



**WORKING PAPER**

RASG-PA ESC/36 — WP/03  
18/05/21

**Thirty Sixth Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting  
(ESC/36)**

19 to 20 May 2021

**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 contains a report of the PA-RAST meetings in 2021, up to May, and discusses the PA-RAST projects progress and expected deliverables for the current year. The paper also brings some topics to be considered by the ESC that may lead adoption of decisions and/or new action items.

<b>Action:</b>	Action is presented in paragraph 8.1.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> <li>Organization and Operation of the RASG-PA</li> </ul>
<i>References:</i>	<ul style="list-style-type: none"> <li>RASG-PA Procedural Handbook</li> <li>PA-RAST 2021 Business Plan</li> </ul>

**1. INTRODUCTION**

1.1 The PA-RAST has adopted a business plan model based on classifying projects accordingly to the corresponding risk categories. The projects related to High-Risk Categories (LOC-I, CFIT, RE, MAC) are aligned with the current edition of the Global Aviation Safety Plan (GASP) and represent those that have been advanced through 2021. The other projects, related to the Additional Risk Categories defined by the RASG-PA, are halted until the aviation system recovers from the impacts of the COVID-19 pandemic, as personnel participation is limited and the remote nature of the meetings limit what can be shared in terms of safety information.

1.2 In contrast to last year, the PA-RAST has adopted a monthly meeting schedule (every month’s first Tuesday, since February), to provide more time to participants develop and study material for the projects, while also allowing interim meetings to take place as required. Therefore, the Team has held a series of four meetings up to this day, in 2021.

1.3 Following last year’s decisions and action items, the Team has discussed the actual implementation steps for each project, including what deliverables can be made available during this year

and what would be the necessary resources. The Team has also discussed the general structure for indicators to provide support for the SMRT and as a possible form of safety performance measurements in an indirect way, until face-to-face meetings are restored, and the role of the Team for CST fostering in the region.

## 2. DISCUSSION

2.1 After completing a full year under a remote meeting schedule, the PA-RAST has been unable to fully assess new data. Some ad hoc indications by participants have fueled the discussions, still based on the last data sharing session that took place in the last face-to-face meeting in February 2020.

2.2 From all information gathered, the Team has considered the following types of deliverables for the current Business Plan:

- a. Propose new RASG-PA Safety Advisories (RSA), that can either review any previously published RSA or put forward some best-practices/recommendations (for which the scope would be defined by information exchange, not fully *data driven*);
- b. Develop PA-RAST / RASG-PA procedural handbooks with detailed processes, for the Team's own operations (such as the data and information exchange processes, etc.); and
- c. Deliver at least one Pan-American Webinar, for which the agenda is defined by the Team's recent discussions, to foster safety debates and strategies for the region.

2.3 The next sections detail what is the status of each High-Risk Category (HRC) Project, with the corresponding expected deliverables, due dates, required support/resources and other information.

## 3. MIDAIR COLLISION – MAC HRC

3.1 The MAC Team is currently implementing a validation protocol of TCAS events with the GTE, in a way to better identify the precursors to different scenarios by integrating the Team's findings with the ANS perspective.

### MAC-01 – Hot Spots Validation Protocol

<b>Title</b>	MAC / TCAS Hot Spots Validation Protocol – PA-RAST and GTE
<b>Project Tasks</b>	<ol style="list-style-type: none"> <li>1. PA-RAST Event Selection Criteria [completed]</li> <li>2. Information sharing with the GTE [in progress]</li> <li>3. Joint Hot-Spot Validation</li> <li>4. Draft of Reference Manual</li> </ol>
<b>Main Product</b>	RASG-PA / GREPECAS Validation Protocol Reference Manual [internal document]
<b>Special Resources</b>	None
<b>Timeline</b>	<ul style="list-style-type: none"> <li>• Start Date: February 2020</li> <li>• Finish Date: November/2021 – Draft presented for the consideration of the ESC</li> </ul>
<b>ESC Support</b>	High level arrangement to advance the safety information exchange.

3.2 This action requires ESC attention to a potential obstacle in implementation, which is the full adoption of the safety information exchange between the two Groups (RASG-PA and GREPECAS). The PA-RAST is devising a way to provide safety information (even an exceptional face-to-face meeting is under consideration), which is a current obstacle due to the ongoing COVID-19 Pandemic.

3.2 As long as the Protocol is effectively implemented, the Team will immediately start development of a second deliverable: A Safety Advisory outlining the first results of the validated hot-spots for MAC in the Pan-American Region.

#### MAC-02 – Findings on MAC Precursor Scenarios

<b>Title</b>	Assessment of MAC Hot-Spots in the Pan-American Region
<b>Project Tasks</b>	<ol style="list-style-type: none"> <li>1. Analysis of Hot-Spot Scenarios [under development]</li> <li>2. Indication of common/systemic contributing factors</li> <li>3. Joint Mitigation Plan Strategy (with related stakeholders, particularly current CSTs such as the US-CAST, BR-BCAST, etc.)</li> <li>4. Draft of Safety Advisory</li> </ol>
<b>Main Product</b>	RASG-PA Safety Advisory – Hazard Identification and Risk Assessments [external document]
<b>Special Resources</b>	None
<b>Timeline</b>	<ul style="list-style-type: none"> <li>• Start date: November/2021 [expected]</li> <li>• Finish date: 4 to 6 months after start date – First draft presented for the consideration of the ESC</li> </ul>
<b>ESC Support</b>	The ESC is requested to take note of the information.

#### 4. CONTROLLED FLIGHT INTO TERRAIN – CFIT HRC

4.1 The CFIT Team has identified an opportunity to develop a recommendation regarding the TAWS Database Update process, adopted by airlines. Following the work provided by the BCAST, some States may not have established a harmonized recommended criterion for airlines to update the TAWS database on their fleet.

#### CFIT-01 – Recommendations on TAWS Database Update Schedule

<b>Title</b>	Recommendations on TAWS Database Update Schedule
<b>Project Tasks</b>	<ol style="list-style-type: none"> <li>1. Benchmarking (manufacturers, database providers, States regulations, CST Guidance Material) [in progress]</li> <li>2. Analysis of time-based criteria (expiry date)</li> <li>3. Analysis of change-based criteria (new routes, etc.)</li> <li>4. Draft of Safety Advisory</li> </ol>
<b>Main Product</b>	RASG-PA Safety Advisory – Hazard Identification and Risk Assessments [external document]
<b>Special Resources</b>	None
<b>Timeline</b>	<ul style="list-style-type: none"> <li>• Start date: November/2020</li> <li>• Finish date: September/2021</li> </ul>
<b>ESC Support</b>	None

4.2 The ESC should take note that this topic was selected based on the PA-RAST meetings discussions about a similar development published by the BCAST, instead of following an strict *data driven* approach.

## 5. LOSS OF CONTROL – IN FLIGHT – LOC-I HRC

5.1 Due to the difficulties in following the traditional data and information analysis process, the LOC-I Team has selected some topics that had synergies with other HRC (such as the RE) or with ARC (take-off performance, challenging scenarios after a go-around) to present in a Webinar, to foster discussions and promote awareness of potential issues for the broad aviation community.

### LOC-I-01 – Pan-American Safety Webinar/Panel – LOC-I

<b>Title</b>	Pan-American Safety Webinar/Panel – LOC-I
<b>Project Tasks</b>	<ol style="list-style-type: none"> <li>1. Selection of topics [in progress]</li> <li>2. Material preparation (presentations, etc.)</li> <li>3. Event preparation and schedule definition (administrative)</li> <li>4. Execution of event</li> </ol>
<b>Main Product</b>	RASG-PA Webinar [online event]
<b>Special Resources</b>	<ul style="list-style-type: none"> <li>• Broadcast / Webcast infrastructure</li> <li>• Simultaneous translations</li> <li>• Website for the event</li> </ul>
<b>Timeline</b>	<ul style="list-style-type: none"> <li>• Start date: February/2021</li> <li>• Finish date: December/2021</li> </ul>
<b>ESC Support</b>	The ESC is requested to discuss the provision of the special resources above, and the overall best month to execute the event.

5.2 The Team considered that at least one event (or a series of short events) would be an ideal format, that could take place in the second semester. The LOC-I Team has already discussed some key topics that could be covered in such an event, and material is under development.

5.3 On another note, the Team is monitoring the safety indicators for LOC-I and is considering to review the previous RSAs published during 2011-2015, especially the guidance material for training assessments (pilot monitoring soft skills, among others).

### LOC-I-02 – Review of past RSA

<b>Title</b>	Updated Recommendations on LOC-I
<b>Project Tasks</b>	<ol style="list-style-type: none"> <li>1. Review of past RSA and related material [to be started]</li> <li>2. Draft of updated guidance material</li> <li>3. Draft of Safety Advisory</li> </ol>
<b>Main Product</b>	RASG-PA Safety Advisory – Updated Recommendations on LOC-I [external document]
<b>Special Resources</b>	None
<b>Timeline</b>	<ul style="list-style-type: none"> <li>• Start date: August/2021</li> <li>• Finish date: December/2021</li> </ul>
<b>ESC Support</b>	None

**6. RUNWAY EXCURSION – RE HRC**

6.1 The RE Team has been discussing some topics for a Webinar (in a similar process to that of the LOC-I Team). There are several implementations related to RE for this year – Adoption of the Global Reporting Format, Flight Safety Foundation updates of the Global Action Plan for the Prevention of Runway Excursions (GAPPRE), to name a few.

**RE-01 – Pan-American Safety Webinar/Panel – RE**

<b>Title</b>	Pan-American Safety Webinar/Panel – RE
<b>Project Tasks</b>	<ol style="list-style-type: none"> <li>1. Selection of topics [<i>in progress</i>]</li> <li>2. Material preparation (presentations, etc.)</li> <li>3. Event preparation and schedule definition (administrative)</li> <li>4. Execution of event</li> </ol>
<b>Main Product</b>	RASG-PA Webinar [ <i>online event</i> ]
<b>Special Resources</b>	<ul style="list-style-type: none"> <li>• Broadcast / Webcast infrastructure</li> <li>• Simultaneous translations</li> <li>• Website for the event</li> </ul>
<b>Timeline</b>	<ul style="list-style-type: none"> <li>• Start date: February/2021</li> <li>• Finish date: December/2021</li> </ul>
<b>ESC Support</b>	The ESC is requested to discuss the provision of the special resources above, and the overall best month to execute the event.

6.2 The Team is monitoring the safety indicators for RE and is considering presenting at least one RSA draft for ESC consideration. The Team is following the recent developments of the BCAST, on the assessment of landing performance on specific runways, where the landing performance margin is too narrow (approach profile, landing distance available, etc.).

**RE-02 – Landing performance *versus* touchdown zone on certain runways**

<b>Title</b>	Findings of landing performance assessments and the relation to touchdown zone definitions on operating procedures
<b>Project Tasks</b>	<ol style="list-style-type: none"> <li>1. Benchmarking (selected runways, affected fleets, safety data assessment) [<i>under development</i>]</li> <li>2. Analysis of findings (contributing factors, standards definitions, training and operating procedures guidance material)</li> <li>3. Draft of Safety Advisory</li> </ol>
<b>Main Product</b>	RASG-PA Safety Advisory – Landing performance and touchdown zone considerations [external document]
<b>Special Resources</b>	None
<b>Timeline</b>	<ul style="list-style-type: none"> <li>• Start date: November/2021 [<i>expected</i>]</li> <li>• Finish date: September/2022</li> </ul>
<b>ESC Support</b>	None

6.3 Should that project expected completion be moved to 2022, the Team is considering a similar development to that of the LOC-I Team, to review the past RSA. As this is a “plan B” RSA, the table is suppressed in this Working Paper, but remains under attention of the Team.

## **7. CST PROMOTION**

7.1 The CST promotion efforts of the PA-RAST remain dependent on whether some States or Industry representatives sought assistance from PA-RAST members. In the last six months, the Team has welcomed the ongoing initiative in Mexico, which is proving to be flourishing a success path, to mention one example of ongoing progress for a CST establishment.

7.2 Recognizing that a “Safety Enhancement Plan” developed by a CST serves as a similar role as that of a RASG-PA Safety Advisory, the view that the PA-RAST can serve as a forum for international cooperation between CSTs has been the driving force for the promotional efforts the PA-RAST has taken up to 2019 (when Team’s meetings also served the purpose of CST promotion).

7.3 Moving forward, ESC guidance on new strategies for CST promotion is paramount not only to overcome the difficulties of the pandemic (that limited the “in place” meetings) but to enhance the effectiveness of the CST promotional efforts of the RASG-PA.

## **8. SUGGESTED ACTION**

8.1 The Meeting is invited to:

- Take note of the information presented;
- Discuss the items brought under Item 3 to 6 of this WP, in regard to expected products of the PA-RAST projects for 2021;
- Discuss the ESC guidance on CST promotion, as outlined in Paragraph 7.3; and
- Provide any feedbacks and additional guidance for the PA-RAST.

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