International Civil Aviation Organization
**Sixth Annual Plenary Meeting of the Regional Aviation
Safety Group – Pan America (RASG-PA/6)**
San Jose, Costa Rica, 27 – 28 June 2013

Agenda Item 3   RASG-PA Working Groups
3.1   Pan America - Regional Aviation Safety Team (PA-RAST)

PA-RAST REPORT

(Presented by the Secretariat)

SUMMARY
This working paper describes the activities of the PA-RAST since the PA-RAST/12 and 13 Meetings both held in Miami, United States, 21-22 March 2013 and 22-23 May 2013, respectively. PA-RAST is focused on the establishment of achievable projects based on prioritized mitigation measures with well-defined deliverables in a specific timeframe.

References:

- Resolution A 36-7 of the 36th Session of the ICAO Assembly
- Declaration of the Conference of Directors General of Civil Aviation on a Global Safety Strategy (Montreal, Canada, March 2006)
- ICAO Global Aviation Safety Plan (GASP)
- ISSG Global Aviation Safety Roadmap (GASR)
- PA-RAST/12 and 13 Summary of Discussions

Strategic Objectives	*This working paper is related to Strategic Objective: A – Safety*

1.   Introduction

1.1   The Pan America – Regional Aviation Safety Team (PA-RAST) is the RASG-PA workgroup that is responsible for identifying and developing Safety Enhancement Initiatives (SEIs) and associated mitigation actions for each of the top risk areas in the Pan American Region as identified by RASG-PA.

1.2   The process followed by PA-RAST is:
- SEI is prioritized
- A Detailed Implementation Plan (DIP) is developed:
  - o identified by a reference number;
  - o categorized by Global Safety Initiative (GSI), safety impact, changeability indicator, time frame for completion; and
  - o identification of a respective champion and available references related to the DIP.

2.   Detailed Implementation Plans (DIPs) Activities

2.1   PA-RAST monitors the progress of the DIPs and provides support to DIP champions.

2.2   PA-RAST, as are all RASG-PA teams, is data-driven; it uses RASG-PA Annual Safety Reports as a tool to assess the progress of mitigation strategies applied in the Pan American Region and adjust them as necessary.

3.   Discussion

3.1   The PA-RAST/13 Draft Summary of Discussions is included as the **Appendix** to this working paper and includes a progress report of PA-RAST activities as well as DIP developments. This report is also available at: http://www.mexico.icao.int/Meetings/Meetings.html

3.2   The current success of the work programme developed by the PA-RAST is based on the participation of all stakeholders.

3.3   In order to expedite the implementation of regional safety enhancement activities, active participation of all regional stakeholders is needed, in particular State representatives, considering that this team is responsible for the core activity of RASG-PA.

4.   Conclusion

4.1   PA-RAST will continue to work with DIP Champions to provide support and monitor DIP implementation progress.

5.   Action by the Meeting

5.1   The RASG-PA/06 Meeting is invited to:

a)   encourage State and industry stakeholders to provide additional resources by assigning experts to assist PA-RAST with its work programme, and/or provide financial and/or in-kind contributions;

b)   note the Detailed Implementation Plans (DIPs) and outcomes shown in the Appendix; and

c)   propose future activities for PA-RAST considering resource requirements and limitations.

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APPENDIX

PA-RAST/13 Meeting

Summary of discussions

Date	22-23 May 2013
Location	IATA Office, Miami, United States
Objective	PA-RAST/13 Meeting
Discussion Items	**Agenda Item 1:** **Opening of the Meeting**

Agenda Item 1: **Opening of the Meeting**

1.1   Agenda was approved as presented with the addition of 12.1 by IATA.

Agenda Item 2: **Results from the RASG-PA ESC/16 Meeting**

2.1   The Meeting was briefed by the Secretariat that the ESC/16 Meeting had reviewed the PA-RAST/12 meeting report and made minor corrections to items 7 and 10 of the PA-RAST/12 report.

Agenda Item 3: **Information Analysis Team (IAT/03)**

3.1   The Rapporteur reviewed the outcome of IAT/3 Meeting

- Confirm the adoption of CAST risk formula by RASG-PA
- RASG-PA to work on mitigation strategies for RE, CFIT, LOC-I and additionally for Mid-Air events
- IAT will develop a list of undesired airplane states
- PA-RAST to address the issues on those areas that are identified throughout ASIAS regarding high number of events related to RE, CFIT, LOC-I and Mid-Air

Agenda Item 4: **Runway Excursion (RE) Detailed Implementation Plan (DIPs)**

4.1   RE/08 - Guidance for Maintaining Runway in Accordance with ICAO Annex 14

4.1.1   Mr. Fabio Salvatierra, ACI-LAC, updated the Meeting on the status of the the RE/08 DIP. The document has been edited to provide a high level guide and the draft is ready for review. It was renamed as: High Level Guide in maintaining runways in accordance to ICAO's Annex 14.

4.1.2   The document will be presented to the ESC for approval.

4.2   **RE/09 - Specific Training for Pilots and Air Traffic Controllers to Avoid Unstabilized Approaches**

4.2.1   ALTA briefed the Meeting that the video associated with this DIP is in production. They want to ensure a quality product which may delay the project slightly. There was discussion about providing the video in Portuguese but ALTA advised that there was no budget to accomplish this request. They will provide the script so that it can be sub-titled at a later date.

4.3   **RE/11 - Develop Guidance Material and Training Programmes to Create Action Plans for Runway Safety Teams**:

4.3.1   PA-RAST was informed that the Mexico DGAC notified the RASG-PA secretariat and communicated that they were unable to continue to participate in the PA-RAST Meetings at this time. The Meeting acknowledged Mexico for the work they had been completed on this project to date. The Meeting also agreed that the ICAO guidance material available for this DIP adequately addressed the DIP's promoted outcomes and the DIP was closed.

4.3.2   The Meeting also designated Brazil, as the alternate, to assume the duties of PA-RAST States Co-Chairperson.

Agenda Item 5:   **Controlled Flight Into Terrain (CFIT) Detailed Implementation Plan (DIPs)**

5.1   IATA will prepare a new DIP on CFIT. The draft will be completed prior to RASG-PA/06 Meeting in June 2013.

Agenda Item 6:   **Loss Of Control-Inflight (LOC-I) Detailed Implementation Plan (DIPs)**

6.1   The Meeting discussed that it would be in the best interest of RASG-PA to delay writing a new LOC-I DIP until PA-RAST had the opportunity to review the CAST SE's that will be delivered in August 2013.

6.2   ALTA will review UK Upset Recovery Toolkit and brief PA-RAST at next meeting.

Agenda Item 7:   **Large Height Deviation (LHD) issues in CAR/SAM Regions**

7.1   The Meeting was briefed that during the ESC/16 Meeting in Lima, Peru, the ESC clarified the process for reviewing safety issues involving LHD reports in the CAR/SAM region. GREPECAS provides oversight responsibilities for the GTE workgroup which works with CARSAMMA with regards to LHD issues. GREPECAS will coordinate with RASG-PA if appropriate, regarding LHD issues in the CAR/SAM region.

Agenda Item 8: **Development of RASG-PA Safety Targets**

8.1 The Meeting discussed developing and preparing RASG-PA safety targets based on the adopted CAST Risk Formula.

8.2 After a long discussion, the Meeting considered that due to relevance of the issue, it should be elevated to be discussed by the ESC in detail.

Agenda Item 9: **PA-RAST/14 Meeting**

9.1 The Meeting agreed on the dates for the next PA-RAST/14 Meeting will be 17 to 19 September to include a one day IAT/04 Meeting on the first day.

9.2 The tentative schedule for 2014 PA-RAST and IAT Meetings was agreed upon as follows:

- February 18/19/20 (ICAO NACC RO, Mexico City, Mexico)
- May 20/21/22 (Miami, United States)
- September 9/10/11 (ICAO SAM RO, Lima, Peru)
- November 11/12/13 (Brazil)

9.3 The Meeting also acknowledged the possibility of delivering a seminar/workshop in association with the PA-RAST meeting considering the presence of many RASG-PA experts for the PA-RAST and IATA meetings.

Agenda Item 10: **Recommended ESC Actions**

- Approve ACI-LAC document: High Level Guide in maintaining runways in accordance to ICAO's Annex 14.
- Note the status of Mexico participation in PA-RAST
- Approve new PA-RAST State Co-Chair (Brazil)
- Acknowledge the outcome of IAT/03
- Discuss the RASG-PA Safety Targets
- Approve the tentative schedule for 2014 PA-RAST and IAT Meetings

Agenda Item 11: **ICAO/IFALPA NAM/CAR Regional Runway Safety Seminar (RRSS), St. John's, Antigua 27-29 May 2013**

11.1 Mr. Eduardo Chacin briefed the Meeting on the upcoming RRSS event scheduled in Antigua to promote the implementation of Runway Safety Teams (RSTs). He also acknowledged the contribution of ECCAA amd IFALPA for sponsoring the event.

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Agenda Item 12:   Other Business

12.1   IATA briefed that they would like to enter into a data sharing agreement with RASG-PA similar to the CAST/FAA – RASG-PA MOU. IATA will prepare draft agreement for review.

DETAILED IMPLEMENTATION PLANS (DIPs) by PA-RAST/13

#	DIP	Description	Champion	Output	Deadline	Status	Comments
1	RE/04	Promote pilot adherence to Standard Operating Procedures (SOPs) for approach procedures including go-around decision making process	ALTA	1) Distribution	18/01/11	Completed	
				2) Training		Completed	
2	RE/09	Specific Training for pilots and air traffic controllers to avoid unstabilized approaches	ALTA	1) ALTA will conduct a survey within its operators regarding the actions taken to mitigate unstable approaches.	20/02/11	Completed	
				2) Develop a strategy to deliver safety seminars for pilots and controllers in Pan America that targets recognition and avoidance of unstable approaches.	31/12/12	In process	Funding for developing the video granted by RASG-PA.
3	CFIT/02	Specific ALAR/CFIT Training for Pilots	IATA	1) CAA conducts a review of all operators to ascertain which operators have CFIT prevention training and procedures in their approval training	20/02/11	Completed	
				2) If an operator does not have a CFIT training, it will be encourage to incorporate CFIT training into the airline training program.	20/12/11	Completed	
4	CFIT/04	CRM/Situational Awareness for pilots and air traffic controllers	IFALPA & IFATCA	1) Incorporate and/or update CRM/situational awareness training programs for all flight crew members of air transport operators emphasizing aircraft position with relation to terrain and reviewing past	20/02/12	Completed	
				2) Incorporate CRM/situational awareness training programs for all air traffic controllers and air navigation service providers (ANSP) emphasinzing aircraft position with relation to minimum allowable	20/08/12	Completed	
5	LOC-I/06	LOC Training – Human factors and automation	PA-RAST	1) Review and evaluate the advisory circular created by the ICAO COSCAP's in Asia	20/02/11	Completed	
				2) ICAO will distribute a copy of the developed generic advisory circular to each State in the region.	20/03/11	Completed	
				3) Each State in the region wil use the generic advisory circular as a template to prepare a State Advisory Circular on mode awareness and energy state management aspects of flight deck automation.	20/09/11	Completed	
				4) Mode awareness and energy state management aspects of flight deck automation guidance is provided by operators to all their pilots.	20/09/12	Completed	
6	LOC-I/07	LOC Training – Advanced maneuvers	ALTA	1) Listing of training materials available from regulators, industry, operators, academia and other resources.	18/01/11	Completed	
				2) Advanced Maneuvers Training provided to all operators.	18/04/11	Completed	
				3) Advanced Maneuvers Training provided by all operators. The expectation is that this training will be accomplish during initial training and as part of the recurrent training program via ground and simulator instruction within the certified flight envelope, with enphasis on recognition, prevention and recovery technique.	18/08/13	Superseded	
7	LOC-I/9	Loc Training - Pilot monitoring policies and procedure for the operator and training program for crews	IFALPA	1) Listing of training materials available from industry, operators and other resources.	20/02/11	Completed	
				2) Raise awareness of availability and need of Pilot Monitoring Training.	20/03/11	Completed	
				3) Pilot Monitoring Training material provided to all operators.	20/03/11	Completed	
				4) Pilot Monitoring Training provided by operators to all their pilots.	20/09/12	Completed	
8	RE/8	Guidance in maintaining runway in accordance with Annex 14	ACI-LAC	1) Create a guide that collects best practices for runway maintenance	18/04/12	Completed	The document was renamed as: High level guide in maintaining runways in accordance with ICAO Annex 14.
				2) Promote and encourage the use of the guide		In process	
				3) Airports implement their maintenance plans according to the runway		In process	

	A	B	C	D	E	F	G	H
34					maintenance guide.			
35					1) Gather and publish in the RASG-PA website available material that may be used in to mitigate hazards related to runway safety.		Completed	ICAO published the Runway Safety Team Handbook (draft) April 2013
36								
37								
38	9	RE/11	Develop guidance material and training programs to create action plans for runway safety teams	DGAC Mexico	2) Electronic checklist development.		Completed	ICAO published the Runway Safety Team Handbook (draft) April 2013
39					3) Develop a roll out plan.	25/08/12	Completed	ICAO HQ in coordination with ICAO NACC and SAM Regional Offices and the sponsorship and support of ACI-LAC, IFALPA, IFATCA, ECCAA, FAA, and othert organizations delivered Regional Runway Safety Seminars in Miami, United States, Quito, Ecuador and St. John's, Antigua.