for the work they had been completed on this project to date. The Meeting also agreed that the ICAO guidance material available for this DIP adequately addressed the DIP's promoted outcomes and the DIP was closed.

4.3.2 The Meeting also designated Brazil, as the alternate, to assume the duties of PA-RAST States Co-Chairperson.

Agenda Item 5: Controlled Flight Into Terrain (CFIT) Detailed Implementation Plan (DIPs)

5.1 IATA will prepare a new DIP on CFIT. The draft will be completed prior to RASG-PA/06 Meeting in June 2013.

Agenda Item 6: Loss Of Control-Inflight (LOC-I) Detailed Implementation Plan (DIPs)

6.1 The Meeting discussed that it would be in the best interest of RASG-PA to delay writing a new LOC-I DIP until PA-RAST had the opportunity to review the CAST SE's that will be delivered in August 2013.

6.2 ALTA will review UK Upset Recovery Toolkit and brief PA-RAST at next meeting.

Agenda Item 7: Large Height Deviation (LHD) issues in CAR/SAM Regions

7.1 The Meeting was briefed that during the ESC/16 Meeting in Lima, Peru, the ESC clarified the process for reviewing safety issues involving LHD reports in the CAR/SAM region. GREPECAS provides oversight responsibilities for the GTE workgroup which works with CARSAMMA with regards to LHD issues. GREPECAS will coordinate with RASG-PA if appropriate, regarding LHD issues in the CAR/SAM region.

Agenda Item 8: Development of RASG-PA Safety Targets

8.1 The Meeting discussed developing and preparing RASG-PA safety targets based on the adopted CAST Risk Formula.

8.2 After a long discussion, the Meeting considered that due to relevance of the issue, it should be elevated to be discussed by the ESC in detail.

Agenda Item 9: PA-RAST/14 Meeting

9.1 The Meeting agreed on the dates for the next PA-RAST/14 Meeting will be 17 to 19 September to include a one day IAT/04 Meeting on the first day.

9.2 The tentative schedule for 2014 PA-RAST and IAT Meetings was agreed upon as follows:

- February 18/19/20 (ICAO NACC RO, Mexico City, Mexico)
- May 20/21/22 (Miami, United States)
- September 9/10/11 (ICAO SAM RO, Lima, Peru)
- November 11/12/13 (Brazil)

9.3 The Meeting also acknowledged the possibility of delivering a seminar/workshop in association with the PA-RAST meeting considering the presence of many RASG-PA experts for the PA-RAST and IATA meetings.

Agenda Item 10: Recommended ESC Actions

- Approve ACI-LAC document: High Level Guide in maintaining runways in accordance to ICAO's Annex 14.
- Note the status of Mexico participation in PA-RAST
- Approve new PA-RAST State Co-Chair (Brazil)
- Acknowledge the outcome of IAT/03
- Discuss the RASG-PA Safety Targets
- Approve the tentative schedule for 2014 PA-RAST and IAT Meetings

Agenda Item 11: ICAO/IFALPA NAM/CAR Regional Runway Safety Seminar (RRSS), St. John's, Antigua 27-29 May 2013

11.1 Mr. Eduardo Chacin briefed the Meeting on the upcoming RRSS event scheduled in Antigua to promote the implementation of Runway Safety Teams (RSTs). He also acknowledged the contribution of ECCAA and IFALPA for sponsoring the event.

Agenda Item 12: Other Business

12.1 IATA briefed that they would like to enter into a data sharing agreement with RASG-PA similar to the CAST/FAA – RASG-PA MOU. IATA will prepare draft agreement for review.

	A	B	C	D	E	F	G	H		
34					maintenance guide.					
35		RE/11	Develop guidance material and training programs to create action plans for runway safety teams	DGAC Mexico	1) Gather and publish in the RASG-PA website available material that may be used in to mitigate hazards related to runway safety.		Completed	ICAO published the Runway Safety Team Handbook (draft) April 2013		
36										
37										
38	9							2) Electronic checklist development.		Completed
39					3) Develop a roll out plan.	25/08/12	Completed	ICAO HQ in coordination with ICAO NACC and SAM Regional Offices and the sponsorship and support of ACI-LAC, IFALPA, IFATCA, ECCAA, FAA, and other organizations delivered Regional Runway Safety Seminars in Miami, United States, Quito, Ecuador and St. John's, Antigua.		