

PA-RAST/39-40

Miami, 11-13 JAN 2020
Teleconferences, 12, 19 and 23 MAY 2020

Meetings summaries for the ESC/34



PA-RAST/39 Meeting Summary

A. Data update - up to 2019

B. Team updates:

1. CFIT
2. LOC-I
3. RE/RI
4. MAC

C. Other:

1. Language Proficiency Challenges
2. Shimmy Events

D. Review of PA-RAST Administrative Pending Items

PA-RAST/40 Meeting Summary

- A. Short discussion on projects (HRC, ARC)
 - A. Project design
 - B. CST approach / RASG-PA individual approach to hot spots
- B. Safety perspective on the post-COVID-19 scenario recovery
 - A. Areas to watch in the region
 - B. RASG-PA Safety Advisory possibilities
- C. Review of PA-RAST Administrative Pending Items
 - A. Priorities
 - B. Teleconferencing schedule
 - C. PA-RAST material

PA-RAST Safety Enhancements Working Plan

High Risk Categories (HRC)

1. CFIT
2. LOC-I
3. Runway Safety
4. MAC

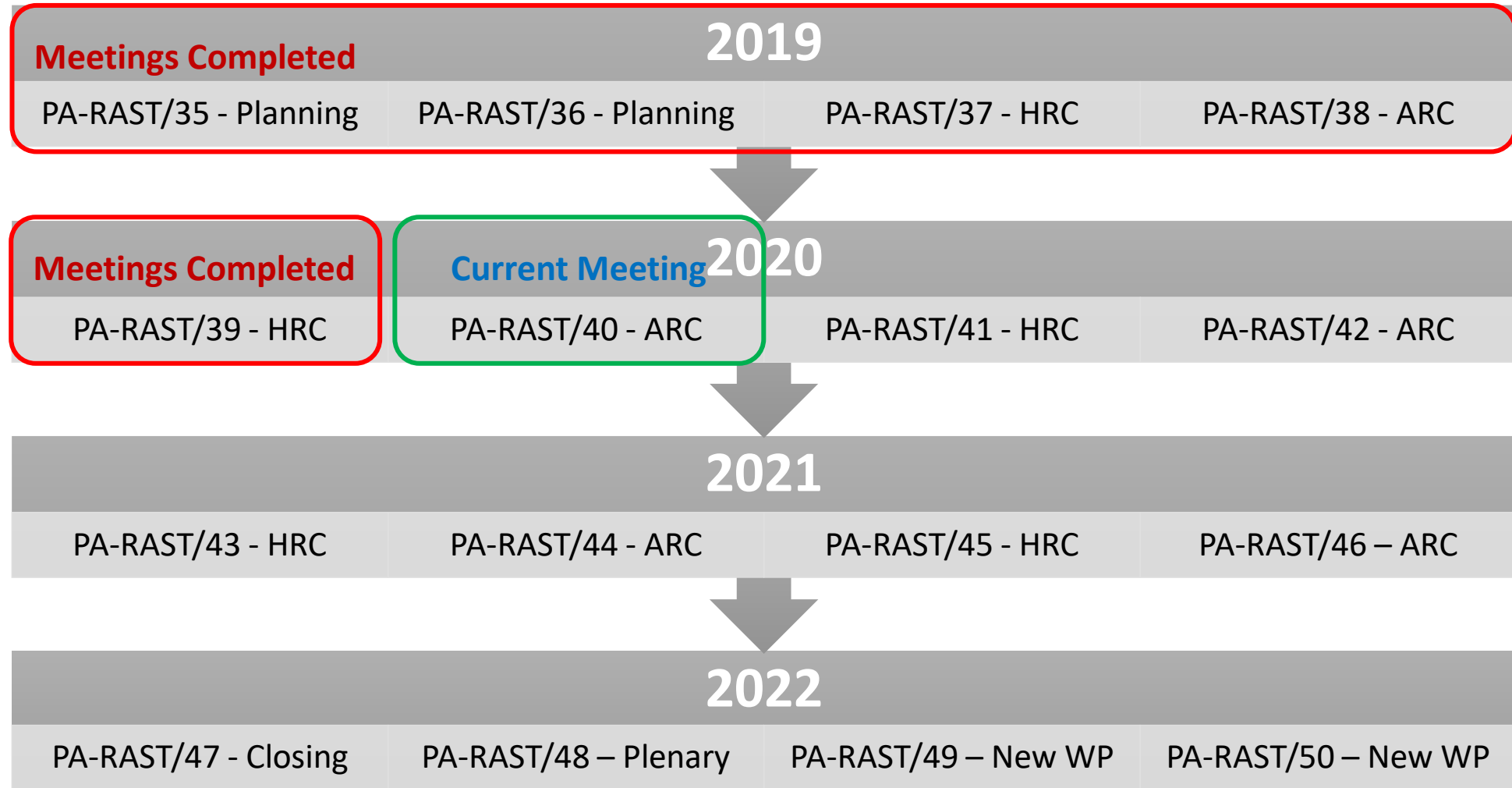
Known risks:
Continuous
monitoring

Additional Operational Risk Categories (ARC)

1. Misconfigurations
2. Go Arouns
3. Surface misalignments
4. Unexpected/Severe Weather

Unknown risks:
New studies and
developments

Working plan status



The PA-RAST scope of activities:

High Risk Categories (HRC)

- Develop **projects** to deliver:
 - Hot-spots Standard Definition and Prioritization (for each HRC)
 - PA-RAST Definition for HRC SPI Targets and Response Plans
- Apply the PA-RAST **process** to:
 - Monitor HRC SPI Trends
 - Update risk profiles (SPI Targets)
 - Update on current hot-spots

Additional Operational Risk Categories (ARC)

- Develop **projects** to:
 - Collect relevant data
 - Define safety indicators
 - Identify patterns, trends or current status of risk
 - Evaluate scenarios with different severity levels

Detailed Implementation Plans (DIP) strategies

Approach 1

When there is a CST to work locally on a safety issue

- PA-RAST communicates directly with the CST for reporting progress and support
- CST representative attends PA-RAST meetings or interacts on a regular basis

Approach 2

When no CST is structured or reachable

- RASG-PA ESC to determine the strategy with local stakeholders for communication
- PA-RAST resources can be employed to foster implementation

RASG-PA Current Objective

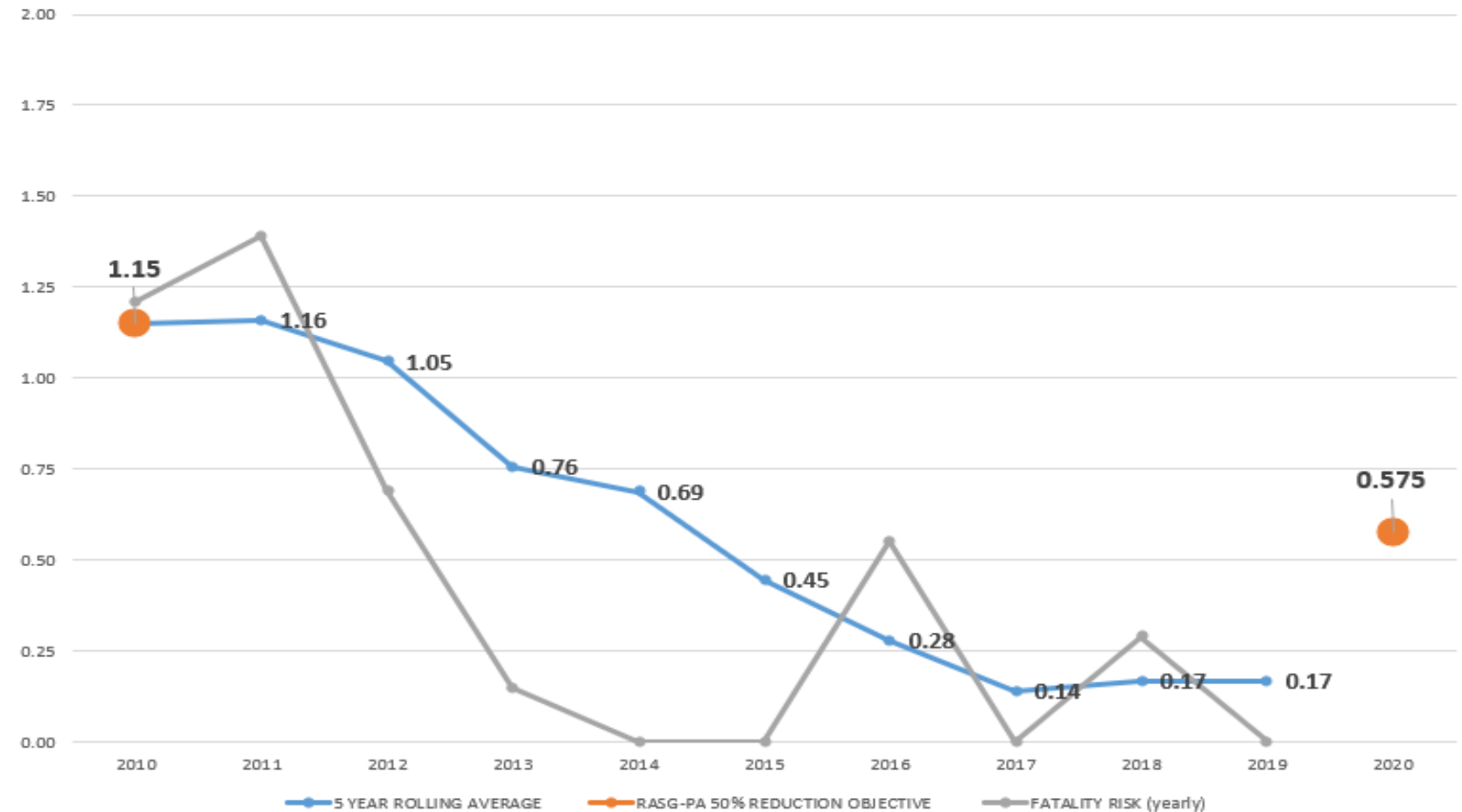
- Accomplished:

- Reduce fatality risk for part 121 operators by 50% by 2020 based on 2010 numbers

- Challenge:

- How to define a new target, with a trend that shows a bottom-line? (for the next 10 years or so)
- Target for the Pan-American Region as a whole

LATAM/CAR Fatality Risk per Million Flights
5 Year Rolling Average



Data updates – PA-RAST meeting notes

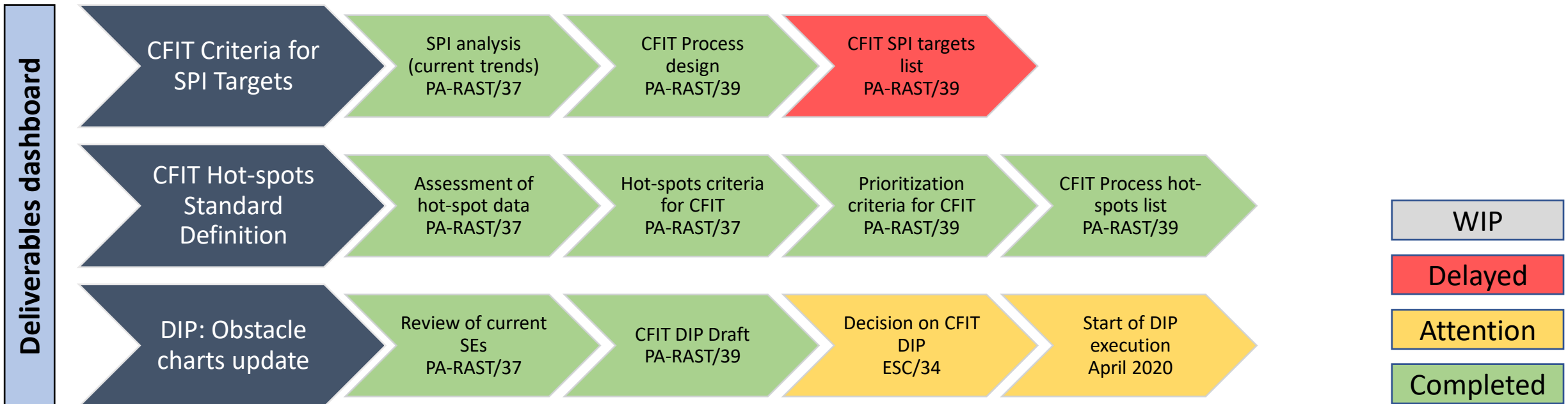
- Data have been at historical low levels (Fatalities and HRC main indicators)
- Fatality risk trend is at a “minimum range”. The PA-RAST is discussing the RASG-PA Main Target for the next period considering ranges, in line with the “decision-making criteria” (also WIP):
 1. If the SPI trend show an upward tendency
Immediate action proposed to the ESC (development of RSA)
 2. If the SPI trend shows downward tendency
A change of behavior (either stable or upward) will trigger specific action (DIP + RSA)
 3. If the SPI trend shows erratic behavior
Number of occurrences reaches the highest value of the last 3 years (development of RSA)
 4. Otherwise, the Team will keep monitoring

HRC 1. Controlled Flight Into Terrain

Project status
<ul style="list-style-type: none"> • SPI Targets still not defined • Execution of DIP is postponed

Resources
<ul style="list-style-type: none"> • Leader: USA • Team: BOEING; ALTA; IATA; BCAST; IFALPA; ICAO

PA-RAST/39 Remarks
<ul style="list-style-type: none"> • Hot-spots were identified and prioritized through data analysis • DIP under development will be based on the CAST and BCAST documents already available



HRC 2. Loss of Control – In Flight

Project status

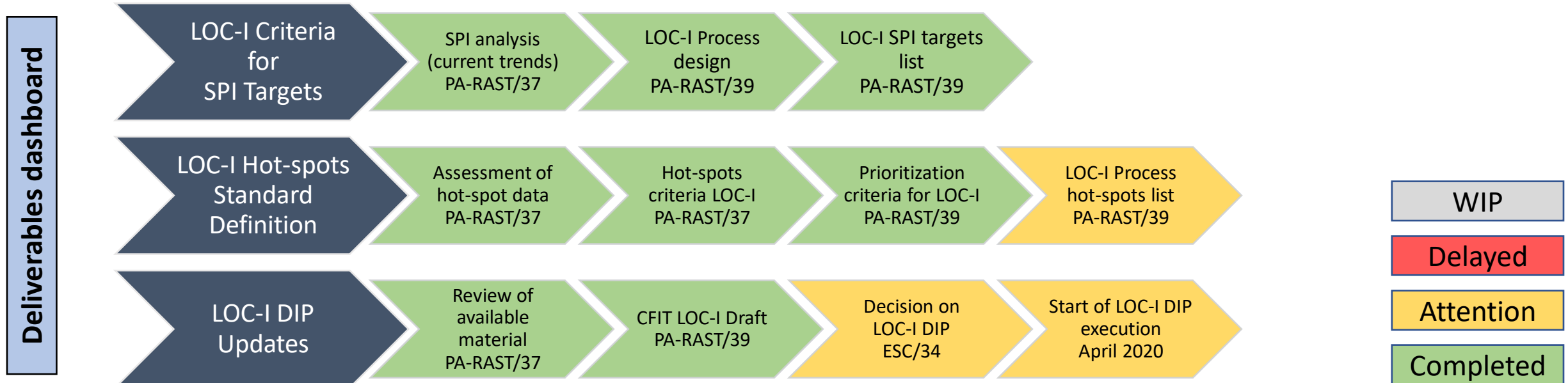
- SPI Targets still not defined
- Execution of DIP is postponed

Resources

- Leader: BOEING
- Team: USA; ALTA; IATA; BCAST; IFALPA; ICAO

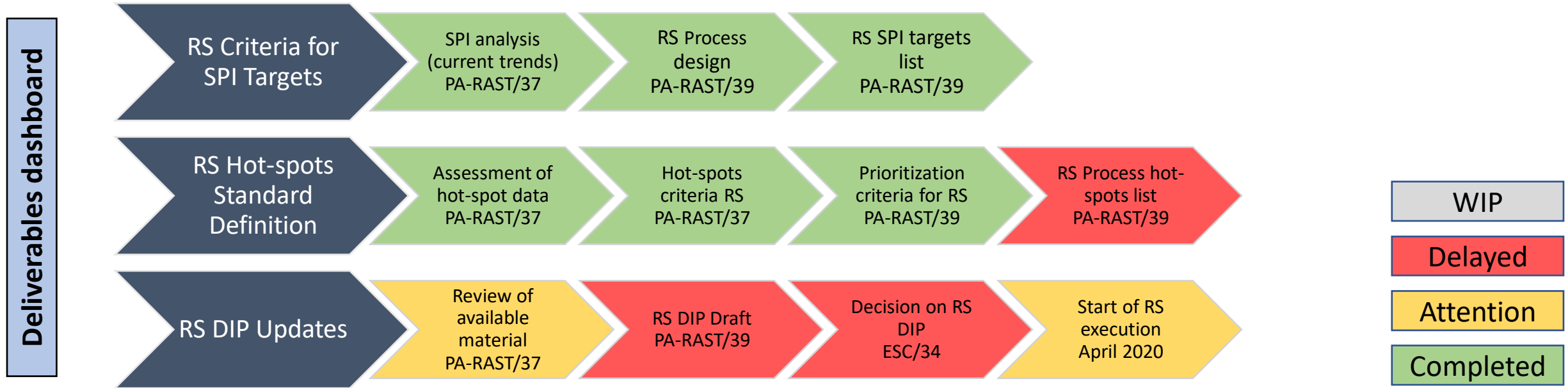
PA-RAST/39 Remarks

- Hot-spots were identified and prioritized through data analysis
- Checklists are revised and translated: need to update DIP, RSA and send Checklists to States and Industry



HRC 3. Runway Safety

Project status	Resources	PA-RAST/39 Remarks
<ul style="list-style-type: none"> • SPI Targets still not defined • Execution of DIP is postponed • DIP is specific by location/State 	<ul style="list-style-type: none"> • Leader: ALTA • Team: USA; BOEING; IATA; BCAST; IFALPA; ICAO; NavCanada; COSESNA 	<ul style="list-style-type: none"> • Indicator: Unstable, tailwind approaches • Work to be divided: Excursions and Incursions • Detailed re-evaluation of previous DIPs delayed



HRC 4. Mid-Air Collision

Project charter status

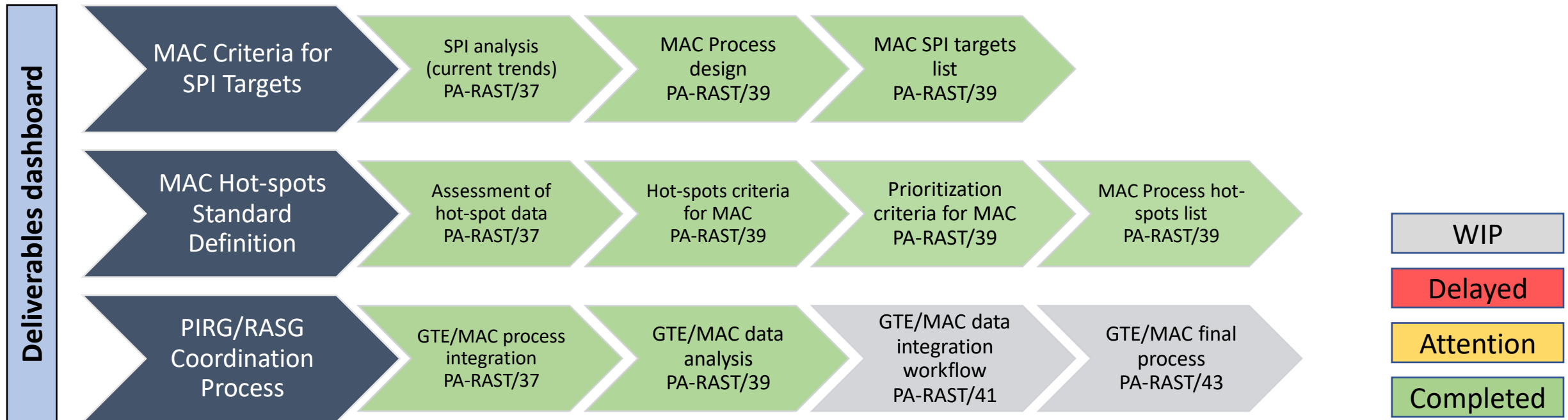
- SPI Targets still not defined
- Execution of DIP is postponed
- Data is ready for integration with the GREPECAS

Resources

- Leader: IATA
- Team: USA; BOEING; ALTA; BCAST; IFALPA; ICAO

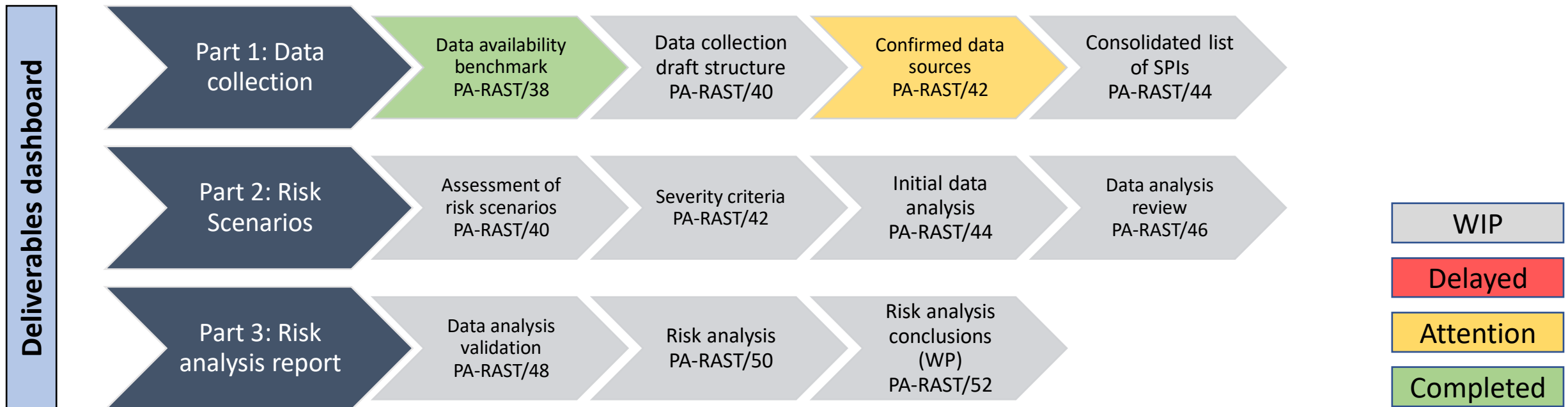
PA-RAST/36 Remarks

- Indicator: TCAS-RA events
- GREPECAS: LHD data integration
- Hot-spot criteria to be developed in coordination with the GTE (expected to consume time)



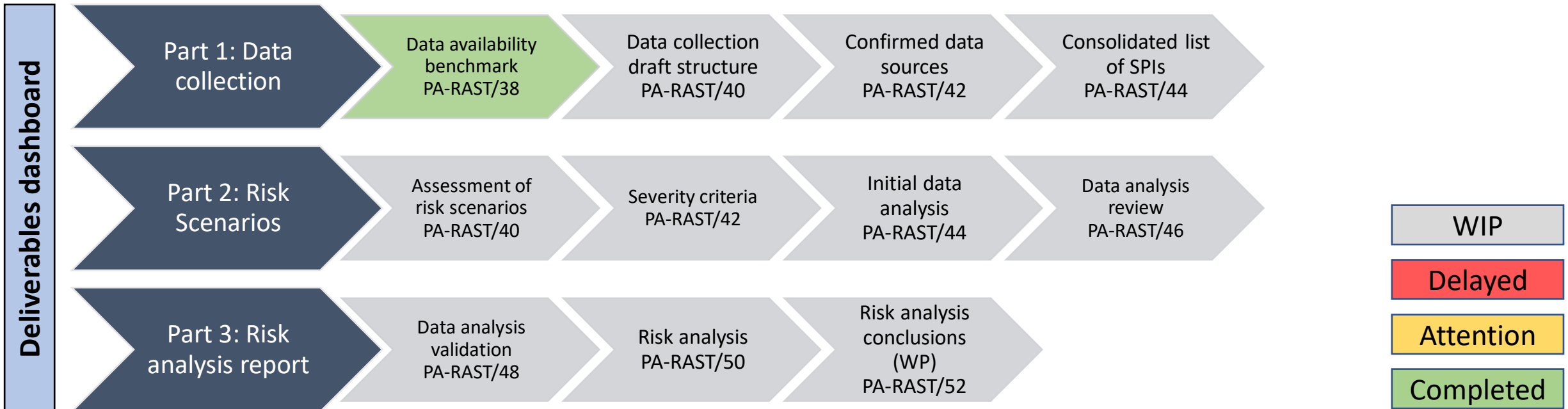
ARC 1. Aircraft misconfigurations

Current Status	Team	PA-RAST/38 Remarks
<p>Development started on PA-RAST/38</p> <p>Actions:</p> <ul style="list-style-type: none"> o Mid-January: conference call - review of currently available material o Mid-February: update to PA-RAST 	<p>AIRBUS - Santiago [Leader]</p> <p>BOEING - Ross</p> <p>FAA - Crystal</p> <p>ALTA - Corrieri</p> <p>IATA - Floyd</p> <p>ATR - Riccardo</p>	<ul style="list-style-type: none"> • Data collection is main priority (complement ASIAs with PA) • Scenarios: • Wrong flaps settings for take-off [main] • Wrong performance data into FMC [secondary]



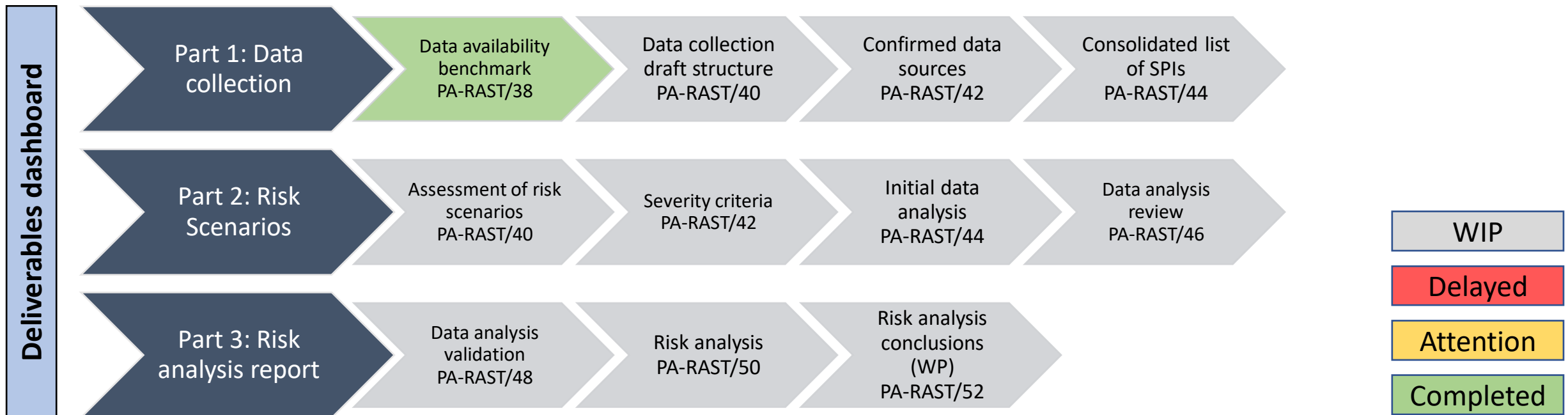
ARC 2. Post Go-Around outcomes

Current Status	Team	PA-RAST/38 Remarks
<p>Development started on PA-RAST/38</p> <p>Actions:</p> <ul style="list-style-type: none"> o Mid-January: conference call - review of currently available material o Mid-February: update to PA-RAST 	<ul style="list-style-type: none"> • BOEING - Ross [Leader] • DECEA - Charlene • IFALPA - Diana • FAA - Crystal • Embraer - Razaboni • IATA - Gabriel • Other ATC - (NAV Canada, etc.) 	<ul style="list-style-type: none"> • Data availability is good • Need to go through pilot reports (CSTs, STEADES) and ICAO SIMS Data • GREPECAS coordination opportunity (ATCO procedures, pressure, etc.) to be assessed. • Scenarios: Near LOC; Loss of Separation; TCAS sensitivity issues at high-altitude ADR



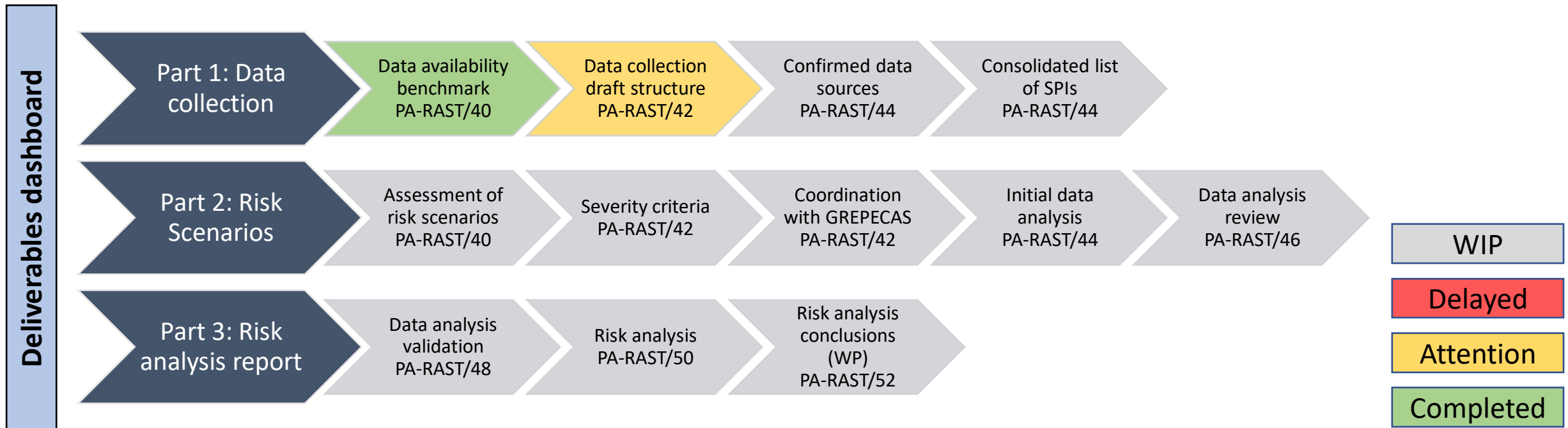
ARC 3. Surface misalignments

Current status	Team	PA-RAST/38 Remarks
<p>Development started on PA-RAST/38</p> <p>Actions:</p> <ul style="list-style-type: none"> o Mid-February: telecom and update to PA-RAST 	<ul style="list-style-type: none"> • Leader: IATA • Team: IFALPA, NAV Canada, FAA, Costa Rica, Trinidad and Tobago, ANAC 	<ul style="list-style-type: none"> • Data availability is good • Alignment with wrong surface [major] • Landing on wrong airport [secondary] • Take-off from taxiway [secondary] • Opportunity for NASA/IATA and GREPECAS cooperation



ARC 4. Severe weather events

Current status	Team	PA-RAST/38 Remarks
<p>Development started on PA-RAST/38</p> <p>ICAO SAM is working on a Specific Project (en route SOPs)</p> <ul style="list-style-type: none"> o Mid-January - Call with ICAO SAM Project Alignment o Mid-February - Assess data 	<ul style="list-style-type: none"> • ANAC - Daniel [Leader] • IATA - Floyd • FAA - Crystal • ALTA - Corrieri • Embraer – Razaboni • Airbus - Santiago 	<ul style="list-style-type: none"> • Work with seasonal events and approach/take-off (non data-driven ranking) at first – injuries are an issue • En route: ongoing ICAO SAM Project and IATA Service to Airlines • Need to asses ECCAIRS data



PA-RAST Resources

PA-RAST previous schedule of meetings:

- PA-RAST/39: 11-13/FEB/2020 – MIA
- PA-RAST/40: 20-21/MAY/2020 – LIM
- PA-RAST/41: 18-20/AGO/2020 – MIA
- PA-RAST/42: 04-05/NOV/2020 – MEX

Administrative:

- Establishment of online storage (free home grade Google account)

Other items:

- Brief discussion on ARC projects: postponed due to COVID-19
- Model (document) for DIP development
- RASG-PA 10yr Target and Decision Making Matrix – postponed
- COVID-19: industry recovery in the PA region, safety perspective

PA-RAST/40: Industry Recovery Post COVID-19

- Information will have a gap, skewing trends
- Key areas selected by the PA-RAST to monitor:
 - Training:
 - Pilot Proficiency
 - SOP adherence and compatibility
 - Operations:
 - Dispatch and aircraft configuration
 - Level busts, LHD and other issues related to aircraft performance
 - ANSP:
 - Non-standard aircraft performance
 - Attention protocols for controllers

PA-RAST/40: Industry Recovery Post COVID-19

- Key areas selected by the PA-RAST to monitor: (cont.)
 - DGAC:
 - Temporal exemptions during the crisis
 - Compatible oversight of the aviation system (targeted/remote assessments)
 - Organizational changes (financial stress, mergers, etc.)
 - Infrastructure:
 - Excessive number of non-standard configuration (displaced thresholds, etc.)
 - Aircraft parking and ground occurrences
- The PA-RAST will meet every two weeks (starting on June 16) to monitor these areas and assess items to draft a RASG-PA Safety Advisory – deadline to present a draft RSA to be discussed

Summary of ESC considerations

Considering all information presented, we ask the ESC to:

- 1) Endorse the development of a new RASG-PA Target for the next period (9-10 years), based on the fatality risk index, to be considered at the next ESC Meeting;
- 2) Support the development of a RASG-PA Safety Advisory regarding recommendations for the industry recovery from COVID-19 scenario; and
- 3) Consider the HRC and ARC priorities, continuing the development of the respective DIPs and actions, including some foreseeable delay in delivering ARC DIPs.