



WORKING PAPER

RASG-PA ESC/35 — WP/05
17/11/20

**Thirty-fifth Meeting of the Executive Steering Committee of the Regional Aviation Safety Group -
Pan America (ESC/35)**

Lima, Peru, 19-20 November 2020

Agenda Item 1: Items related to RASG-PA’s internal operation

PA-RAST Report

(Presented by the PA-RAST Co-Chairs)

EXECUTIVE SUMMARY

This working paper presents a summary of the PA-RAST advances through 2020, up to October, and proposes a consolidated working plan for 2021. Some items of the PA-RAST Working Plan regarding resources allocation and tactical strategies could be improved by some ESC decisions and considerations. The proposed Working Plan can be adjusted to better conform to the post-Coronavirus pandemic.

Action:	Action is presented in paragraph 4.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> Organization and Operation of the RASG-PA
<i>References:</i>	<ul style="list-style-type: none"> RASG-PA Procedural Handbook

1. INTRODUCTION

1.1 The PA-RAST has measured the fatality risk and analyzed the data for the Pan-American region through 2008-2018. The Team has worked on collaborative safety analysis to develop safety enhancement initiatives, with corresponding detailed implementation plans, to reduce the fatality risk and to control the trends associated with each group of precursors to incidents and accidents.

1.2 The resulting scenario in the Pan-American region is that accident and incident indicators have lowered, displaying an expected enhancement in the overall safety level, but have also reached an almost stable behavior, which in turn poses some difficulties in identifying emerging risk. In this regard, the Team was required to refine the methodology for defining both safety performance indicators (SPI) targets and hot-spots, with the associated prioritization criteria for response and action to be taken.

1.3 In the last two years, the PA-RAST has extensively redesigned its approach to identifying opportunities for safety improvements in the Pan-American Region, mainly by leveraging the

establishment of several collaborative safety teams (CST) by many countries, which can act as “working partners” of the PA-RAST for evaluating specific causes of safety issues, designing and implementing safety enhancements locally, with support from the RASG-PA. This possibility comes as part of the promotional efforts by the RASG-PA in the past decade, so that local industry-government partnership has been broadly seen as an optimal solution to address safety concerns, using a data-driven, collaborative approach.

1.4 Based on regional data review process, the PA-RAST has established a project-based working plan in the following arrangement: High-Risk Categories (HRC), which include areas of known or otherwise measured safety performance – such as those of the Global Aviation Safety Plan (GASP) – and Additional Risk Categories (ARC), for which the group is developing new and specific Safety Enhancement Initiatives, usually characterized by subsets of the HRC with very specific safety outcomes that require new data to be fully assessed.

1.5 This working paper presents a summary of the PA-RAST advances through 2020, up to October, and proposes a consolidated working plan for 2021. Some items of the PA-RAST Working Plan regarding resources allocation and tactical strategies could be improved by some ESC decisions and considerations. The proposed Working Plan can be adjusted to better conform to the post-Coronavirus pandemic.

2. DISCUSSION

2.1 Following the working plan for 2020, the PA-RAST successfully met in February for the first-data analysis meeting of the year. On that occasion, the Team selected several hot-spots in the Pan-American Region related to Loss Of Control -In-Flight (LOC-I), Controlled Flight Into Terrain (CFIT), Runway Excursion (RE) and Mid-Air Collision (MAC). At that time, the plan was to get three more meetings this year: one to design action plans for the hot-spots, one to review the data status and another to start implementing the actions outlined. Then came the Coronavirus Pandemic and all the meetings were changed.

2.2 The team was unable to continuously review data, for the NDAs require non-disclosure of data through teleconferencing. Still, the PA-RAST established virtual meetings every 2 weeks to update the members on the impacts of the pandemic, and to continue working with what was possible at that time.

2.3 In the same note, as the industry environment changed to lockdowns and severe restrictions for air travel took place, no implementation strategies were immediately pursued. On the other hand, the team was able to provide the ESC with key safety areas to watch during the industry restart period. From that initiative, the RASG-PA could approve and publish its 6th RASG-PA Safety Advisory (RSA-06) in June. From that point on, the PA-RAST virtual meetings have included informal reports from the members regarding the topics from RSA-06 as applicable in their respective environments/organizations.

2.4 Since then, the Team has been working to consolidate a Working Plan for 2021, considering the return to normal operations could happen in the first semester. The plan was developed considering the following:

- The most current safety information from the “pre-COVID” aviation system based on data up to 2019 (which the team revised and discussed in the only in-person meeting of 2020).

- The team could not envision actual implementation during 2020, as the aviation shutdown caused by the pandemic resulted in huge impacts to all organizations in every State.
- Due to the impracticability of data sharing while using teleconferencing exclusively, the team considered focusing on the four high risk categories (LOC-I, CFIT, RE and MAC).

A detailed view of the resulting strategies and initiatives the team envisioned to guide its work in 2021 is discussed below, highlighting the topics where higher attention of the ESC is required.

3. PROPOSED WORKING PLAN

3.1 The team considered the principles of *information sharing* and *promotion of safety enhancements*, based on a data analysis process as its core business. The following items are the current challenges of the PA-RAST:

- Update the information from the data analysis remotely has been impractical, therefore no work on Runway Incursion (RI) and on the Additional Risk Categories could be started. On the other hand, the team took the period from 2015-2019 to serve as baseline for all data analysis for the current and next years (at least until 2025), to assess the evolution of the risk areas.
- Continue fostering the establishment of local Collaborative Safety Teams (CST) or any similar formal structure, identifiable as a local focal point of contact with the PA-RAST (at State or sub-region level).
- Define a strategy to engage with States and Organizations that do not participate in the PA-RAST, nor have implemented or designated a formal structure as focal points for the PA-RAST.
- No particular hot-spots have been prioritized over another. Even though the data could in principle guide some prioritization, the development of Detailed Implementation Plans (DIP) should occur based on the availability / preparedness of States and Organizations to receive the PA-RAST information.
- Besides human resources and expert / executive time from the RASG-PA members, the team could not provide deep analysis of the probable needed resources for every action outlined, especially due to the unpredictability of the post-pandemic state of the aviation system.

3.2 To address these challenges, the team considered each HRC (with the exception of RI) with sufficient data available, therefore the team has a consolidated list of hot-spots to work on. The Team has also developed a common framework for the HRC, with one main and one secondary SPI (for monitoring and implementation follow-up purposes). To tackle specific safety opportunities compiled in the hot-spot lists, the PA-RAST has outlined following idea for a general strategy:

- 1) If the hot-spots are located in a country/region where a CST exists, the PA-RAST will collaborate with the local team, so that (this is referred as Approach 1):
 - a) The CST can assess specific data, identify root causes and develop mitigation strategies as necessary.
 - b) The PA-RAST will provide indirect support, will monitor the data trends, get feedback from the CST progress and report back to the ESC.
 - c) The PA-RAST will encourage the CST to designate a representative to participate in the PA-RAST Meetings.

- 2) If the hot-spots are located in a country/region for which no CST is implemented or is in very early stages (this is referred as Approach 2):
- a) The PA-RAST will assess all information and data that is available to the group, looking for possible contributing factors. Such conclusions will need to be validated with at least one local stakeholder (from industry or government, ideally one from each).
 - b) The ESC will be prompted to interact with local representatives (high-level contact) to communicate the PA-RAST findings and promote the data-driven approach.
 - c) With the ESC support (resources, contacts, etc.) the PA-RAST will be able to provide direct support, developing mitigation strategies to address hot spots.

3.3 If this general strategy is approved by the ESC, attention is required to the necessary resources to execute the outlined actions, such as:

- i. Invitation letters and contacts provided by the ESC to stakeholders (CAA, Industry, Organizations);
- ii. 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);
- iii. Establishing an ESC sponsor for each PA-RAST Project, to provide close support and report the ESC on the progress achieved.

3.4 The list of specific projects is detailed in Appendix A to this Working Paper. The summary is:

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

3.5 Lastly, it should be noted that the PA-RAST is planning to hold its usual four *in person* meeting in 2021 following the same arrangements for 2019: two data analysis meetings (MIA, February and August) and project review meetings (proposed locations are Brazil in June and a NACC State in late November).

4. SUGGESTED ACTION

4.1 The Meeting is invited to:

- Take note of the information presented;
- Discuss the items brought under Item 3 of this WP; and
- Provide any feedbacks and additional guidance for the PA-RAST.

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