



**Thirty-Ninth Regional Aviation Safety Group — Pan America
Executive Steering Committee Meeting (ESC/39)**

Mexico City, 29 & 30 May 2024

Agenda Item 1: Issues related to the internal functioning of RASG-PA

PA-RAST Report

(Presented by the PA-RAST)

EXECUTIVE SUMMARY	
This working paper is to inform the ESC of the activities completed by the PA-RAST during the last 12 months and to report on the activities in progress.	
Action:	The Meeting is invited to: a) Recognize the work of PA-RAST; and b) Take note on the information provided on this working paper.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> • Safety
<i>References:</i>	<ul style="list-style-type: none"> • ESC/38 Meeting Report

1. Introduction

1.1 Over the last 12 months, PA-RAST has worked tirelessly on data analysis and creating risk mitigation mechanisms. This Working Paper provides the RASG-PA ESC with a report on these activities.

2. Number of participants in PA-RAST meetings

2.1 For the second consecutive year, the PA-RAST has had an average participation level of over 30 attendees. The last meetings had the following participation: PA-RAST/60 in Washington (28), PA-RAST/61 in Mexico (42), PA-RAST/62 in Miami (29) and PA-RAST/63 in Lima (37) averaging 34 participants, in line with the average of 32 reported for the previous period during the ESC/38 meeting.

2.2 It is important to highlight the commitment and support of PA-RAST members to the RASG-PA mission and see how this work is reflected in deliverables for the benefit of the region.

3. PA-RAST Activities completed since ESC/38

3.1 During the last 12 months, the following products have been created/implemented by the PA-RAST:

- a) **PA-RAST new Terms of Reference** – As mandated by the Decision RASG-PA13/D2/2023 (RASG-PA/13 Plenary Meeting) the PA-RAST updated their TOR to

adequately reflect their current way of working, and to include the procedure for electing their co-presidents. The new TORs are reflected as part of the revised RASG-PA Handbook in WP02 for ESC approval.

- b) **RASG-PA Safety Day 2023** – As part of RASG-PA/13 Plenary Meeting, PA-RAST organised and delivered the RASG-PA Safety Day dedicated to turbulence. The initiative was very well received by the attendants, and served as the basis for the creation of the “Sever Weather” working group at RASG-PA.
- c) **RASG-PA Safety Advisory 10B – Manual Flight Operations** – A revision and update to the original document. Available at:
<https://www.icao.int/RASGPA/RASGPADocuments/06.%20RSA2024-10B-LOC-I Manual%20Flight .pdf>
- d) **RASG-PA Safety Advisory 07B - Mitigations for Controlled Flight into Terrain** - A revision and update to the original document. Available at:
<https://www.icao.int/RASGPA/RASGPADocuments/05.%20RSA07B%202023%20-%20CFIT%20eng.pdf>
- e) **RASG-PA Safety Issue Alert 01 – Incorrect Altimeter Setting** – Available at:
<https://www.icao.int/RASGPA/Pages/RASGPA-SA.aspx>
- f) **Establishment of the RASG-PA Safety Partners Program** – As mandated by CONCLUSION RASG-PA13/C1/2023 (RASG-PA/13 Plenary Meeting) to enable greater collaboration between PA-RAST and service providers in the region for the identification, validation, and calibration of PA-RAST priorities and products, the PA-RAST proceeded to implement the program. So far JetSmart (Chile, Argentina, Colombia & Peru), Sky Airline (Chile, Ecuador & Peru), Viva Aerobus (Mexico) ad LATAM Airlines (Chile, Brazil, Colombia, Ecuador, Paraguay & Peru) have joined the program, and is expected to get additional airlines and other services providers before the end of the year.
- g) **Establishment of the Peruvian CST** – Thanks to a PA-RAST led effort, the Peruvian Collaborative Aviation Safety Team (P-CAST) was established in 17 May 2024 with the participation of key stakeholders. The team is co-led by a Stated and Industry representative, will meet quarterly and will keep close relationship with PA-RAST. More information:
<https://www.linkedin.com/feed/update/urn:li:activity:7176308433069981696> and
<https://www.linkedin.com/feed/update/urn:li:activity:7198400922580852736>
- h) **Implementation of the LinkedIn communication strategy** – As approved by the ESC/38 Meeting, the PA-RAST implemented a communication strategy using LinkedIn to increase the outreach of its products. To date, the RASG-PA LinkedIn profile have 1,300 followers and have an average of 1,000 daily visits from all over the world. We can all support this effort by visiting: <https://www.linkedin.com/company/rasg-pa/>

4. PA-RAST Activities in progress started after ESC/37

4.1 Since May 2023, PA-RAST working groups have been working on the following products:

- a) PA-RAST Safety Advisory on Runway Veer-off prevention (ETD: June 2024)
- b) UPRT Workshop (EDT: October 2024)

- c) Translation Project (EDT: By the end of 2024)
- d) Turbulence Video (EDT: By the end of 2024)
- e) RASG-PA Safety Day 2024 (See WP04)

5. Airline participation in PA-RAST Meetings

5.1 Since PA-RAST/57 Meeting, the PA-RAST started inviting local airlines (base on the location of the meeting) to share first-line safety information. The initiative proved to be very effective from the beginning and has served to complement PA-RAST data analysis efforts. So far, the following airlines have participated in PA-RAST meetings: Alaska Airlines, Aeromexico, Air Canada, American Airlines, LATAM Airlines, Viva Aerobus.

6. PA-RAST contribution to the RASG-PA Annual Safety Report

6.1 For various reasons, the number of active members in the SMRT has been reduced to a minimum, almost like that of its predecessor the ASRT.

6.2 For this reason, since 2023, some members of PA-RAST have voluntarily supported the work of developing the Annual Safety Report (ASR). Additionally, the SMRT activity associated with updating and publishing the RASG-PA Dashboard has been replaced by an automatic process (See IP05).

6.3 Starting in 2023, PA-RAST uses the afternoon of the 3rd day of its meetings to carry out SMRT activities associated with the ASR.

6.4 In this sense, in the WP03 on the update of the Handbook, it is recommended to eliminate the SMRT from the RASG-PA structure (See WP03).

7. Suggested actions

7.1 In accordance with what is stated in this working paper, the following Decisions are proposed:

7.2 The Meeting is invited to:

- a) Recognize the work of PA-RAST; and
- b) Take note on the information provided on this working paper.