



WORKING PAPER

RASG-PA ESC/37 (POST) — WP/12
24/10/22

Thirty Seventh Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting (ESC/37)

Mexico City, Mexico, 25 to 26 May 2022

Agenda Item 1: Safety management process within RASG-PA

PA-RAST Report

(Presented by the PA-RAST)

EXECUTIVE SUMMARY	
The purpose of this working paper is to inform, and put into consideration by the ESC, some modifications agreed to within the PA-RAST aimed at improving the communication process and giving greater agility to the team's activities; as well as the state of progress of current projects and activities.	
Action:	The Meeting is invited to: a) Take note on the information provided on this working paper; b) Approve the proposed decisions detailed in 2.4.1.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> • Safety
<i>References:</i>	<ul style="list-style-type: none"> • ESC/37 Meeting

1. Introduction

1.1 During the PA-RAST/55 meeting held in Mexico City on 23 & 24 May 2022, the team considered some internal modifications that would bring additional agility to the treatment of projects and their deliverables, and that would benefit a better internal and external communication process.

1.2 Given the fact that the ESC/37 Meeting occurred right after the PA-RAST/55 Meeting, the ESC was asked for a reasonable amount of time to define the proposed modifications and present an extemporaneous report that includes both internal changes and the status of current PA-RAST activities.

1.3 This working paper puts the approval of these changes under consideration by the ESC and conveys the current and future status of all PA-RAST projects and activities.

2. Discussion

2.1 Administrative changes within the PA-RAST

2.1.1 In the search for a continuous improvement to the internal processes of PA-RAST, the team members considered and discussed various opportunities for improvement and agreed to implement the following list of administrative changes, for the benefit of the team's functioning.

- a) That the role of Secretariat of the team be adopted by ICAO. This change, in addition to being consistent with the functions of the ICAO Secretariat in the RASG-PA, allows the adoption of administrative processes associated with the preparation and convening of meetings, preparation and publication of reports, and other formalities, which guarantee the historical record of PA-RAST activities, and facilitate the communication process with the ESC and other RASG-PA members. In order to realize these benefits, PA-RAST requests that the ESC approve the use of RASG-PA resources to ensure the presence of one Secretariat representative at all PA-RAST meetings. (See 2.4.1)
- b) It was also considered that the reincorporation of the figure of the vice co-chairperson would benefit the follow-up and continuity of PA-RAST activities, by granting greater flexibility and guaranteeing the presence of at least one of the chairpersons at each meeting. Thus, it was agreed to designate vice co-chairpersons representing the States and the International Organizations/Industry. (See 2.4.1)

2.1.2 The Secretariat was tasked with the amendment of the RASG-PA Handbook in order to reflect the changes described above. (See 2.4.1)

2.2 Status of the PA-RAST Projects

Runway Safety – The team is working to finish a RASG-PA Advisory Circular (AC) that is based on information contained on a BCAST AC. Currently the team is identifying selected runways to be included on the AC. Additionally, a request for information on runway incursion was sent to some stakeholders. The AC will be finished by the end of October 2022.

LOC-I – The teams is working to update two exiting Safety Advisories (SA) from 2012 and 2013 respectively. Several information sources are being revised to determine its validity. Revised RSA001 will be finished by the end of October 2022. Target date for RSA002 yet to be defined by the team.

MAC – A Working Paper on the formalization of the Terms of Reference and the collaboration methodology between the GTE and PA-RAST was developed. This was an important step for the official establishment of the collaboration group. Currently, the team is waiting data from ASIAS and CARSAMMA for the identification of safety opportunities. Deliverable from this effort is Formalization of the Terms of Reference for the Joint Group expected for October 2022.

CFIT – Given the similarities, and in order to avoid duplication of efforts, this project will join forces with the IATA/ICAO CFIT DIP being developed at this time. Aside from this activity, there are material available to continue the development of a Safety Advisory on CFIT. Deliverable from this effort is expected for the end of October.

2.3 Potential new PA-RAST Projects

2.3.1 The PA-RAST is collecting information for two potential new projects:

- a) RASG-PA prevention of turbulence-related injury Toolbox; and
- b) Analysis of the condition of runways in Peru.

2.3.2 Both initiatives are still in preparation stage. The PA-RAST will keep the ESC informed on its progress.

2.4 Status of the Collaborative Safety Teams

The PA-RAST is currently working on a high-level CST Policy to ensure adequate prioritization, coordination and follow-up of CSTs in the Region. The final version of this document will be send for ESC consideration by the end of October 2022. There is a consensus that the promotion of the CSTs is an activity of the RASG-PA, and that it requires going through the ESC and with the due coordination of the ICAO Regional Offices.

Argentina CST - Progress is being made to advance the work of the CST. However, the inconsistent schedule to effective drive the CST agenda presents a challenge for all stakeholders to participate. Need to ensure participation from A-CAST in PA-RAST meetings.

Colombia and Chile CST - These countries have taken some initial steps towards establishing CSTs. Some political and legal issues could slow down the implementation process. It is important to consider the possibility of establishing CSTs without the direct participation of the CAA, in those cases in which it could negatively affect the operation of the CST, for example where protection of information cannot be guaranteed. In those cases however, adequate mechanisms for coordination should be in place.

Mexico MCAST - MCAST activities have been key to initiating a deeper discussion of safety issues in Mexico. MCAST is working with AFAC to identify certain KPIs that will allow them to share information. The best organizational alternatives for the MCAST are still being explored to ensure its efficiency and effectiveness. The team is still under construction, but they will continue to work together with PA-RAST, ICAO, FAA, IATA. For the moment, Mexico's priority is the recovery of Category I, but the tasks of the MCAST will not be neglected.

Canada CAG - The Collaborative Analysis Group (CAG) that includes two national airline associations, NAV Canada and Transport Canada created a master list of the sector's top 30 safety risks and met to develop a risk ranking to support identifying the safety risk priorities that will be subject to an in-depth risk assessment.

Inactive CST's were noted with further discussion on a strategy for Chile and Colombia engagement held with the potential to invite them to participate in the exercise that PA-RAST will carry out with the airlines of Peru during the PA-RAST/57 in order to see the potential for information exchange.

2.5 ESC Conclusions/Decisions addressed to the PA-RAST

2.5.1 During the ESC/37 Meeting, the following conclusion and decision were addressed to the PA-RAST:

- a) ***Decision RASG-PA ESC/37/D2 "NACC/SAM ATS LANGUAGE PROFICIENCY PROJECT"***
In order to identify the level of risk for air operations of the language proficiency in the Pan-American Region, that the PA-RAST:
- a) *conducts a review of the Project Proposal providing additional data to support the requirement and*
- b) *presents its assessment review to the RASG-PA Plenary/12.*

An ad-hoc group was created that is working on this matter. Some preliminary meetings were held and the corresponding data is being analysed to forward a proposal to the ESC. The initiative has received the support of multiple members of PA-RAST. The final proposal will be sent to the ESC before the end of October 2022.

b)

Conclusion RASG-PA ESC/37/C5 “MEXICO RISK MITIGATION”

In order to support with the data and analysis of the safety issues reported in the Control Area (CTA) of Mexico, the PA-RAST conducts its analysis and develop a report for the ESC with the background and its recommendations on the possible mitigation by July 30.

PA-RAST representatives met with Mexico’s AFAC and MCAST to review data on the Valley of Mexico airspace. Based on the available information from FDX and ASIAs program, it was determined that there is no increasing trend on unstable approaches. Other indicators for RE/CFIT/MAC/LOC-I precursors based on the program did indicate upward trend and others downward trends. MCAST will continue to work with appropriate stakeholders to monitor the evolution of this issues..

It was highlighted that the PA-RAST, FAA and other stakeholders will continue to work along AFAC and MCAST. The subject will be coordinated by the PA-RAST under CSTs.

2.4 Decision proposals

2.4.1 In accordance with the information presented in this Working Paper, and in order to allow the effective implementation of the proposed modifications to the structure and functioning of PA-RAST, the following Decisions are submitted to the ESC for consideration:

DECISION RASG-PA ESC/37/D3-POST		<i>PA-RAST internal structure</i>	
<p>What:</p> <ul style="list-style-type: none"> The ESC to approve the reincorporation of the Vice Co-Chair to the PA-RAST structure, which will be as follows: Gerardo Hueto (USA) – Co-Chairperson representing the States Santiago Saltos (Airbus) – Co-Chairperson representing the International Organizations/Industry Michel Roy (Canada) – Vice Co-Chairperson representing the States Virginio Corrieri (ALTA) – Vice Co-Chairperson representing the International Organizations/Industry <hr/> <p>How much:</p> <ul style="list-style-type: none"> No resources needed from RASG-PA 		<p>Expected impact:</p> <input type="checkbox"/> Political/Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Tech.	
<p>Why: To allow better continuity and monitoring of PA-RAST activities, and to guarantee the presence of Co-Chairpersons at all meetings.</p>			
<p>When: Immediate</p>		<p>Status: Valid</p>	
<p>Who:</p> <input type="checkbox"/> States <input type="checkbox"/> IATA <input checked="" type="checkbox"/> ICAO SAM and NACC Offices (Secretariat) <input type="checkbox"/> Other (Specify)		<p><i>Responsible: ICAO Secretariat (Javier Puente & Sereya Schotborg)</i></p>	

DECISION RASG-PA ESC/37/D4-POST		<i>PA-RAST internal structure</i>	
What: <ul style="list-style-type: none"> The ESC to approve the amendment to the RASG-PA Handbook as detailed in Appendix A to this Working paper. <hr/> How much: <ul style="list-style-type: none"> No resources needed from RASG-PA 		Expected impact: <ul style="list-style-type: none"> <input type="checkbox"/> Political/Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Tech. 	
Why: To formalize the Secretariat role of ICAO in the PA-RAST.			
When: Immediate		Status: Valid	
Who: <input checked="" type="checkbox"/> ESC		<i>Responsible: ESC</i>	

DECISION RASG-PA ESC/37/D5-POST		<i>RASG-PA Secretariat presence at the PA-RAST Meetings</i>	
What: <ul style="list-style-type: none"> The ESC to approve the use of RASG-PA resources to cover travel costs, under ICAO rules, for the minimum required Secretariat representation to attend PA-RAST meetings and fulfill its functions. <hr/> How much: <ul style="list-style-type: none"> 10,000 U\$D per year approximately for 4 meetings. 		Expected impact: <ul style="list-style-type: none"> <input type="checkbox"/> Political/Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Tech. 	
Why: To ensure presence of the Secretariat at the PA-RAST meetings in order to fulfill its functions.			
When: Immediate		Status: Valid	
Who: <input checked="" type="checkbox"/> ESC		<i>Responsible: ESC</i>	

4. Suggested Actions

- 4.1. The Meeting is invited to:
- a) Take note on the information provided on this working paper;
 - b) Approve the proposed Decisions detailed in 2.4.1.

Appendix A – RASG-PA Handbook proposed amendment

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5.4 Pan America – Regional Aviation Safety Team (PA-RAST)

5.4.1 PA-RAST will focus on safety data analysis and development of Safety Enhancement Initiatives/Detailed Implementation Plans (SEI/DIP) designed to reduce fatality risk. RASG-PA will ensure that the RAST-PA remains focused on safety data analysis and the development of SEI/DIP. At ESC discretion, a tasking review process could be developed. PA-RAST will also monitor SEI/DIP implementation.

Note.- Refer to Table 1 in Paragraph 6.2.1 for the distribution of responsibilities regarding the targets of the GASP.

~~5.4.2 PA-RAST will internally designate one or more persons responsible for coordinating the meeting logistics with the meeting host; develop the meeting agenda; develop meeting documents and reports; and monitor action items. Reports will be coordinated with the Secretariat.~~

~~5.4.3 Secretariat will ensure meeting invitation, agenda, documentation and reports are provided to members (those documents not produced by the Secretariat will be made available as soon as they are received); provide an updated list of registered participants to PA-RAST Co chairs (as is); ensure meeting summaries, notices, and related documents (i.e. SEI/DIP) are posted on a timely manner on the RASG-PA website.~~

5.4.2 The RASG-PA Secretariat will support the PA-RAST meetings and activities with the same functions described in 6.1.1. (a) to (j) of this Handbook, and will provide periodic reports to the ESC.

5.4.3 Besides its Secretariat role, Participation of the ICAO Regional Offices in PA-RAST meetings will be of a technical nature related to the accomplishment of the related GASP goals, and to provide technical assistance when needed.

5.4.4 Refer to Appendix B for the PA-RAST Terms of Reference.

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