



PA-RAST

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Pan-American Regional Aviation Safety Team

▶ Roles:

- ▶ Promote a collaborative safety analysis framework, through a data driven approach;
- ▶ Develop safety enhancement initiatives, with corresponding detailed implementation plans;
- ▶ Promote the development of Collaborative Safety Teams – State-level bodies of government-industry collaboration for safety.

In summary:

- ▶ Provide assistance in the reduction of the fatality risk

Consolidated Working Plan

The High-Risk Categories (HRC) projects:

- ▶ Controlled Flight Into Terrain (CFIT)
- ▶ Loss of Control In-Flight (LOC-I)
- ▶ Mid Air Collision (MAC)
- ▶ Runway Excursion (RE)

- ▶ Runway Incursion (RI)

The Additional Risk Categories (ARC) projects:

- ▶ Post Go-Around Outcomes (LOC-I)
- ▶ Aircraft Misconfigurations (LOC-I, RE)

- ▶ Surface Misalignments (NAV, RI)
- ▶ Severe Weather (TURB, WSTRW, RE, LOC-I)

2022

Note about CSTs

- ▶ Collaborative Safety Teams are directly derived from the SSP implementation – integral part of Safety Risk Management
 - ▶ US (CAST), Brazil (BCAST), RSP (ACSA/Cocesna), Mexico (GNASO), ...
 - ▶ 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

Participants

State representatives

- ▶ All Pan-American States, ICAO Regional Offices
- ▶ Examples: USA, Brazil, Canada, Costa Rica, Trinidad and Tobago, Mexico, Panama, and others.

Industry representatives

- ▶ Manufacturers (Airbus, Boeing, Embraer, ATR)
- ▶ Operations (IATA, ALTA, CANSO, COCESNA, NavCanada, ACI-LAC)
- ▶ Unions (IFALPA)

Data sources

- ▶ From participants – both states and industry

Data / Information

Reactive – CICTT Taxonomy

- ▶ Accidents
- ▶ Incidents

Proactive / Precursors – Collective / Unidentified

- ▶ Unstable Approaches
- ▶ TCAS-RA
- ▶ Undesired States
- ▶ EGPWS/TAWS
- ▶ Other sources (voluntary reports, State-level programs, etc.)

Safety Information

- ▶ Safety assessments from CSTs (CAST SE Library, BCAST, etc.)

Foundation

2021 Working Plan - Status

Project (2021 Working Plan)	Status / Results
CFIT-01/2021: Engage with current CSTs	Completed. Four CSTs are actively working with the PA-RAST (US, Brazil, ACSA/Cocesna, Mexico).
CFIT-02/2021: Definition of focal points for collaboration	Completed. The Team selected participating stakeholders and the SRVSOP to projects outreach.
CFIT-03/2021: Recommendation for updating obstacle chart data and implementing regulations	Ongoing. The Team is working on a RASG-PA Safety Advisory (RSA) for Obstacle Chart Updates.
LOC-I-01/2021: Raising awareness on LOC-I issues.	Ongoing. The Team is working on a RASG-PA Safety Advisory to update LOC-I Topics (RSA-1/2)
LOC-I-02/2021: Definition of focal points for collaboration	Completed. The Team selected participating stakeholders and the SRVSOP to projects outreach.
MAC-01/2021: Validation of hot-spots / joint work with the GREPECAS/GTE.	Completed. The Team established a formal cooperation with the GTE/GREPECAS.
MAC-02/2021: Engage with current CSTs	Completed. Same as CFIT-01/2021.
MAC-03/2021: Raising awareness on MAC issues	Ongoing. The Team is working on a RASG-PA Safety Advisory based on the GTE/PA-RAST conclusions.
RE-01/2021: Engage with current CSTs	Completed. Same as CFIT-01/2021.
RE-02/2021: Definition of focal points for collaboration	Completed. The Team selected participating stakeholders, the SRVSOP and ACI-LAC (rejoined).

Expected results for 2022

- ▶ Implementation of RASG-PA Safety Advisories:
 - ▶ CFIT: Fleet EGPWS/TAWS Obstacle Database/Software Update Guidance
 - ▶ LOC-I: Updated State Awareness Guidance Material – Introduction to ARC Aircraft Misconfigurations and Post Go-Around Outcomes
 - ▶ MAC: Specific safety enhancement (conclusions from PA-RAST/GTE collaboration)
 - ▶ RE: Touchdown Zone Markings and Required Landing Performance compatibility
- ▶ Continued Promotion for CST formal establishments in the region

CFIT

- ▶ Fleet EGPWS/TAWS Obstacle Database/Software Update Guidance
 - ▶ Collaborative development (CAST SE 120/184, BCAST SE-CFIT-002)
- ▶ Rationale
 - ▶ Regulations lack explicit call for update procedures
- ▶ Objectives
 - ▶ Enhance data quality (FDX, ASIAs, etc.)
 - ▶ Increase organizational awareness to operations changes
 - ▶ Prevent increased rates of occurrences

LOC-I

- ▶ Updated State Awareness Guidance Material
 - ▶ Boeing / CAST / BCAST
 - ▶ Revision of RSA-01 and RSA-02 LOC-I topics
- ▶ Rationale
 - ▶ A new RSA on LOC-I will prompt another round of promotion efforts while introducing ARC on Aircraft Misconfigurations and Go-Around Outcomes
- ▶ Objectives
 - ▶ Increase organizational awareness to “permanent attention topics”
 - ▶ Prevent increased rates of occurrences
 - ▶ New (specific) data collection for ARC studies

MAC

- ▶ Results from the PA-RAST/GTE Collaboration
 - ▶ Joint validation of hot-spots regarding MAC
 - ▶ Identification of region-wide safety scenarios to address (non-local)
- ▶ Rationale
 - ▶ Integral approach to MAC safety enhancement opportunities (lower and upper airspace challenges)
- ▶ Objectives
 - ▶ Facilitate implementation of safety enhancements
 - ▶ Provision of “neutral approach” to identified issues
 - ▶ Provide uniform perception of priorities on MAC issues in the region

RE

- ▶ Touchdown Zone Markings and Required Landing Performance compatibility
 - ▶ Based on BCAST SE-RE-02, which identified inconsistencies on TDZ markings SARPS and aircraft landing performance
- ▶ Rationale
 - ▶ Last pair of TDZ stripes may lead to a false perception of a “safe landing”
- ▶ Objectives
 - ▶ PA Survey on airports (RWY)
 - ▶ Air Operators Procedures
 - ▶ Review SARPS (Annex 14)



Working Plan 2022

Project (2022 Working Plan)

CFIT-01/2022: Implement RSA - Obstacle Chart Updates, by 31OCT2022 (Promotion, SRVSOP OPS cooperation).

LOC-I-01/2022: Implement RSA – Promotion for Aircraft State Awareness, by 31OCT2022 (Misconfigurations, Go-Around Outcomes – initial ARC project drafts).

MAC-01/2022: Implement RSA – Raising awareness on MAC issues, by 31OCT2022 (promotion of results from the GREPECAS/GTE collaboration).

MAC-02/2022: Implement RSA – Deployment of Detailed Implementation Plan, by 31JUL2022 (resolution of specific safety enhancement opportunities).

RE-01/2022: Implement RSA – Assessment of TDZ Markings and required landing performance, by 31JUL2022 (TDZ with 4 markings pairs in short RWYs)

RE-02/2022: Implement RSA – Guidance on “Recommended Touchdown Area” for air operators, by 31OCT2022

Working Plan - 2022

CFIT

01/2022: 31 OCT 2022
Obstacle Chart Updates
(Promotion, SRVSOP OPS
cooperation).

LOC-I

01/2022: 31 OCT 2022
Promotion for Aircraft
State Awareness
(Misconfigurations, Go-
Around Outcomes –
initial ARC project drafts).

MAC

01/2022: 31 OCT 2022
Raising awareness on
MAC issues
(promotion of results from
the GREPECAS/GTE
collaboration).

02/2022: 31 JUL 2022
Deployment of Detailed
Implementation Plan
(resolution of specific
safety enhancement
opportunities).

RE

01/2022: 31 JUL 2022
Assessment of TDZ
Markings and required
landing performance
(TDZ with 4 markings pairs
in short RWYs)

02/2022: 31 OCT 2022
Guidance on
"Recommended
Touchdown Area" for air
operators



Gracias!
Thank you!
Obrigado!