



WORKING PAPER

RASG-PA/11 — WP/06
22/10/21

**Eleventh Plenary Meeting of the Regional Aviation Safety Group — Pan America
(RASG-PA/11)**

Online, October 28, 2021 and November 4 and 5, 2021

Agenda Item 2: Situation on the implementation of the GASP in the Pan-American Region

PA-RAST Report

(Presented by the PA-RAST Co-Chairs)

EXECUTIVE SUMMARY

This working paper presents a summary of the PA-RAST advances through 2021, up to October, and proposes a consolidated working plan for 2022 that identifies any actions that may require resources and tactical strategies from the RASG-PA.

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 advanced its monitoring processes, by following the metrics of fatality risk and analyzed the corresponding data for the Pan-American region. 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 still present a reduction trend, much the same that was observed in the past year. Even with the COVID-19 pandemic impacts, it was possible to identify the expected enhancement in the overall safety level, along the stable behavior of lowest historical levels.

1.3 In the last year, the PA-RAST has effectively adopted a performance-based process to identify emerging risks and safety enhancement opportunities, mainly by integrating and fostering local safety initiatives of the region’s collaborative safety teams (CST), which act as “working partners” of the PA-RAST for evaluating specific causes of safety issues. This possibility comes as part of the promotional efforts by the RASG-PA in the past decade, in conjunction with the ICAO Regional Offices (NACC and

SAM) 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 In this regard, the 2021 results of the PA-RAST highlight the importance of CST active involvement for regional safety advancements and how States can positively impact safety efforts by means of implementing parts of its State Safety Programme (SSP) Safety Risk Management, Assurance and Promotion components through a CST.

1.5 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 studies for Safety Enhancement Initiatives, usually characterized by subsets of the HRC with very specific safety outcomes that require new data to be fully assessed.

1.6 This working paper presents a summary of the PA-RAST advances through 2021, up to October, and proposes a consolidated working plan for 2022.

2. DISCUSSION

2.1 By implementing the working plan approved in 2020, the PA-RAST has carried monthly meeting on the first Tuesday of each month. The Team focused on the development of studies related to Loss Of Control -In-Flight (LOC-I), Controlled Flight Into Terrain (CFIT), Runway Excursion (RE) and Mid-Air Collision (MAC), four of the HRC with ongoing safety advisories drafting.

2.2 Through 2021 the team remained unable to continuously review data as usual, for the NDAs require non-disclosure of data through teleconferencing. Therefore, the current work is solely based on the conclusions and indications that came from participating CSTs, which the PA-RAST considered to present regional/international broad relevancy (in other words, the PA-RAST would not consider a case that is particular to one State or to a specific set of stakeholders). The table shows the status of projects:

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).

2.3 For RE, the Team is compiling a draft RASG-PA Safety Advisory (RSA) which is based on the recently approved SE002-RE¹ from the BCAST, that has identified a safety issue arising from differences between the touchdown zone markings and required aircraft performance for landing. This RSA development was not previously included in the original working plan but was later added after a collaborative meeting with the BCAST (initiative led by Cap. Richard Kloth, from GOL Airlines).

2.4 Other highlights for the 2021 work are:

- Compiling updated information from data analysis remotely has been impractical, therefore no work on Runway Incursion (RI) and on the Additional Risk Categories could be started.
- The resulting RASG-PA Safety Advisories from the 2021 Working Plan are expected to be completed by the end of the year. Therefore, the ESC will be timely asked to provide approval under the usual *fast-track* process.

3. PROPOSED WORKING PLAN

3.1 Considering that each of the four HRC are expected to present a Safety Advisory, the main objective for the 2022 working plan of the PA-RASG should be to seek implementation of the RSA topics in the region. A prioritization strategy will take into consideration:

- The current data for 2020 and 2021, compared to the baseline (data from the 2015-2019 period), may indicate priorities for which an implementation plan may be considered.
- Promotion opportunities to support local implementation of a CST, where such a collaborative initiative isn't fully implemented and under the corresponding ICAO RO guidance on the current status of SSP implementation (per the general strategy approved in 2020 by the ESC).

3.2 The list of specific projects for 2022 is:

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

¹ <https://www.gov.br/anac/pt-br/assuntos/seguranca-operacional/grupos-brasileiros-de-seguranca-operacional-bast/bcast/BCASTSE002GTRErev014092021ImportnciadoPontodeToquenaPerformancedePouso.pdf>

3.3 Lastly, it should be noted that the PA-RAST is planning to hold its usual four *in person* meeting in 2022 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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