

PA-RAST Report

2020 developments, 2021 proposed working plan

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Summary of 2020

- PA-RAST/39 – In-person Meeting (11-13 FEB 2020)
 - Data Analysis
 - Hot Spots review with 2019 consolidated data
- PA-RAST/40 – Virtual Meeting (08, 12 and 26 MAY 2020)
 - COVID Task-force
 - Projects priorities
- PA-RAST Series of Virtual Meetings
 - Every two weeks, since 02JUN2020 – Total of 12 Meetings

Achievements in 2020

- RSA-06: Key Safety Areas for the Industry Recovery from COVID-19
- 2021 Consolidated Working Plan (for ESC consideration):
 - The High-Risk Categories (HRC) projects:
 - Controlled Flight Into Terrain (CFIT) – Continued with 3 projects
 - Loss of Control In-Flight (LOC-I) – Continued with 2 projects
 - Mid Air Collision (MAC) – Continued with 3 projects
 - Runway Excursion (RE) – Continued with 2 projects
 - Runway Incursion (RI) – Suspended until 2021
 - The Additional Risk Categories (ARC) projects:
 - Post Go-Around Outcomes (LOC-I) – Suspended until 2021
 - Aircraft Misconfigurations (LOC-I, RE) – Suspended until 2021
 - Surface Misalignments (NAV, RI) – Suspended until 2021
 - Severe Weather (TURB, WSTRW, RE, LOC-I) – Suspended until 2021

Proposed 2021 Working Plan

CFIT-01/2021: Engage with current CSTs
CFIT-02/2021: Definition of focal points for collaboration
CFIT-03/2021: Recommendation for updating obstacle chart data and implementing regulations
LOC-I-01/2021: Raising awareness on LOC-I issues.
LOC-I-02/2021: Definition of focal points for collaboration
MAC-01/2021: Validation of hot-spots / joint work with the GREPECAS/GTE.
MAC-02/2021: Engage with current CSTs
MAC-03/2021: Raising awareness on MAC issues
RE-01/2021: Engage with current CSTs
RE-02/2021: Definition of focal points for collaboration

Expected results for 2021

- Number of Hot-Spots being directly assessed by CSTs / PA-RAST
 - Impact on regional data (trends, averages, etc.)
- New RASG-PA Safety Advisories:
 - CFIT: Obstacle Chart Updates
 - LOC-I: Updated Awareness Guidance Material
 - Other RSA topics can arise from the CSTs collaboration
- PA-RAST and GTE Integration
 - MAC Hot-Spots validation
 - Formal safety information exchange
- Continued Promotion for CST formal establishments in the region

Note about CSTs

- Collaborative Safety Teams are directly derived from the SSP implementation – integral part of Safety Risk Management
 - ICAO RO (NACC and SAM) support
 - PA-RAST collaboration → RASG-PA effective participation
- Regional Promotion: exchange of safety information and knowledge at the regional level should be seen as a direct driver to increased perception of safety levels (reflected in data – trends, averages, etc.)
- Benefits both State-Level Safety Management and Regional Indicators

Challenges

- In-person meetings in 2021 (projected) – 4 meetings
 - Data analysis meetings:
 - Location: USA / IATA MIA Offices. 1st Meeting: 9-11 FEB/ 2nd Meeting: 17-19 AUG
 - Project review meetings:
 - SAM Location: Brazil / Sao Paulo (ALTA Safety Summit). Date: 14-16 JUN, 2021
 - NACC Location: TBD. Date: 23-25 NOV, 2021.
- Increase participation of existing CSTs in the PA-RAST (Approach 1)
- Identification (and commitment) of local focal points where no CST is currently functional or implemented (Approach 2) with the PA-RAST (data and information exchange, analysis of specific safety issues)

Key topics – ESC Discussion

- General strategy
 - CST engagement (locally and with the PA-RAST)
 - Local stakeholders interaction (in the absence of a CST)
- ESC additional actions:
 - Invitation letters and contacts provided by the ESC to stakeholders (CAA, Industry, Organizations);
 - Allocate resources and support for in-person meetings during 2021 (may be aside from the usual PA-RAST meeting agenda, such as workshops, seminars or implementation campaigns);
 - Establishing an ESC sponsor for each PA-RAST Project, to provide close support and report the ESC on the progress achieved.

Gracias!
Thank you!
Obrigado!