



**Twelfth Regional Aviation Safety Group — Pan America Meeting (RASG-PA/12)**

Salvador, Bahia, Brazil, 14 – 15 November 2022

**Second GREPECAS–RASG-PA Joint Meeting**

Salvador, Bahia, Brazil, 15 November 2022 (13h00 local time)

**Agenda item 1: Administrative matters of RASG-PA**

**SUMMARY OF THE EXECUTIVE STEERING COMMITTEE (ESC) ON PA-RAST AND SMRT ACTIVITIES**

(Presented by the Secretariat)

<b>EXECUTIVE SUMMARY</b>	
This working paper provides a summary of the activities of PA-RAST and WSRS over the last year.	
<i>Action :</i>	Approve the conclusion proposed in paragraph 4.1 of this working paper.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> <li>• Safety</li> </ul>
<i>References:</i>	*****

**1. Introduction**

1.1 For the fulfillment of its mandate, the RASG-PA has two technical teams, the Regional Aviation Safety Team - Pan America (PA-RAST); and the Safety Monitoring and Reporting Team (SMRT), both teams report to the Executive Steering Committee (ESC).

1.2 PA-RAST is focused on the analysis of safety data and the development of safety improvement initiatives/detailed implementation plans (SEI/DIP) designed to reduce mortality risk in the region.

1.3 On the other hand, the SMRT is responsible for periodically compiling the status of the Safety Performance Indicators (SPI) of the PA-RAST and the NACC and SAM Regional Offices to produce and keep updated the RASG-AP Data Dashboard; and to produce the Annual Safety Report of the RASG-PA (ASR).

1.4 This working paper presents a summary of the main activities undertaken by PA-RAST and SMRT since the RASG-PA/11 Meeting.

## 2. Summary of PA-RAST activities

2.1 **Completed activities** - 2022 has been a year of high productivity for PA-RAST and its working groups. The following deliverables have been concluded for each of the high-risk categories (HRCs):

- a) **Runway Safety (RS) - RASG-PA Safety Circular (RSA007) – "Compatibility issues between required landing performance and touchdown zone definition"** – This RASG-PA Safety circular serves to raise awareness of certain problems identified by the Brazilian Commercial Aviation Safety Team (BCAST) and directs some possible mitigation strategies for States, airlines and other stakeholders to better select the most effective ways to implement safety improvement mechanisms to maintain an acceptable level of safety.
- b) **Controlled Flight into Terrain (CFIT) - Safety Circular of the RASG-PA (RSA00X) "Mitigations for Controlled Flight Into Terrain"** – This circular is intended to provide recommendations to States and operators with the aim of increasing the strength of the safety barrier provided by the Terrain Awareness and Warning System (TAWS).
- c) **Loss of control in flight (LOC-I) – SASR-PA Safety Circular "Mode awareness and energy state management aspects of flight deck automation"** – The objective of the Circular is to alert States and air service operators about the importance of air crews knowing the mode of automation in which they operate the aircraft and encourage the adoption of practices to mitigate energy status management risks and mode awareness. Provides a sample automation policy to support the use of aircraft automation.
- d) **Mid-air collision (MAC) – "Formalization of the Terms of Reference and methodology of collaboration between the AWG and PA-RAST"** – This was an important step for the official establishment of the collaborative group.
- e) **PA-RAST Strategy for Collaborative Safety Teams** – A high-level policy that allows PA-RAST to identify States where the implementation of a CST is considered a priority and has the conditions of sustainability over time, as well as the principles of follow-up.

The 3 Circulars referred to in 2.1 (a), (b), (c) and (e) have already been submitted to the Secretariat for submission to the ESC for approval. The terms of reference referred to in 2.1(d) are presented for approval by RASG-PA and GREPECAS in working paper WP/10.

## 2.2 Activities in development

2.2.1 In addition to the products described in 2.1, PA-RAST is actively working on the development of the following products:

- a) **Collection of turbulence tools to Mitigate Turbulence effects (RASG-PA Turbulence Toolkit)** – A collection of turbulence resources from different Civil Aviation Authorities, Airlines, International Organizations, Safety Task Forces, Accident Investigation Agencies, and others, duly organized and made available to RASG-PA members and other interested parties through the RASG-PA website. The expected delivery date of this product is December 31, 2022.
- b) **Analysis of the risks associated with the condition of the pavements of certain runways in Peru** – A collaborative work between PA-RAST and Peruvian airlines to help mitigate the operational safety risks identified in certain airports in that country, due to the condition of the pavement on the runways. The expected delivery date of this product is March 31, 2023.
- c) **CSTs Implementation Guide** - Complemented to the strategic document described in 2.1 (e), PA-RAST is working on the development of a CST implementation guide, which serves to harmonize the implementation and monitoring process, both on the side of the State, and on the side of the PA-RAST itself. The expected delivery date of this product is March 31, 2023.

2.2.2 PA-RAST will continue working on the analysis of safety data for the timely identification of hazards, and the development of mitigation tools.

### 2.3 Status of Collaborative Safety Teams (CSTs)

2.3.1 The RASG-PA leads, coordinates, supports and monitors the implementation of the CST in the Pan American Region, based on the analysis of safety risk data carried out by the PA-RAST. In this regard, the current situation of TSAs in the region is as follows:

- a) **Argentina CST (ACAST)** –There is progress in the work of Argentina's TSA. However, the implementation timeline still presents a challenge for all stakeholders to participate. It is important to encourage A-CAST participation in PA-RAST meetings.
- b) **Colombia y Chile** – These countries have taken some initial steps towards establishing TSA. Some political and legal issues could delay the implementation process. It is important to consider establishing TSAs without the direct involvement of the Civil Aviation Authority, in those cases where it could adversely affect the functioning of the TSA, for example, where information protection cannot be guaranteed. In this cases, however, suitable mechanisms should be implemented for coordination.
- c) **México MCAST** – MCAST's activities have been key to initiating a deeper discussion on security issues in Mexico. MCAST is working with AFAC to identify certain KPIs that will allow them to share information. The best organizational alternatives for MCAST are still being explored to ensure its efficiency and effectiveness. The team is still under construction, but will continue to work together with PA-RAST, ICAO, FAA, IATA. By the moment, Mexico's priority is the recovery of Category I, but the tasks of MCAST will not be neglected.
- d) **CAG de Canadá:** The Collaborative Analysis Group (CAG), which includes two national airline associations, NAV Canada and Transport Canada, created a master list of the top 30 security risks in the sector and met to develop a risk classification to help identify security risk priorities that will be subject to an in-depth risk assessment.

### 3. Summary of SMRT activities

3.1 The SMRT has suffered, during 2022, from the same problems that caused the demise of its predecessor, the Aviation Safety Reporting Team (ASRT). Causes of different kinds have caused the departure of a significant proportion of its members, which has affected the ability of the team to manage its deliverables properly.

3.2 The SMRT together with the PA-RAST are working on a proposal that will be put into consideration by the ESC before the end of this year, to solve the staffing problems for the SMRT on a permanent basis, and to generate greater efficiency and integration between the two teams.

3.3 Despite the above, the SMRT has fulfilled its mandate and produced the following deliverables:

- a) **RASG-PA Data Dashboard Update** – The values of all RASG-PA safety indicators have been updated as of 30 September 2022. The comparison of the updated values and the values of the same period in 2021 are detailed in working paper WP/03.
- b) **Preparation of the Annual Safety Report** – The report containing the analysis of the data for the year 2021, is in the final process of editing and publication. It will be available before November 30, 2022 on the RASG-PA website.

### 4. Promotion of RASG-PA deliverables

4.1 In order to ensure the correct diffusion of the products produced by PA-RAST and SMRT, the following Conclusion is presented to the Meeting for consideration:

CONCLUSION		PROMOTION OF RASG-PA DELIVERABLES	
<b>RASG-PA-12/CX/2022</b>			
<p><b>That:</b></p> <p>Regional Offices and International Organizations formally communicate to their States and through Letters to States and other official communication mechanisms, the availability and form of access of PA-RAST and WTRS deliverables referred to in this Study Note.</p> <p>Likewise, all members of the RASG-PA are encourage to carry out campaigns to disseminate and promote this material.</p>		<p><b>Expected impact</b></p> <p><input checked="" type="checkbox"/> Political/Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Enviromental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>	
<p><b>Why:</b> To disseminate the availability of resources produced by the RASG-PA teams.</p>			
<p><b>When:</b> Immediate</p>		<p><b>Status:</b> Valid</p>	
<p><b>Who:</b> <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Industry/Organizations</p> <p><input checked="" type="checkbox"/> ICAO SAM Office (Secretariat) <input checked="" type="checkbox"/> ICAO NACC</p>		<p><b>Responsible:</b> Secretariat</p>	

**5. Suggested actions**

2.1 The Meeting is invited to:

- a) Review the content of the present working paper; and
- b) Comment and approved the Conclusion proposed in paragraph 4.1 of this working paper.

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