



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 4: Status of RASG-PA Safety Improvement Projects and Initiatives (SEI)

STATUS OF RASG-PA PROJECTS AND INITIATIVES FOR SAFETY IMPROVEMENT (SEI)

(Presented by Secretariat)

EXECUTIVE SUMMARY	
This working paper note presents a summary of safety improvement projects and other initiatives that have been completed or initiated in the last 12 months.	
Action:	The Meeting is invited to: a) Review the content of this working paper; b) Comment and approved conclusion proposed in paragraph 4.1 of this working paper.
Strategic Objectives:	<ul style="list-style-type: none"> • Safety
References:	***

1. Introduction

1.1 According to the "General Terms of Reference of Regional Aviation Safety Groups (RASG)", the RASGs are expected to report annually on its list of safety improvement initiatives (SEIs) linked to the related GAP goals and indicators. Within the context of the RASG-PA, these initiatives are called "Projects", depending on the work methodology chosen by the group.

1.2 This working paper presents this list for the knowledge of the members of the RASG-PA, and also provides a brief summary of each. All these projects are approved and monitored by the Executive Steering Committee (ESC) of the RASG-PA, and in some cases receive financial resources from the RASG-PA to support their implementation. The details of these projects are presented in WP/10 for the joint RASG-PA-GREPECAS Projects.

2. List of RASG-PA projects that have been completed in the last 12 months

2.1 Projects completed by PA-RAST

- 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. The approval of these terms of reference will allow for more efficient communication and collaboration between both teams. (More information about this project in WP/10).
- 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.

2.2 Proposal for conclusions on specific measures and improvements

- a) **Amendment to Annex 6 Part I, to reduce the minimum weight threshold for aircraft, whose operators require the implementation of a Flight Data Analysis Program (FDAP)** – The project concluded satisfactorily with the approval of the incorporation of the Amendment of Annex 6 Part I proposed by the RASG-PA. The amendment consists of extending the applicability of Flight Data Analysis Programs (FDAP) for operators with aircraft of more than 15000 kg take-off weight. The current text is only applicable for aircraft over 27000 kg. The approved amendment will be published in 2024, and will enter into force in 2027.
- b) **Implementation of Performance Based Navigation (PBN) procedures on a visual runway** – As part of a collaborative effort coordinated by the RASG-PA, 6 instrumental procedures (2 departures, two arrivals and 2 approaches) were successfully implemented at the Guapi airfield in Colombia. The main results of the project were the drastic reduction of unstable approaches

and hard landings, thus reducing the probability of runway excursions. (More information about this project in WP/10).

3 List of RASG-PA projects that have started in the last 12 months and are still under development

3.1 New projects by PA-RAST

- a) **Turbulence Mitigation Toolkit (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.

3.2 New projects by ICAO Regional Offices

- a) **Support for the implementation of the SSP in the CAR Region**
 - i. Under the current planning of the SSP Implementation Project (RASGPA) the following progress has been achieved: The regional SSP strategy for the NAM/CAR regions was updated and approved at the last meeting of DGs NACC-NACC/DCA/10 in Martinique.
 - ii. Restarted the coordination with each of the states of the CAR region, updating the list of SSP PoC of each state and coordinating with each one the works.
 - iii. The implementation mechanism of the SSP was restructured with the appointment of rapporteurs for both English and Spanish activities. The third meeting of the State safety program has been rescheduled to November 2022 due to this restructuring.
 - iv. In view of the update of the SSP program and course taught by the headquarters / GAT, it has been reconsidered the Develop a workshop for the development of the SSP for February 2023 with a previous accompaniment of the online SSP course. The delivery of the online course and the SSP implementation workshop are being covered with project funds. The comprehensive training developed in collaboration with Safety Management, plus the development of the implementation workshop will best complement the development of SSP in the region. For this reason, the project originally proposed will be updated with the incorporation of the course "State Safety Programme (SSP EN)" with a duration of 6 days.

- b) **Implementation of Performance Based Navigation (PBN) procedures on a visual track (NACC)** – This project was presented and approved during the ESC/37 Meeting. Work meetings have been held in order to identify potential stakeholders; in the industry, the Civil Aviation Authority of Mexico (AFAC) and the private initiative, which can and are able to contribute to the materialization of the same. The airports that may be candidates to benefit from this project are being identified, preferably seeking that the proposed airport does not previously have instrument approach aids. Therefore, it is estimated that, in the first two months of 2023, the Project Charter corresponding to the ESC will be presented for approval. (More information about this project is presented in WP/10).
- c) **Implementation of Runway Safety Equipment (RST) in the CAR and SAM regions** – This project was presented and approved during the ESC/37 Meeting. The objective of the project is to support the establishment of runway safety teams at specific international aerodromes and to support the effectiveness of RSTs established in the CAR and SAM Regions by 2025, in order to promote the identification of safety-related hazards on the runway using a collaborative approach, developing and implementing action plans, collecting data and enacting safety information on the track for TSCs and stakeholders, by delivering a combination of activities, including direct technical assistance, training, a mechanism to ensure stakeholder participation and follow-up by monitoring specific indicators. (More information about this project in WP/10).
- d) **Collection of information for the mitigation of events such as "Controlled flight to the terrain without loss of control (CFIT)"** – IATA and ICAO have distributed a series of surveys to identify the degree of implementation of certain recommended measures for the prevention of accidents of the CFIT type. The information collection is expected to be completed during the first quarter of 2023. With this information, it is planned to update the Safety Circular on CFIT developed by PA-RAST (See 2.1 (b)). Details in WP/10.
- e) **Language proficiency in Air Traffic Services**
- i. The project is in the initial phase, the objectives, goals and scope have been defined. Identifying stakeholders, resources, and implementation strategy are the next steps of the project.
 - ii. During PA-RAST/57 meeting, information was presented on regional initiatives aimed at improving language proficiency in aeronautical communications. The PA-RAST Cochairs proposed to continue with the analysis to verify if it is possible to include air traffic controllers in any of the regional initiatives.
 - iii. The objective is to incorporate air traffic controllers from non-English-speaking States of the Pan American region, to participate in one of the implemented programs, seeking to improve efficiency in the process, reduce costs and speed up the implementation of the program.
 - iv. ICAO will coordinate with the organizations in charge of the regional programmes and report to PA-RAST on the results of coordination.

Additional details of the Project in WP/10.

4 **Approval of the list of projects to be reported to the Air Navigation Commission**

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

CONCLUSION		DISSEMINATION OF RASG-PA DELIVERABLES	
RASG-PA-12/CX/2022			
That: The plenary meeting of the RASG-PA approves the list of completed projects and new projects, to be reported to the ICAO Air Navigation Commission.		Expected impact <input type="checkbox"/> Political/Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Enviromental <input checked="" type="checkbox"/> Operational/Technical	
Why: To report to the ICAO Air Navigation Commission as part of the Annual Report of Activities of the RASG-PA.			
When: Immediate		Status: Valid	
Who: <input checked="" type="checkbox"/> ICAO SAM Office (Secretariat)		Responsibles: Javier Puente	

5 **Suggested Actions**

5.1 The Meeting is invited to:

- a) Analyze the content of the present working paper; and
- b) comment and approve the conclusions proposed in paragraph 4.1 of this working paper.