



**Thirty Third Pan America — Regional Aviation Safety Team Meeting
(PA-RAST/33)**

Quito, Ecuador, 13 to 15 August 2018

Agenda Item 2: Review of PA-RAST Action Items and RASG-PA Valid Conclusions/Decisions

REVIEW OF PA-RAST ACTION ITEMS AND OTHER RASG-PA RELATED CONCLUSIONS

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
<p>This working paper presents the PARAST and ESC valid conclusions and decisions for the Meeting review, updates and actions.</p>	
<p>The Regional Aviation Safety Group — Pan America (RASG-PA) and the Executive Steering Committee (ESC) record their activities as Conclusions and Decisions. Conclusions are RASG-PA actions requiring communication and action by ICAO, States/Territories, and/or international organizations/industry. Decisions are RASG-PA internal agreements.</p>	
<p>During the PARAST/32 Meeting the Secretariat followed-up the PARAST Valid Action Items from previous PARAST Meetings, concluding that five Actions Items were completed and the remaining still continue valid. Appendix A presents these valid items from the previous PA-RAST Meetings including PARAST/32 Meeting.</p>	
<p>Similarly, The PARAST/32 Meeting followed-up the ESC Valid conclusions, concluding that the Meeting will take action on the following ESC decisions/conclusions for its inclusion on their work programme and reporting to ESC accordantly. Appendix B presents these valid conclusions and decisions from the RASG-PA/ESC Meeting.</p>	
Action:	Review and report follow-up to the valid conclusions and decisions of the RASG-PA Meetings.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> • Safety
<i>References:</i>	Thirty First Pan America — Regional Aviation Safety Team Meeting (PA-RAST/32) of the Regional Aviation Safety Group — Pan America (RASG-PA), Ottawa, Canada, 8 to 10 May 2018

APPENDIX A
FOLLOW-UP TO VALID ACTION ITEMS FROM PREVIOUS PA-RAST MEETINGS

Reference	Action/deliverable	Follow-up action by PA-RAST/32 Meeting	Status
PA-RAST/20/A1	Loss of Control - In flight (LOC-I) workshops have been placed on hold due to pending coordination of dates with States and operators	<p>These workshop on LOC-I is included in the RE workshop that will be conducted during the ALTA Summit in June 13th, 2018</p> <p>In the invitation to the ALTA Safety Summit, such workshop has been mentioned to States and stakeholders.</p> <p>Workshop conducted.</p>	Valid- Proposed to be completed
PA-RAST-30/4	Evaluation of Flight Safety Foundation Go-Around Decision Making and Execution Project	Ongoing by FSF	Valid
PA-RAST-26 (paragraph 8.3, no action item in report)	Incorporate AC90-48D (Pilot's Role in Collision Avoidance) contents into the flight crew training programmes. Launch a dedicated survey regarding the guidance material awareness among pilots.	<p>Survey launched by IATA in January 2018.</p> <p>Results of exiting survey were presented in Agenda Item 6. Improvements to survey were identified and the survey will be reassessed and conducted by PARAST/34 Meeting</p>	Valid
PA-RAST/31/01	<p>GLOBAL AVIATION SAFETY PLAN (GASP) COMPLIANCE BY PA-RAST</p> <p>IATA will review by the RASG-PA ESC/31 meeting, the GASP Safety Performance Indicators (SPIs) and will propose a GASP-related response of RASG-PA data-driven analysis and the GASP SPIs.</p>	Safety Performance Targets to be reviewed by RASG-PA Members lead by ICAO: ESC/31 Meeting	Valid
PA-RAST 31/03	<p>PA-RAST DATA ANALYSIS</p> <p>That, in order to improve the data analysis presentation and seek to identify potential causes of safety matters, by PA-RAST/33 the PA-RAST will:</p>	Flight Levels were included in data presented to PARAST/32 Meeting, however a standard format for FDX and ASIAs data shall still to be implemented as well as the other data analysis	valid

	<ul style="list-style-type: none"> • segregate hot-spot data per flight level • work by data source providers in order to fusioning pilot reports • seek to conduct tracking of the impact of mitigation actions to present the status of hot spots following a specific mitigation as in the case of Brazil and Cuba. 	improvements requested	
PA-RAST 31/04	<p>GENERAL AVIATION ACCIDENTS SAFETY ENHANCEMENT INITIATIVE</p> <p>Considering the high accident rate observed in general aviation (aviation sector of aircraft with less than 2500 Kg MTOW), the PA-RAST will analyze the potential general aviation accidents as a Safety Enhancement Initiative (SEI) by the PA-RAST/32 Meeting.</p>	<p>Ongoing review to define scope and resources needed- expected for PARAST/34 Meeting</p> <p>The ESC/30 Meeting concluded that the PA-RAST shall advise the ESC on the possibilities to address this matter, where additional work could be applied and where not. Probably a different group should handle this type of operations; also the PA-RAST was advised to include in this evaluation the GASP and ICAO mandate to make sure RASG-PA is within its mandate.</p>	valid
PARAST 31/05	<p>SAFETY ENHANCE INITIATIVE - DETAILED IMPLEMENTATION PLAN (DIP)</p> <p>That, in order to ensure the proper and accurate information to be loaded into the RASG-PA website, Brazil, IATA, and ICAO will review and collect all necessary DIP information to update the RASG-PA webpage by the PA-RAST/32 meeting.</p>	Ongoing- expected for PARAST/34 Meeting	Valid
PARAST 31/06	<p>DIP PRESENTATION TO ESC AND OTHER DC MEETINGS</p> <p>To follow the ESC mandate in order to clearly present the PA-RAST DIPs progress and deliverables, the PA-RAST shall prepare information packages on the accomplishments of PA-RAST DIPs for States' awareness, as well as for the Directors of Civil Aviation Meetings and Safety Directors Meetings, starting with the RASG-PA/ESC/30, the NACC/DCA, and SAM/DCA meetings through a working paper for each meeting.</p>	<p>Ongoing. PARAST will prepare this action for States as for ex. NACC Directors Meeting</p> <p>For the NACC/DCA/8 Meeting no information was presented</p>	Valid

<p>PA-RAST 31/07</p>	<p>MAC AND GTE JOINT ANALYSIS</p> <p>That, in order to optimize the joint work by GREPECAS GTE and the RASG-PA MAC DIP, both groups work to:</p> <ul style="list-style-type: none"> a). carry out a teleconference on 22 March 2018 to identify the data that could be exchanged between both teams (CARSAMMA/ GTE – PA-RAST); b). identify areas of joint work that could be addressed between both teams; c). prepare a working paper to be presented at the GREPECAS/18 meeting regarding the work that will be carried out by both groups (CARSAMMA/GTE –PA-RAST); and d). prepare a paper for the ESC identity meeting to present the work that will be carried out by both teams (CARSAMMA/ GTE -PARAST) 	<p>Ongoing</p>	<p>Valid</p>
<p>PARAST 31/09</p>	<p>RASG-PA WEBSITE IMPROVEMENTS</p> <p>In order to improve the content and facilitate the use of the website for communicating RASG-PA deliverables so that it can be used by all RASG-PA members, ICAO in coordination with IATA, will implement the improvements identified under 9.1 item b) by RASG-PA ESC/31 meeting.</p>	<p>Ongoing- plan has been presented in IP/6- target date: July 2018</p>	<p>Valid</p>
<p>DECISION PARAST/32/1</p>	<p>Support Safety awareness activities – UK Safety Partners</p> <p>That, in order to support the awareness of safety activities in the Region and considering the activities being carried out by UK Safety Partners, the PARAST support, as possible, the activities on this respect proposed by UK Safety Partnership like the intended Caribbean Safety workshop for 2018.</p>	<p>UK to report progress on this matter</p>	<p>Valid</p>
<p>DECISION PARAST/32/2</p>	<p>Lack of accurate Obstacle chart information in AIP</p> <p>Considering the lack of accurate information in some AIPs regarding obstacle charts. Which represents a Safety risk to aircraft operations,</p>	<p>IATA to inform</p>	<p>Valid</p>

	<p>that IATA presents a working paper to the ANS Implementation groups of the CAR/SAM Region to review and identify the updates to be done by the States.</p>		
<p>DECISION PARAST/32/3</p>	<p>PARAST workprogramme</p> <p>That, considering the completion of the current worprogramme of the PA-RAST, the PA-RAST:</p> <ul style="list-style-type: none"> a) schedule a dedicated work session/ meeting for the development of the new workprogramme of the group; b) consider in this development the new GASP, the current safety trends and Safety analysis results; c) invite all necessary stake holders and ICAO for collecting their inputs for this development; and d) conduct this session to present the new work programme for approval by the next RASG-PA ESC. 	<p>PARAST/33 Meeting</p>	<p>Valid</p>

APPENDIX B**ESC Conclusions to be included in WorkProgramme****CONCLUSION****RASG-PA ESC/29/4 PA-RAST DELIVERABLES**

That, in order to make available and visible the deliverables accomplished by the RASG-PA PA-RAST:

- a) the PA-RAST shall prepare information packages on the accomplishments of PA-RAST DIPs for States awareness, as well as for DCA Meetings and Safety Directors Meetings;
- b) the PA-RAST to follow-up on the actions agreed by the ESC, as detailed in paragraph 5.6;
- c) the Secretariat shall publish all PA-RAST deliverables and DIP information in the RASG-PA website, and
- d) PA-RAST and Secretariat to report the results of these tasks to the RASG-PA/ESC/30 meeting.

DECISION**RASG-PA ESC/30/2 IDENTIFICATION OF SAFETY IMPROVEMENT AREAS FOR ANS SUPPORT ON RESOLUTION/ MITIGATION ACTIONS**

That, in order to seek solutions and mitigations actions pertaining the ANS involvement for improving safety matters, the PA-RAST:

- a) identify areas of safety improvements;
- b) notify those areas to the ICAO Regional Offices for ANS implementation support when required; and
- c) report to the RASG-PA ESC/31 Meeting on this progress.

CONCLUSION**RASG-PA ESC/30/3 SHARING OF SAFETY DATA ANALYSIS RESULTS FOR THE IMPLEMENTATION OF SAFETY IMPROVEMENTS**

That, in order for States/Industry to implement safety improvements based on the Safety Data Analysis from the PA-RAST Group, the PA-RAST will show the results of the FDX at the different Regional ANS Implementation Group Meetings in the NACC and SAM Regions.

CONCLUSION

RASG-PA ESC/30/6 IMPROVEMENT AND EXPANSION OF RASG-PA'S DATA SHARING PROCESS

That, in order to improve and expand RASG-PA's data sharing process;

- a) ACI-LAC and CANSO seek the sharing of their safety data to enhance data analysis and precision; and
- b) PA-RAST, ACI-LAC, and CANSO report progress to the ESC/31 Meeting.
- c) ICAO to develop a plan for sharing and storing appropriate safety information shared by RASGPA participants with the ICAO Regional Office in order to develop risk-based safety improvements/implementation actions in the region;

DECISION

RASG-PA ESC/30/7 PA-RAST FOLLOW-UP AND COORDINATING TELECONFERENCES

That, in order to enhance the work and follow-up of the PA-RAST activities, the PA-RAST shall re-establish their follow-up teleconferences as soon as practical.