Organización de Aviación Civil Internacional
Grupo Regional sobre Seguridad Operacional de la Aviación - Panamérica (RASG-PA)

NOTA DE ESTUDIO

RASG-PA/7 — NE/05
18/08/14

Séptima Reunión Plenaria Anual del Grupo Regional de Seguridad Operacional de la Aviación - Panamérica (RASG-PA/7)
Willemstad, Curazao, 11 - 12 de septiembre de 2014

Cuestión 3 del Orden del Día: **Informes del ESC y de los Grupos de trabajo de RASG-PA**
3.2 Pan-América — Equipo Regional de Seguridad Operacional de la Aviación (PA-RAST)

INFORME DEL PA-RAST

(Presentada por la Secretaría)

RESUMEN EJECUTIVO

Esta nota presenta los Sumarios de Discusiones de las Reuniones PA-RAST/14, 15, 16 y 17 celebradas en Lima, Perú, del 25 al 26 de septiembre de 2013; Fort Lauderdale, Estados Unidos, del 23 al 24 de enero de 2014; Cuidad de Panamá, Panamá, del 28 al 29 de marzo de 2014 y en Lima, Perú, del 11 al 12 de junio de 2014, respectivamente.

El PA-RAST se enfoca en el establecimiento de proyectos realizables con base en medidas de mitigación con prioridad y resultados entregables definidos en periodos específicos.

Acción:	La acción sugerida se presenta en la Sección 5.
Objetivo Estratégico:	• Seguridad Operacional
Referencias:	• Sumario de Discusiones del PA-RAST/14, Lima, Perú, del 25 al 26 de septiembre de 2013 • Sumario de Discusiones del PA-RAST/15, Fort. Lauderdale, Estados Unidos, del 23 al 24 de enero de 2014 • Sumario de Discusiones del PA-RAST/16, Ciudad de Panamá, del 28 al 29 de marzo de 2014 • Sumario de Discusiones del PA-RAST/17, Lima, Perú, del 11 al 12 de junio de 2014

1. Introducción

1.1 El Equipo Regional de Seguridad Operacional de la Aviación-Panamérica (PA-RAST) es responsable de la identificación y el desarrollo de Iniciativas para aumentar la seguridad operacional (SEI) y sus acciones para mitigar riesgos relacionadas para cada una de las áreas principales de riesgo en la Región Panamericana identificadas por RASG-PA.

1.2 El proceso seguido por el PA-RAST es:

- a la SEI se le asigna la prioridad respectiva
- se desarrolla un Plan de Implementación Detallada (DIP)

2. Actividades del Plan de Implementación Detallado (DIP)

2.1 El PA-RAST vigila el avance de los DIP y apoya a los líderes de los DIP.

2.2 El PA-RAST, como todos los equipos del RASG-PA, está orientado en datos; utiliza los Informes Anuales de Seguridad Operacional del RASG-PA como una herramienta para evaluar el avance de las estrategias de mitigación que se aplican en la Región Panamericana y las ajusta según considere necesario.

3. Discusión

3.1 Los Sumarios de Discusiones de las Reuniones PA-RAST/14, 15, 16 y 17 se presentan en los **Apéndices A, B, C** y **D** *(disponibles únicamente en inglés)*, y también se encuentran disponibles en: http://www.icao.int/RASGPA/Pages/pa-rast.aspx

3.2 El éxito actual del programa de trabajo desarrollado por el PA-RAST está basado en la participación de todas las partes interesadas.

3.3 A fin de acelerar la implementación de las actividades regionales de mejora de la seguridad regional, es necesaria la participación activa de todas las partes interesadas regionales, en particular, los representantes de los Estados, teniendo en cuenta que el PA-RAST es el responsable de la actividad principal del RASG-PA.

4. Conclusión

4.1 El PA-RAST continuará trabajando con los Líderes de los DIP para apoyar y monitorear el avance de la implantación de los DIP.

5. Acción sugerida

5.1 Se invita a la Reunión RASG-PA/7 a:

a) notar la información proporcionada en esta nota; y

b) alentar a los Estados y partes interesadas de la industria a que proporcionen recursos adicionales asignando expertos para ayudar con el programa de trabajo del PA-RAST y/o a que proporcionen contribuciones en especie.

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PA-RAST/14

INTERNATIONAL CIVIL AVIATION ORGANIZATION

REGIONAL AVIATION SAFETY GROUP – PAN AMERICA (RASG-PA)

FOURTEENTH PAN AMERICA – REGIONAL AVIATION SAFETY TEAM MEETING

PA-RAST/14

SUMMARY OF DISCUSSIONS

Lima, Peru, 25 and 26 September 2013

Presented by the Secretariat

October 2013

The designations employed and the presentation of material in this publication do not imply the expression of any opinion whatsoever on the part of ICAO concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontiers or boundaries.

PA-RAST/14 Meeting

SUMMARY OF DISCUSSIONS

Date: 25-26 September 2013

Location: ICAO SAM Regional Office, Lima, Peru

Discussion Items:

Agenda Item 1: Opening of the Meeting

1.1 The Meeting was attended by 10 participants from United States, Airbus, ALTA, Boeing, Embraer, IATA, IFALPA and ICAO. See **Appendix A**.

1.2 Mr. Onofrio Smarelli, Communications, Navigation and Surveillance Officer, ICAO SAM Regional Office, as host of the meeting, and Mr. Eduardo Chacin, Flight Safety Officer, ICAO NACC Regional Office, representing the RASG-PA Secretariat, welcomed the participants to the meeting.

1.3 Mr. Eduardo Chacin served as Secretary of the meeting and was assisted by Mr. Julio Garriga, Regional Officer, Technical Cooperation Bureau, ICAO NACC Regional Office. Mr. Oscar Quesada, Deputy Director, Ms. Lia Ricalde, Aerodromes and Ground Aids Officer and Ms. Veronica Chavez, Technical Cooperation Regional Officer, attended the Meeting representing the ICAO SAM Regional Office.

1.4 The revised draft Agenda was approved as presented with the following variations:

- ALTA requested to present Agenda item 13.1 on 25 September 2013, via video conference due to schedule conflicts; and
- Boeing requested to show the risk analysis methodology prior to discussions on the Detailed Implementation Plan (DIP) agenda items.

Agenda Item 2: Elections – PA-RAST Co-chairpersons: representing States/Territories and International Organizations/Industry

2.1 Considering that that neither Brazil nor Mexico attended the meeting, the election for Co-chairperson representing States/Territories was deferred to the PA-RAST/15 Meeting.

2.2 The Meeting unanimously approved the IATA representative, Mr. Gabriel Acosta, as the new Co-chairperson representing International organizations/Industry, replacing the Boeing representative, Mr. Gerardo Hueto, who stepped due to his recent election as the RASG-PA/ESC Co-chairperson representing International Organizations/Industry at the 6th RASG-PA Annual Plenary Meeting (RASG-PA/06). Mr. David Zwegers from Airbus was elected as the Vice co-chairperson for International Organizations/Industry.

2.3 In the absence of the representatives from Brazil and Mexico, Mr. Warren Randolph, United States, kindly assumed the role of PA-RAST Co-chairperson, representing States/Territories, jointly chairing the meeting.

2.4 In order to facilitate the consultation about Terms of References (TORs) of the various RASG-PA Teams and other relevant documents and templates for RASG-PA operations, the Secretariat offered to compile them in a revised and comprehensive version of the RASG-PA Procedural Handbook.

Agenda Item 3: Review of Recommended Actions from the PA-RAST/13 Meeting

3.1 The Secretariat briefed the Meeting that the recommended actions presented in the PA-RAST/13 Summary of Discussions were reviewed by the RASG-PA Executive Steering Committee (ESC/17) and presented to the RASG-PA/06 as follows:

- Approve ACI-LAC document: "*High Level Guide to Maintaining Runways in Accordance with ICAO Annex 14*"
- Note the status of Mexico's participation in the PA-RAST
- Approve new PA-RAST State/Territories Co-chairperson (Brazil)
- Acknowledge the outcomes of IAT/03 Meeting
- Discuss RASG-PA Safety Targets
- Approve the tentative schedule for 2014 PA-RAST and IAT Meetings

Agenda Item 4: Information Analysis Team (IAT/04) Meeting Report

4.1 The IAT/04 met the day before the PA-RAST/14 meeting. The Summary of Discussions is attached at **Appendix B**.

4.2 The Boeing representative, as Rapporteur of the IAT, presented the outcomes of IAT/4 Meeting as follows:

- The action items from IAT/3 Meeting were reviewed
- The IAT/4 Meeting Report to PA-RAST/14 was revised during the meeting which consisted of a presentation with data from ASIAS and FDX
- The data prepared and presented for the Meeting covered ALAR, TCAW, TCAS and airport ranking in the CAR/SAM Regions.
- The IAT Rapporteur presented Aviation Safety Information Analysis and Sharing (ASIAS) system data and IATA presented Flight Data Exchange (FDX) data.

4.2 The PA-RAST suggested adding data labels to the charts to enhance the IAT presentation.

4.3 The United States representative reminded the RASG-PA Secretariat, to verify all the appropriate non-disclosure agreements for ASIAS data have been properly signed by RASG-PA members attending the meeting. The Secretariat ensured that the new meeting participants complied with the Rules of Participation as agreed.

Agenda Item 5: Runway Excursion (RE) Detailed Implementation Plan (DIP) Reports

5.1 RE/08 - Guidance for Maintaining Runways in Accordance with ICAO Annex 14

5.1.1 Considering that ACI-LAC was not present at the meeting this agenda item was deferred until the PA-RAST/15 Meeting.

5.1.2 The Meeting agreed that as an action item, the Secretariat will contact ACI-LAC in order to obtain an update on the pending outcomes of this DIP.

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

5.2.1 ALTA presented the Meeting the first part of the training video associated with this DIP for feedback. The other two parts of the video are in production phase. The video is still in draft format. English and Portuguese subtitles will be added to the video. It was suggested to develop training materials/talking points to accompany the training video. Some phraseology requires correction prior to formal release.

5.2.2 The Meeting agreed that the PA-RAST provide ALTA with comments on the training video. ALTA will send a link to the video, available via YouTube, by 2 October 2013. Comments should be sent directly to Mr. Santiago Saltos (ALTA) by 9 October 2013.

Agenda Item 6: Development of Controlled Flight Into Terrain (CFIT) Detailed Implementation Plan (DIP)

6.1 See Agenda Item 7.

Agenda Item 7: Development of Loss Of Control-Inflight (LOC-I) Detailed Implementation Plan (DIP)

7.1 After a discussion regarding development of new DIPs, the Meeting recommended the formation of Safety Enhancement Teams (SETs) for the four focus areas: LOC-I, CFIT, RE, and MAC. Each SET will include States/Territories and International Organizations/Industry. The team leader (former champion) will be responsible for coordinating the team meetings and report out at PA-RAST meetings.

7.2 The proposal by the meeting is for States/Territories and International Organizations/Industry to lead the SETs in partnership; anyone can participate on any SET to develop the DIP.

7.3 The initial participants for the newly formed SETs are the following:

- **SET 1** (LOC-I): comprised of the United States, Boeing and IFALPA; additional State participation is requested.
- **SET 2** (CFIT): comprised of Airbus and IATA; State participation is requested.
- **SET 3** (RE): comprised of ICAO-SAM, Boeing and Embraer; State participation is requested.
- **SET 4** (MAC): comprised of ICAO-NACC and ALTA; State participation is requested.

7.4 The Meeting agreed that in order to properly develop the DIPs, SETs 1 and 2 (see list in 7.3) will focus on LOC-I and CFIT development respectively. SETs 3 and 4 will focus on RE and MAC, respectively, and will convene once the LOC-I and CFIT DIPs are defined.

7.5 The Meeting agreed that all SETs will follow a similar process for developing DIPs. Therefore, the SETs should focus on the following tasks:

1. Review and analysis of accident risk
2. Review of applicable safety enhancements
3. Start preparing DIPs
4. Review DIPs with PA-RAST
5. Present DIPs to ESC for information
6. Coordinate DIP Implementation at PA-RAST
7. Monitor progress

7.6 The Secretariat presented the process that has been followed by the PA-RAST for developing DIPs in the past, (**see Appendix C).** A procedual guide for the SETs will be reviewed at the PA-RAST/15 presented by Boeing.

7.7 The Secretariat also presented the updated DIPs table, (see **Appendix D**).

7.8 The accident risks for LOC-I and CFIT were presented by Boeing and reviewed by the Meeting.

Agenda Item 8: Development of a Safety Enhancement Initiative (SEI) for near Mid Air Collisions (MACs)

8.1 See Agenda Item 7.

Agenda Item 9: Development of RASG-PA Safety Targets

9.1 Boeing presented information on Assessing Gaps in the RASG-PA Safety Portfolio. The Commercial Aviation Safety Team (CAST) goal is to reduce the U.S. commercial aviation fatality risk by at least 50% from 2010 to 2025, and RASG-PA could adopt a similar numeric goal.

9.2 The accidents presented Boeing is based on 59 Part 121 equivalent aircraft accidents in Latin America and Caribbean. The risk reduction value for the DIPs is based on a numerical formula *f* (effectiveness, implementation). The tool can produce bar charts that predict the portions of eliminated events and fatalities if DIPs are 100% implemented.

9.3 After discussion, the Meeting proposed that the ESC adopt the following RASG-PA risk reduction goal:

- Using 2010 as a baseline, reduce fatality risk of Part 121 equivalent operations by 50% by the year 2020 in Latin America and the Caribbean.

9.4 If the risk reduction proposal is adopted by the ESC, the accident set should be updated each year after the RASG-PA Annual Safety Report (ASR) is available.

9.5 The ICAO SAM representative mentioned that a South American Regional Meeting will be held in Bogotá, Colombia, in December 2013. Participants will include Civil Aviation Directors from the SAM Region. As the outcome of the meeting, it is expected that all the participants commit to sign the "Bogota Declaration." ICAO SAM representative requested assistance from Boeing in preparing data for a presentation at the event. The RASG-PA Membership is invited to attend the above-mentioned meeting.

Agenda Item 10: Review of Plan of Activities for 2014

10.1 The Meeting agreed to have an IAT Meeting before each PA-RAST, and selected the dates and locations for 2014 PA-RAST and IAT Meetings as follows:

- IAT/5 and PA-RAST/15
  - 22/23/24 January at Embraer Facility, Ft. Lauderdale, United States
- IAT/6 and PA-RAST/16
  - 26/27/28 March together with IFALPA 69th Annual Conference, Panama City, Panama
- IAT/7 and PA-RAST/17
  - 10/11/12 June at ICAO Regional Office, Mexico; or ICAO SAM Regional Office, Lima, Peru
- IAT/8 and PA-RAST/18
  - 11/12/13 November at Rio de Janeiro, Brazil

10.2 IFALPA will advise the RASG-PA Secretariat on the possibility of sponsoring the IAT/06 and PA-RAST/16 Meetings in concurrence with their 69th Annual Conference to be held in Panama City, Panama. PA-RAST members would have the opportunity of participating in IFALPA activities.

10.3 The Meeting also acknowledged the possibility of delivering RASG-PA seminars/workshops in association with the IAT and PA-RAST meetings, considering the specialists in attendance that may be able to participate in Aviation Safety Training

Team (ASTT) activity.

Agenda Item 11: RASG-PA Strategic Plan for Communication 2014-2016

11.1 Due to the absence of Brazil, this issue was not discussed.

11.2 The Meeting recommended as an action item, that ICAO-SAM arrange a teleconference to review and provide comments on the draft Strategic Plan for Communication. Brazil should distribute the Plan to PA-RAST prior to teleconference.

Agenda Item 12: Recommended Actions for the RASG-PA Executive Steering Committee Meeting (RASG-PA/ESC/18)

12.1 The ESC is invited to note the following actions to be accomplished by the PA-RAST members:

Item #	Description	Action Owner	Disposition	Closure Date
1	PA-RAST/15 Agenda shall include the Election – PA-RAST Co-chairperson: representing States/Territories PA-RAST/14, Agenda Item 2	Eduardo Chacin / ICAO NACC		
2	The Terms of Reference for IAT, PA-RAST and ASTT shall be located in the RASG-PA Procedural Handbook. PA-RAST/14, Agenda Item 2	Eduardo Chacin / ICAO NACC		
3	Provide IAT/4 Action Items to action item owners and ICAO for distribution. PA-RAST/14, Agenda Item 4	Rebecca Good / Boeing	IAT/4 Action Items distributed by email 25 Sept. 2013	
4	Contact ACI-LAC in order to obtain an update on the pending outcomes of this DIP. PA-RAST/14, Agenda Item 5.1	Eduardo Chacin / ICAO NACC		
5	Provide ALTA withcomments on the training video. ALTA shall send a link to the video available via YouTube by 2 October 2013. Comments shall be sent directly to Santiago Saltos by 9 October 2013. PA-RAST/14, Agenda Item 5.1	PA-RAST		
6	PA-RAST/15 and subsequent PA-	Eduardo		

	RAST meeting agendas shall include the following recurring agenda item: Summary of DIPs under development by other ICAO RASGs. PA-RAST/14, Agenda Item 7	Chacin / ICAO NACC		
7	Create an appendix to the RASG-PA Procedural Handbook that documents methodology and process for Safety Enhancement Teams (SET) PA-RAST/14, Agenda Item 7	Gerardo Hueto / Boeing		
8	Notify States of the Safety Enhancement Teams (SETs) and request State participation. PA-RAST/14, Agenda Item 7	Julio Garriga / ICAO NACC		
9	Provide SET 1 (LOC-I) a copy of the draft IATA Toolkit. PA-RAST/14, Agenda Item 7	Gabriel Acosta / IATA		
10	PA-RAST/15 Agenda shall include the following agenda item: DIP Implementation for non-IATA/ALTA members PA-RAST/14, Agenda Item 7	Eduardo Chacin / ICAO NACC		
11	IAT/5 and subsequent IAT Meeting agendas shall include the following recurring agenda item: Review of accident set data range to determine if the accident set should be expanded to include new incidents/accidents. PA-RAST/14, Agenda Item 9	Eduardo Chacin / ICAO NACC		
12	Compile accident set and suggest risk reduction targets for 14 South American States by 30 September 2013. The accident set and suggested risk reduction targets will be reviewed prior to presentation to the Directors at the Bogotá Declaration. PA-RAST/14, Agenda Item 9	Robert Noges / Boeing Oscar Quesada / ICAO SAM		
13	IFALPA will advise RASG-PA Secretariat about the possibility to sponsor the IAT/06 and PA-RAST/16 Meetings in concurrence with their 69th Annual Conference to be held in Panama City, Panama. PA-RAST/14, Agenda Item 10	German Diaz Barriga / IFALPA		

14	Arrange telecom to review and provide comments on the draft Strategic Communication Plan for RASG-PA. Brazil to distribute draft Strategic Communication Plan to PA-RAST prior to telecom. PA-RAST/14, Agenda Item 11	Oscar Quesada / ICAO SAM and Carlos Pellegrino / Brazil		
15	Set a link for the "United Kingdom Upset Recovery Toolkit" in the RASG-PA website. PA-RAST/14, Agenda Item 13	Eduardo Chacin / ICAO NACC		

12.2 The ESC is invited to adopt the following RASG-PA risk reduction goal:

- Using 2010 as a baseline, reduce fatality risk of Part 121 equivalent operations by 50% by the year 2020 in Latin America and the Caribbean.

Agenda Item 13: Other Business

13.1 The **ALTA report on United Kingdom Upset Recovery Toolkit**

13.1.1 ALTA representative delivered a presentation based on the "*United Kingdom Upset Recovery Toolkit*" via Skype. The Toolkit is a video prepared by pilots for pilots and is available on YouTube. The Meeting recognized the value of the Toolkit and recommended to be posted in the RASG-PA website.

13.2 Status of draft data sharing Memorandum of Understanding (MoU) between IATA and RASG-PA

13.2.1 IATA briefed the Meeting that they are in the process of preparing a draft agreement for safety data sharing with RASG-PA, similar to the CAST– RASG-PA MOU. It will be presented at the PA-RAST/15 for review.

13.3 Support the creation of a Volcanic Activity Pilot Group as a new RASG-PA Project

13.3.1 The Secretariat presented WP/2 that referred to volcanic activity and its potential impact on flight safety. The WP invited the Meeting to support the creation of a Volcanic Activity Pilot Group In Mexico City International Airport (MMMX) similarly to Runway Safety Team (RST) implementation under the leadership of the Mexican DGAC, and with the participation of all stakeholders. The objective is to address the impact of volcanic activity on aviation and ensure appropriate actions are taken. The RASG-PA Secretariat will act as facilitator for the establishment of the group and monitor and report outcomes to RASG-PA, in order to share it with other locations in the world operating under similar conditions.

13.3.2 After some discussion, the Meeting expressed concern about the ad hoc process for commencing the Volcanic Ash Workshop using the RASG-PA some. PA-RAST members did not agree with the activity. The Volcanic Ash Workshop appears

to be locally focused on DGAC Mexico, and RASG-PA initiatives are based on data-driven risks to the entire Pan American Region.

13.3.3 The Meeting recommended that WP/02 should be refocused on the process for disseminating volcanic ash impact information. Information already exists from other ICAO efforts on volcanic ash. The information can be shared with DGAC Mexico or other local authorities as needed.

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APPENDIX A

LIST OF PARTICIPANTS PA-RAST/14 AND IAT/4

Name / Position	Administration / Organization	Telephone / E-mail
United States		
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Julio Garriga Regional Officer Technical Cooperation	ICAO / OACI NACC	Tel. + 52 55 5250 3211 E-mail jgarriga@icao.int
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*Note: ***** Only attended PA-RAST/14*

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PA-RAST/14

APPENDIX B

Fourth Information Analysis Team (IAT/4) Meeting

SUMMARY OF DISCUSSIONS

Date: 24 September 2013
Location: ICAO SAM Regional Office, Lima, Peru
Discussion Items:

Agenda Item 1: Approval of Draft Agenda

1.1 The Meeting was attended by 8 participants from United States, Airbus, ALTA, Boeing, IATA, IFALPA and ICAO.

1.2 The agenda was approved as presented.

Agenda Item 2: Analysis of ASIAS Database

2.1 The guidelines and restrictions on sharing of ASIAS data were reviewed. The ASIAS data was reviewed, and trends continue to be the same.

2.2 The IATA Flight Data (FDX) event rate per event definition was reviewed. The top 10 unstable approach airports were reviewed. Discussions were held regarding airlines equipped with Performance Based Navigation (PBN) or Radio Navigation (RNAV). Some of the IATA events only include a few month of data. These events should not be considered in analysis. TCAS-RA trends do not support it

- **Action Item 1:** Ask Mitre for TCAS en-route events to validate if there are RVSM issues. Action Owner: Gerardo Hueto/Boeing.

Agenda Item 3: Undesired Aircraft States (UAS)

3.1 The list of 17 Undesired Aircraft States (UAS) measured by CAST was reviewed. IATA tracked some additional event states through FDX.

- **Action Item 2:** Create RASG-PA filter workbooks the following undesired aircraft states: Terrain Awareness Warning System (TAWS), Traffic Alert and Collision Avoidance System (TCAS), ALER and Loss of Control. Action Owner: Rob Noges/Boeing.

- **Action Item 3:** IATA will share the additional event definitions measured in FDX. The FDX events will be compared against the 17 CAST events for similarity/overlap. The compiled list will be reviewed at a future IAT meeting as an agenda item. Action Owner: Gabriel Acosta: IATA to share FDX events; Boeing to compile the events.

Agenda Item 4: IAT Recommended Actions for PA-RAST/14

- **Action Item 4:** Seek guidance from ASIAS IAT on the value of sharing Loss of Control US-based metric with RASG-PA. Share airplane state awareness data/findings with RASG-PA. Action Owner: Rob Noges/Boeing.
- **Action Item 5:** Consider development of mid-air DIP. The benefit of up-to-date TCAS (TCAS II, Version 7.1) should be included in the DIP development (refer to SkyBrary). Action Owner: Gabriel Acosta/IATA

Agenda Item 5: Review Plan for Activities for 2014

5.1 It is proposed that the model of one-day IAT meeting prior to PA-RAST meetings continue in 2014. PA-RAST will consider this recommendation.

Agenda Item 6: Other business

6.1 Consider reducing future IAT meetings to a half day.

- **Action Item 6:** Take screen shots of the data to be shared in advance of the meeting. This would allow review of data in the event of disruption to connectivity. Action Owner: Gerardo Hueto/Boeing for ASIAS data Gabriel Acosta/IATA for FDX data.

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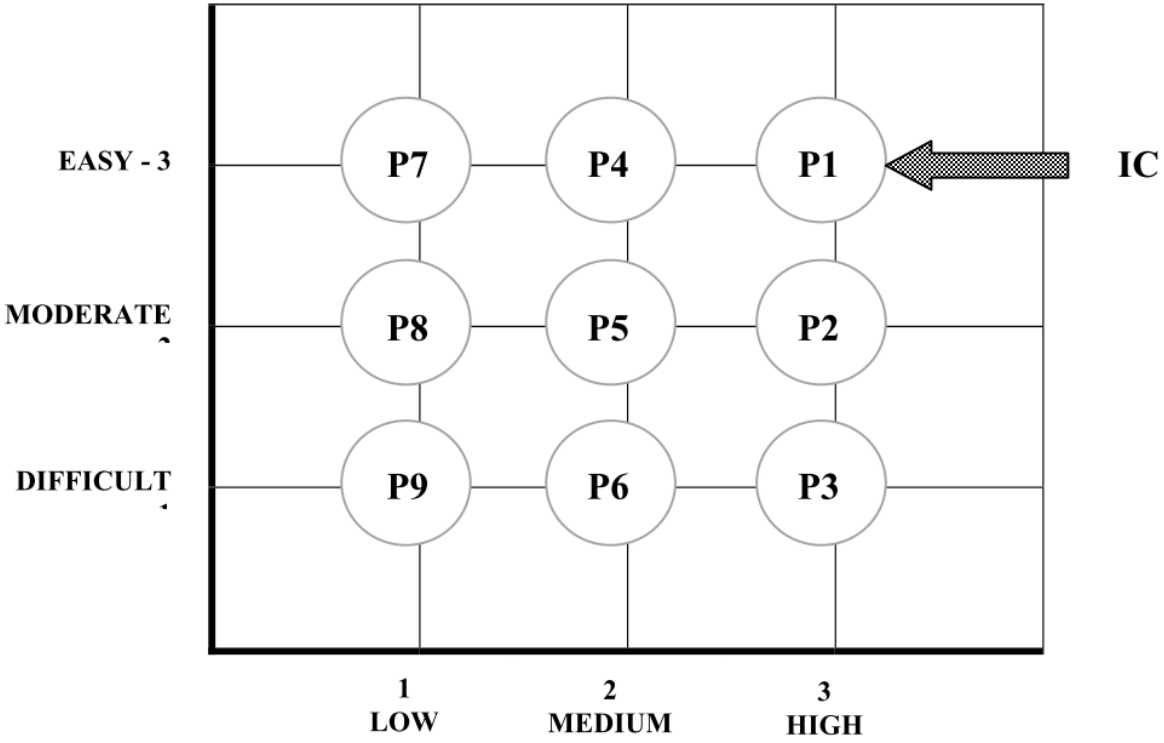
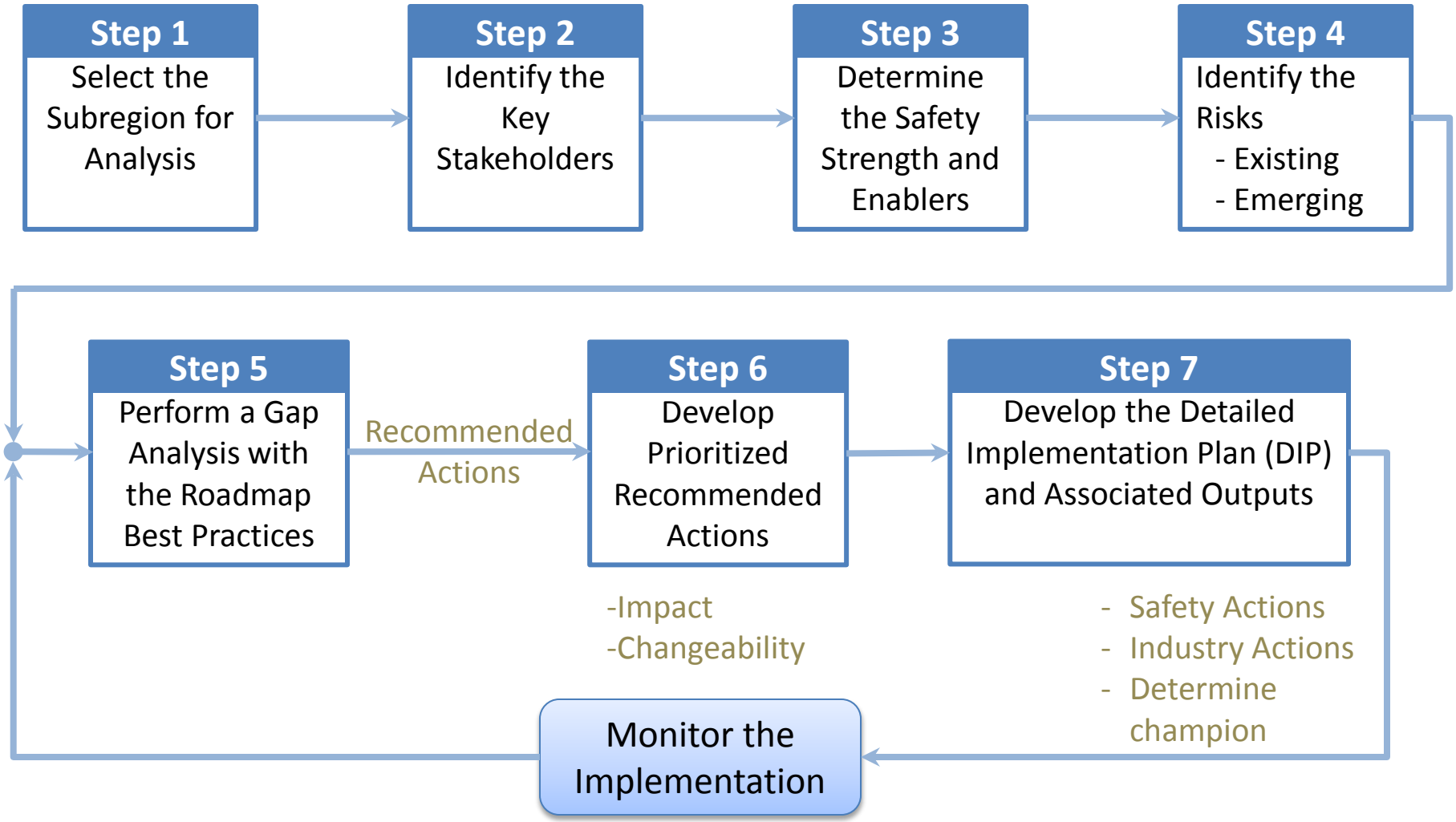
RASG-PA Safety Enhancement Initiatives Methodology

Impact-changeability (IC) Level Chart – Global Aviation Safety Roadmap (GASR) – Step 6



Development of a Safety Enhancement Initiative (SEI) by RASG-PA



RE DIPs & Outputs (PA-RAST/14)

DIP	Description	Champion	Output	Deadline	Status	Comments
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	
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.
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. ACI-LAC presented the update d doc. at PA-RAST-13
			2) Promote and encourage the use of the guide		In process	
			3) Airports implement their maintenance plans according to the runway maintenance guide.		In process	
RE/11	Develop guidance material and training programs to create action plans for runway safety teams	DGAC Mexico	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. Final to be delivered by the end of 2013.
			2) Electronic checklist development.		Completed	ICAO published the Runway Safety Team Handbook (draft) April 2013. Final to be delivered by the end of 2013.
			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 other organizations delivered Regional Runway Safety Seminars in Miami, United States; Quito, Ecuador; and St. John's, Antigua. Two original Outputs were merged, resulting in # three.

LOC-I DIPs & Outputs (PA-RAST/14)

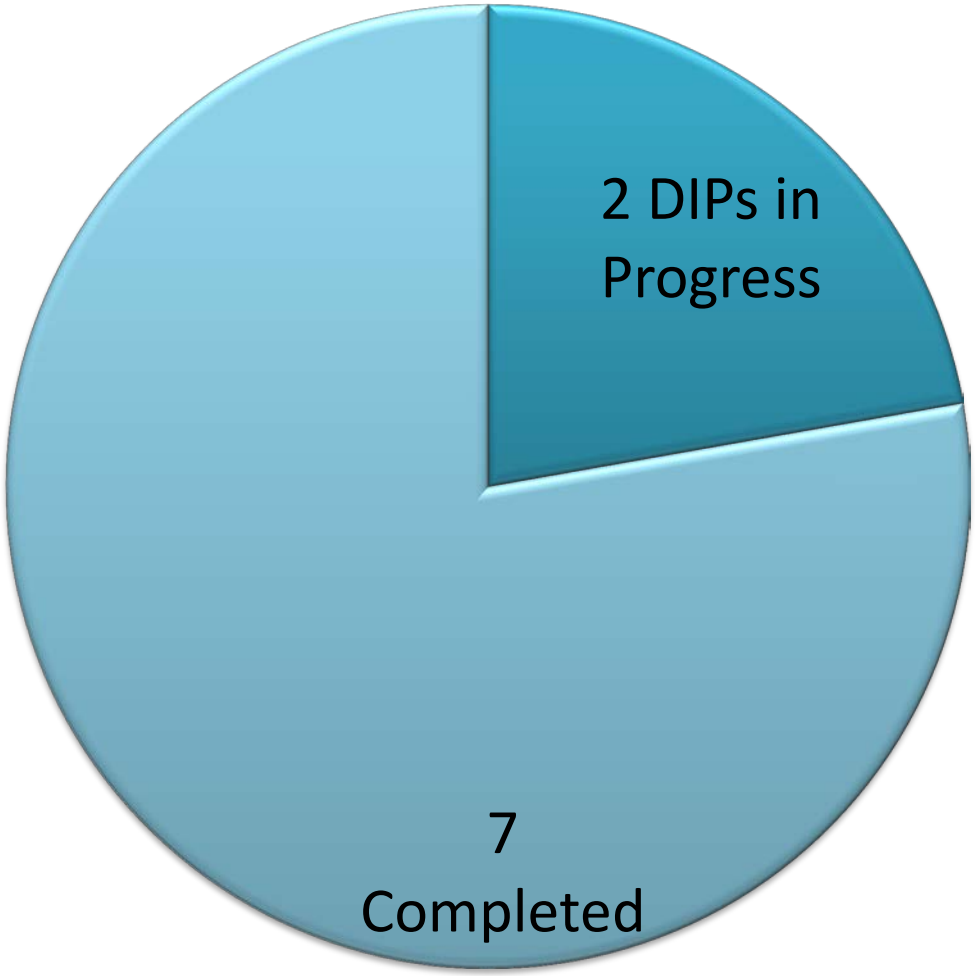
DIP	Description	Champion	Output	Deadline	Status	Comments
LOC-I/06	LOC Training – Human factors and automation	PA-RAST	1) Review and evaluate the advisory circular created by the ICAO COSCAP's in Asia	20/02/11	Completed	
			2) ICAO will distribute a copy of the developed generic advisory circular to each State in the region.	20/03/11	Completed	
			3) Each State in the region will 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	
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	
LOC-I/09	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	

CFIT DIPs & Outputs (PA-RAST/14)

DIP	Description	Champion	Output	Deadline	Status	Comments
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 manual.	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	
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 occurrences.	20/02/12	Completed	
			2) Incorporate CRM/situational awareness training programs for all air traffic controllers and air navigation service providers (ANSP) emphasizing aircraft position with relation to minimum allowable altitude.	20/08/12	Completed	

Detailed Implementation Plans (DIPs)

- The progress of the associated DIPs are:
- 9 DIPs developed
  - 2 in-progress
  - 7 completed



DIPs Associated Outputs

- **The progress of the associated DIP Outputs are:**
  - **27 Outputs developed**
    - **3 in-progress**
    - **24 completed**

INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO)

REGIONAL AVIATION SAFETY GROUP – PAN AMERICA (RASG-PA)

FIFTEENTH PAN AMERICA – REGIONAL AVIATION SAFETY TEAM MEETING

PA-RAST/15

SUMMARY OF DISCUSSIONS

FT. LAUDERDALE, UNITED STATES, 23 TO 24 JANUARY 2014

PA-RAST/15 Meeting

Summary of Discussions

Date	23 – 24 January 2014
Location	EMBRAER Ft. Lauderdale, United States
Objective	PA-RAST/15 Meeting
Meeting Opening	The Meeting was attended by 22 participants from Bahamas, Brazil, Dominican Republic, ECCAA, United States, ACI-LAC, Airbus, ALTA, Boeing, CASSOS, Embraer, FSF, IATA, IFALPA and ICAO. See **Appendix A**. Mrs. Loretta Martin, Regional Director of the ICAO North American, Central American and Caribbean (NACC) Regional Office and RASG-PA Secretary, welcomed participants and acknowledged EMBRAER for hosting the meeting. Mrs. Martin introduced Mr. Carlos Gonzalez, Regional Officer, ATM/2, ICAO NACC Regional Office, who is a secondment from United States FAA. Messrs. Adriano Monteiro de Oliveira and Jorge Henrique Coutinho de Castro, Brazil, and Mr. Gabriel Acosta, IATA, acted as PA-RAST Co-Chairpersons representing States/Territories and International Organizations/Industry, respectively. Mr. Eduardo Chacin, Regional Officer, Flight Safety, ICAO NACC Regional Office, served as Secretary of the meeting. Mr. Carlos Gonzalez, Regional Officer, ATM/2, ICAO NACC Regional Office, and Ms. Veronica Chavez, Regional Officer, Technical Assistance, ICAO SAM Regional Office, also attended the meeting.
Discussion Items	**Agenda Item 1: Review and Approval of the Preliminary Meeting Agenda and Schedule** 1.1 The Co-Chairman International Organizations/Industry presented WP/01 inviting the Meeting to approve the preliminary agenda and schedule. The Meeting approved the agenda and the schedule as presented with additional agenda items included under Agenda Item 15: Other Business. **Agenda Item 2: Elections – PA-RAST Vice Co-chairperson representing States/Territories** 2.1 Considering that Mexico did not attended the meeting, the election for the Vice Co-chairperson representing States/Territories was deferred to the PA-RAST/16 Meeting. The Secretariat will include it in the Agenda of the upcoming meeting.

Agenda Item 3: Review of Recommended Actions of the PA-RAST/14 Meeting

3.1 The Secretariat briefed the Meeting on the progress of the recommended actions presented in the PA-RAST/14 Summary of Discussions and reviewed by the RASG-PA Executive Steering Committee (ESC/18). They are shown in **Appendix B**.

Agenda Item 4: Information Analysis Team (IAT/05) Meeting Report

4.1 The IAT/05 met the day before the PA-RAST/15 at the same location and

4.2 The RASG-PA Secretariat verified that all the appropriate non-disclosure agreements for Aviation Safety Information Analysis and Sharing (ASIAS) data have been properly signed by RASG-PA members attending the meeting for the first time.

4.3 The Boeing representative, as Rapporteur of the IAT, presented the outcome of IAT/5 Meeting as follows:

- Action items from the IAT/4 Meeting were reviewed
- The Rapporteur presented ASIAS system data
- The accident set data range was reviewed to determine if the accident set was expanded to include new incidents/accidents; there was not any variation from the previous IAT Meeting
- The data presented covered ALAR, TCAW, TCAS and airport rankings in the CAR and SAM Regions
- IATA presented the Global Aviation Data Management (Flight Data Exchange - FDX) data and mentioned they may share specific trends with Civil Aviation Authorities in coordination with the local member airline

4.4 The Meeting noted the risk areas and locations of concern in the CAR and SAM Regions as presented by the Rapporteur and discussed appropriate courses of action considering the non-diclosure agreement between CAST and RASG-PA for handling ASIAS safety data.

Agenda Item 5: Procedural Guide (methodology and process) for the Safety Enhancement Team (SET)

5.1 Boeing requested to defer this agenda item to the PA-RAST/16 Meeting. The Secretariat will include it in the agenda of the upcoming meeting.

Agenda Item 6: Runway Excursion (RE) Detailed Implementation Plans (DIPs) Reports

6.1 RE/08 - Guidance for Maintaining Runways in Accordance with ICAO Annex 14

6.1.1 ACI-LAC informed that the master version of the *Guidance for Maintaining Runways in Accordance with ICAO Annex 14 Manual* is in English language; however, in order to promote its use in the CAR and SAM Regions, it will be translated into Spanish by ACI-LAC and Brazil (INFRAERO) will process the translation into Portuguese.

6.1.2 The Secretariat will include the ACI-LAC website link on the RASG-PA website in order to download the manual. ACI-LAC will advise the RASG-PA Secretariat as soon it is published.

6.1.3 The Meeting considered that DIP/RE/08 was completed; therefore, the Secretariat, following the established procedure, will issue a RASG-PA Safety Advisory (RSA) to inform onthe completion of this DIP, provide the link to the ACI-LAC website, and encourage the distribution and use of the manual as soon it is available.

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

6.2.1 ALTA presented the Meeting with the training video associated with this DIP for feedback and added that the video is in the final stage.

6.2.2 The Meeting acknowledged the effort of the organizations and individuals in charge of developing the video and its value as a training tool for delivering workshops and training sessions for pilots and air traffic controllers together with the Line Operations Safety Audit (LOSA), Crew Resource Management (CRM), etc.

6.2.3 The Meeting agreed to provide ALTA comments on the training video, which will be released by the second quarter of 2014.

6.2.4 Brazil mentioned that ANAC would assist with Portuguese subtitles.

6.2.5 The Secretariat informed that the video will be included in RASG-PA Aviation Safety Seminars/Workshops in the 2014 programme as agreed by the RASG-PA Aviation Safety Training Team (ASTT) and will be posted on the RASG-PA website.

6.3 Other Runway Safety Related Issues

6.3.1 ICAO SAM informed the Meeting that Argentina, Brazil, Chile, Colombia, EMBRAER, IATA and the Regional Safety Oversight System (SRVSOP) will participate in the four Safety Enhancement Teams (SETs) for developing SEIs. PA-RAST will coordinate the activities between the leaders of the activities in order to avoid duplicating efforts.

6.3.2 The Secretariat informed the Meeting that under the umbrella of the ICAO Global Runway Safety Programme, and following the RASG-PA initiative of deploying Runway Safety Team (RST) Go-Teams to assist those airports identified by RASG-PA and ICAO Regional Offices, a mission, which will be the ICAO World Pilot Programme for the RST Go-Team initiative, is planned for MHTG Airport in Tegucigalpa, Honduras, in the first quarter of 2014. The programme for the mission will be developed by the ICAO NACC Regional Office (AGA, ATM, FS and TA Regional Officers) in coordination with ICAO Headquarters and ICAO Runway Safety Programme partners. FSF, one of the partner of the programme, announced its participation in the mission. The mission will serve to showcase the newly developed ICAO iKit for Runway Safety, the ICAO RST Manual, and to establish best practices for RSTimplementation. The Secretariat encouraged RASG-PA members to participate.

6.3.3 Boeing recommended that the Meeting delay development of any Runway Safety Enhancement Initiatives until CAST presents its new developments in May 2014.

Agenda Item 7: Safety Enhancement Team (SET) 1: Development of a Loss of Control-Inflight (LOC-I) Detailed Implementation Plan (DIP)

7.1 SET 1, in charge of LOC-I DIP development and composed of the United States, Boeing and IFALPA, informed that they will review the SEIs developed by CAST that are publicly available and inform PA-RAST/16 of those applicable for the CAR and SAM Regions after being adapted to a different aviation environment.

Agenda Item 8: RASG-PA Strategic Plan for Communication 2014-2016

8.1 FSF presented a working paper (WP) on the RASG-PA Strategic Plan for Communication. The WP was elaborated in partnership with Brazil.

8.2 The Meeting thoroughly discussed it and decided that a more comprehensive WP must be presented at the PA-RAST/15 for discussion before being elevated to the ESC.

Agenda Item 9: Safety Enhancement Team (SET) 2: Development of Controlled Flight Into Terrain (CFIT) Detailed Implementation Plan (DIP)

9.1 SET 2, in charge of CFIT DIP development and composed of Airbus and IATA, delivered a presentation outlining their plans to develop the associated DIP. The SET process used was also presented, which could be adopted as a standard procedure by the SETs.

9.2 IATA informed that the safety data analyzed from 2002-2012 showed that most CFIT accidents occurred during the approach phase.

9.3 IATA will circulate the last slide of the presentation to the group in order to receive feedback.

9.4 IATA will present an updated version of the proposed DIP at PA-RAST/16.

Agenda Item 10: Detailed Implementation Plan (DIP) Implementation for Non-IATA/ALTA Members

10.1 IATA informed the Meeting that in order to reach air operators that are non-IATA and/or ALTA members, it would be necessary to identify the target audience. Some of the small regional air operators are not in the IOSA registry and probably do not participate in any industry safety activity. Therefore, after their identification by the PA-RAST, it will be necessary to contact them to inform about RASG-PA and the benefits of participating in associated safety activities, adopting related safety products and promote the IATA Standard Safety Assessment (ISSA) for small air operators.

10.2 FSF highlighted the importance of having a RASG-PA communication plan in place that can reach civil aviation sectors in the CAR and SAM Regions, which due to various factors do not have access to up-to-date safety information, programmes and products developed by RASG-PA.

Agenda Item 11: Summary of DIPs Under Development by Other ICAO RASGs

11.1 The Secretariat delivered a presentation on the progress of other ICAO RASGs. The Secretariat highlighted that due to differences among ICAO Regions, such as the level of development of the civil aviation systems, size and complexity of the aviation system, existence of Significant Safety Concerns (SSCs), ICAO Universal Safety Audit Oversight Programme (USOAP) results, cultural issues, political stability, role of COSCAPS and PIRGS, level of maturity and structure of RASGs, resources, etc., it would be difficult to compare progress of the level of implementation of DIPs and associated risk reduction.

11.2 However, the Meeting agreed that it would be beneficial for the entire aviation system to share experiences among RASGs, considering that the main areas of aviation risk are basically the same: runway safety, CFIT and LOC-I.

11.3 The Secretariat informed that ICAO Headquarters coordinates global activities of RASGs and PIRGs, and promotes the interchange of information among the ICAO Regional Officers, Flight Safety and HQs.

11.4 The Secretariat informed that the leadership of the RASGs will be invited to the 5th Pan American Aviation Safety Summit.

Agenda Item 12: Memorandum of Understanding (MoU) between IATA and RASG-PA

12.1 The Secretariat will send a letter to IATA requesting to share its Global Aviation Data Management (Flight Data Exchange - FDX) data with RASG-PA similarly to the United States Commercial Aviation Safety Team (CAST) sharing of ASIAS data.

12.2 The Meeting acknowledged that the additional data from IATA will enhance the outcome of the work done by the IAT due to the addition of safety data from regional air operators that fly into FIRs and airports, which are not operated by American carriers.

Agenda Item 13: PA-RAST/15 Actions Items

13.1 The ESC is invited to note the actions to be accomplished by the PA-RAST members as presented in **Appendix C**.

Agenda Item 14: PA-RAST/16 Meeting

14.1 The Meeting was informed that the IAT/6 and PA-RAST/16 will be held on 27-29 March 2014, simultaneous with the IFALPA 69th Annual Conference, in Panama City, Panama.

14.2 The Meeting acknowledged the continuous support of IFALPA with RASG-PA activities.

Agenda Item 15: Other Business

15.1 Large Height Deviation (LHD)

15.1.1 IATA delivered a presentation on Large Height Deviation (LHD) issues in the CAR and SAM Regions. The information presented was obtained from the CAR/SAM Regional Planning and Implementation Group (GREPECAS) Scrutiny Working Group (GTE).

15.1.2 IATA expressed concern about the number of LHD events in the CAR and SAM Regions.

15.1.3 The Meeting acknowledged the work of the Caribbean and South America Monitoring Agency (CARSAMMA) and the GTE.

15.1.4 The Meeting also acknowledged that the Mexico LHD information is not included in the scope of CARSAMMA activities and statistics.

15.1.5 Considering the relevance of LHDs from a safety perspective, the Meeting took note of the information provided and considered that the LHD issue must be included in the work of SET 4 that will deal with MACs, in order to analyze the issue in detail and propose mitigation actions to reduce LHD occurrences in the CAR and SAM Regions.

15.2 IATA Standard Safety Assessment (ISSA)

15.2.1 IATA informed the Meeting that they are developing the IATA Standard Safety Assessment (ISSA) Programme for small air operators, which will enhance safety by incorporating this sector of the civil aviation industry into adoption of global standards, adapted to the size and complexity of their operations.

15.2.2 ALTA showed interest in the ISSA and requested more information about the programme from IATA.

15.3 Hypoxia

15.3.1 CASSOS introduced Dr. Paul Buzzo who delivered a presentation on hypoxia and its consequences during high altitude flight.

15.3.2 The Meeting agreed that RASG-PA does not have the resources to create a project about this issue; however, it considered that a presentation may be considered in the 5th Pan American Aviation Safety Summit programme.

15.4 Future RASG-PA Meetings

15.4.1 EMBRAER graciously offered the use their facilities in Ft. Lauderdale and Melbourne, Florida, United States, for conducting any RASG-PA event.

15.4.2 EMBRAER also mentioned that the coordination with Nova Southeastern University (NSU) and the Secretariat is on-going for delivering a RASG-PA Aviation Safety Seminar at the NSU facilities in Ft. Lauderdale, United States, in May 2014.

15.4.2 The Secretariat took note of the initiatives on behalf of RASG-PA.

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APPENDIX A

LIST OF PARTICIPANTS

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APPENDIX B

PA-RAST/15 ACTION ITEMS

Action Item	Description	Action Owner	Disposition	Closure Date/ Status
PA-RAST/14/A1	PA-RAST/15 Agenda shall include the election – PA-RAST Co-chairperson: representing States/Territories. PA-RAST/14, Agenda Item 2	Eduardo Chacin/ ICAO NACC	Vice Co-chairperson representing States / Territories: pending	Valid
PA-RAST/14/A2	The Terms of Reference for IAT, PA-RAST and ASTT shall be compiled in the RASG-PA Procedural Handbook. PA-RAST/14, Agenda Item 2	Eduardo Chacin/ ICAO NACC		Completed
PA-RAST/14/A3	Provide IAT/4 Action Items to action item owners and ICAO for distribution. PA-RAST/14, Agenda Item 4	Rebecca Good/ Boeing	IAT/4 Action Items distributed by email 25 Sept. 2013	Completed
PA-RAST/14/A4	Contact ACI-LAC regarding that the Secretariat will contact ACI-LAC in order to obtain an update about the pending outcomes of this DIP. PA-RAST/14, Agenda Item 5.1	Eduardo Chacin/ICAO NACC		Completed
PA-RAST/14/A5	Provide ALTA comments on the training video. ALTA shall send a link to the video available via YouTube by 2 October 2013. Comments shall be sent directly to Santiago Saltos by 9 October 2013. PA-RAST/14, Agenda Item 5.1	PA-RAST		Valid

Action Item	Description	Action Owner	Disposition	Closure Date/ Status
PA-RAST/14/A6	PA-RAST/15 and subsequent PA-RAST Meeting agendas shall include the following recurring agenda item: Summary of DIPs under development by other ICAO RASGs. PA-RAST/14, Agenda Item 7	Eduardo Chacin/ICAO NACC		Completed
PA-RAST/14/A7	Create an appendix to the RASG-PA Procedural Handbook that documents methodology and process for Safety Enhancement Teams (SETs). PA-RAST/14, Agenda Item 7	Gerardo Hueto/ Boeing		Valid
PA-RAST/15/A8	Notify States of Safety Enhancement Teams (SETs) and request State participation. PA-RAST/14, Agenda Item 7	Julio Garriga/ICAO NACC		Completed
PA-RAST/15/A9	Provide SET 1 (LOC-I) a copy of the draft IATA Toolkit. PA-RAST/14, Agenda Item 7	Gabriel Acosta/ IATA		Completed
PA-RAST/14/A10	PA-RAST/15 Agenda shall include the following agenda item: DIP Implementation for Non-IATA/ALTA Members. PA-RAST/14, Agenda Item 7	Eduardo Chacin/ICAO NACC		Completed
PA-RAST/14/A11	IAT/5 and subsequent IAT Meeting agendas shall include the following recurring agenda item: Review of accident set data range to determine if the accident set should be expanded to include new incidents/accidents. PA-RAST/14, Agenda Item 9	Eduardo Chacin/ICAO NACC		Completed

Action Item	Description	Action Owner	Disposition	Closure Date/ Status
PA-RAST/14/A12	Compile accident set and suggest risk reduction targets for 14 South American States by 30 September 2013. The accident set and suggested risk reduction targets will be reviewed prior to presentation to the Directors at the Bogotá Declaration. PA-RAST/14, Agenda Item 9	Robert Noges/Boeing Oscar Quesada/ ICAO SAM		Completed
PA-RAST/14/A13	IFALPA will advise RASG-PA Secretariat about the possibility of sponsoring the IAT/06 and PA-RAST/16 Meetings concurrently with their 69th Annual Conference to be held in Panama City, Panama. PA-RAST/14, Agenda Item 10	German Diaz Barriga/IFALPA		Completed
PA-RAST/14/A14	Arrange telecon to review and provide comments on the draft RASG-PA Strategic Communication Plan. Brazil to distribute draft Strategic Communication Plan to PA-RAST prior to telecon. PA-RAST/14, Agenda Item 11	Oscar Quesada/ ICAO SAM and Carlos Pellegrino/Brazil	Working paper to be presented by Brazil and FSF in PA-RAST/14	Superseded
PA-RAST/14/A15	Set a link for the "United Kingdom Upset Recovery Toolkit" on the RASG-PA website. PA-RAST/14, Agenda Item 13	Eduardo Chacin/ ICAO NACC		Completed

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APPENDIX C

PA-RAST/15 ACTIONS ITEMS

Action Item #	Description	Action Owner	Disposition	Closure / Status
PA-RAST/15/A1	Include Elections PA-RAST Vice Co-chairperson representing States/Territories in the Agenda of PA-RAST/16 PA-RAST/15, Agenda Item 2	Secretariat		Completed
PA-RAST/15/A2	Check/inform member airlines: • trend of unstable approaches in identified airports in the CAR and SAM Regions • TCAS RA in identified FIRs in the CAR and SAM Regions Report to PA-RAST PA-RAST/15, Agenda Item 4 & 15	ALTA & IATA		Valid
PA-RAST/15/A3	Include Procedural guide (methodology and process) for the Safety Enhancement Team (SET) in the Agenda of PA-RAST/16 PA-RAST/14, Agenda Item 4	Secretariat		Completed
PA-RAST/15/A4	Publish the *Guidance for Maintaining Runway in Accordance with ICAO Annex 14* in English and Spanish PA-RAST/15, Agenda Item 6	ACI		Valid
PA-RAST/15/A5	Issue a RASG-PA Safety Advisory (RSA) to inform the completion of DIP/RE/08 PA-RAST/14, Agenda Item 6	Secretariat	ACI to provide the web link to the document to be included in the RSA and RASG-PA website	Valid
PA-RAST/15/A6	Provide ALTA with comments on the training video PA-RAST/14, Agenda Item 6	PA-RAST		Valid

Action Item #	Description	Action Owner	Disposition	Closure / Status
PA-RAST/15/A7	Coordinate activities between leaders of SETs to include NAM/CAR and SAM Regions representatives PA-RAST/14, Agenda Item 6	PA-RAST Co-chairpersons		Valid
PA-RAST/15/A8	Review CAST LOC-I SEIs and inform PA-RAST/16 PA-RAST/14, Agenda Item 7	SET 1		Valid
PA-RAST/15/A9	Present Working Paper of updated RASG-PA Strategic Plan for Communication PA-RAST/14, Agenda Item 8	FSF		Valid
PA-RAST/15/A10	Present an updated version of CFIT DIP in the PA-RAST/16 PA-RAST/14, Agenda Item 7	SET 2		Valid
PA-RAST/15/A11	Identify regional operators non-IATA/ALTA members PA-RAST/14, Agenda Item 10	ALTA & IATA		Valid
PA-RAST/15/A12	Invite the leadership of the RASGs to the 5th Pan American Aviation Summit PA-RAST/14, Agenda Item 11	Secretariat		Valid
PA-RAST/15/A13	Send letter to IATA requesting to share its data from the Global Aviation Data Management (Flight Data Exchange - FDX) PA-RAST/14, Agenda Item 12	Secretariat		Completed
PA-RAST/15/A14	Include LHDs in the work of SET 4 that will deal with MAC PA-RAST/14, Agenda Item 15	SET 4		Valid

— END —

INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO)

REGIONAL AVIATION SAFETY GROUP – PAN AMERICA (RASG-PA)

SIXTEENTH PAN AMERICA – REGIONAL AVIATION SAFETY TEAM MEETING

PA-RAST/16

SUMMARY OF DISCUSSIONS

PANAMA CITY, PANAMA, 28 TO 29 MARCH 2014

Sixteenth Pan America — Regional Aviation Safety Team Meeting (PA-RAST/16)

Summary of Discussions

Date	28 – 29 March 2014
Location	Panama City, Panama
Objective	PA-RAST/16 Meeting
Meeting Opening	The meeting was attended by 21 participants from Brazil, Guatemala, Mexico, United Kingdom, United States, ACI-LAC, ALTA, Boeing, Embraer, FSF, IATA, IFALPA and ICAO (see **Appendix A)**. Mr. Eduardo Chacin, Regional Officer, Flight Safety, ICAO North American, Central American and Caribbean (NACC) Regional Office, representing the RASG-PA Secretariat, welcomed participants and acknowledged IFALPA for hosting the meeting in the framework of the IFALPA 69th Annual Conference. The Meeting acknowledged IFALPA´s continuous support of RASG-PA activities. Messrs. Adriano Monteiro de Oliveira, Brazil, and Gabriel Acosta, IATA, acted as PA-RAST Co-Chairpersons representing States/Territories and International Organizations/Industry, respectively. Mr. Eduardo Chacin served as Secretary of the meeting. Mr. Roberto Arca, Regional Officer, ATM, ICAO SAM Regional Office, and Mr. Andreas Meyer, Safety Management Officer, ICAO Headquarters, also attended the meeting.
Discussion Items	**Agenda Item 1: Review and Approval of the Provisional Meeting Agenda and Schedule** 1.1 The Co-Chairperson - States/Territories presented WP/01 inviting the Meeting to approve the provisional agenda and schedule. The Meeting approved the agenda and schedule as presented with additional agenda items included under Agenda Item 13 - Other Business. **Agenda Item 2: Elections – PA-RAST Vice Co-Chairperson representing States/Territories** 2.1 The Meeting elected Mexico as the PA-RAST Vice Co-Chairperson representing States/Territories. **Agenda Item 3: Review of PA-RAST/14 and PA-RAST/15 Meetings Recommended Actions** 3.1 The Secretariat briefed on the progress of recommended actions presented in the PA-RAST/14 and PA-RAST/15 Meetings Summaries of Discussions as presented in **Appendix B** and **C,** respectively.

Agenda Item 4: Sixth Information Analysis Team Meeting (IAT/06) Report

4.1 The IAT/06 Meeting was held the day before the PA-RAST/16 at the same location.

4.2 The RASG-PA Secretariat verified that all appropriate non-disclosure agreements for Aviation Safety Information Analysis (ASIAS) and sharing data were properly signed by RASG-PA members attending the meeting for the first time.

4.3 Boeing, as Rapporteur of the IAT, presented the IAT/06 Meeting outcomes as follows:

- Action items from the IAT/05 Meeting were reviewed
- The Rapporteur presented ASIAS data
- Accident set data range was reviewed to determine if the accident set was expanded to include new incidents/accidents; there was no variation in the trends from previous IAT meetings
- Data reviewed covered Approach and Landing Accident Reduction (ALAR), Terrain Awareness and Warning System (TAWS), Traffic Collision and Avoidance System (TCAS) and airport rankings in the CAR/SAM Regions
- IATA presented the Global Aviation Data Management (Flight Data Exchange - FDX) data
- ASIAS data (North American airlines) was compared with the IATA data (Latin American airlines) in various locations and they coincided
- The IAT was concerned about go-around policies and reasons for not executing a go-around during untabilized approaches
- The IAT agreed to report once a year to PA-RAST considering that the trend would not vary in a shorter timeframe; in an exceptional case, a report will be issued as required
- The IAT considered two versions of the report, one public and one restricted that presents critical safety information for the specialists [Safety Enhancement Teams (SETs), Runway Safety Teams (RSTs), etc.]
- On behalf of the IAT, Boeing and IATA will present a working paper (WP) at the ESC/19 with the list of top ten areas of interest identified by merging ASIAS and FDX safety data and divided as follows: 6 refered to airports and 4 enroute; regarding Runway Excursion (RE) Approach and Landing Accident Reduction (ALAR), AIRPROX/TCAS alert/loss of separation/near miss collisions/mid-air collisions (MAC), Traffic Collision and Avoidance System-Resolution Advisory (TCAS-RA), and Controlled Flight Into Terrain (CFIT) Enhanced Ground Proximity Warning System (EGPWS)

4.4 The Meeting noted the risk areas and locations of concern in the CAR and SAM Regions as presented by the Rapporteur and discussed appropriate action considering the non-diclosure agreement between the United States Commercial Aviation Safety Team (CAST) and RASG-PA for handling ASIAS safety data.

4.5 EMBRAER presented landing overrun graphs.

4.6 The Secretariat suggested that during the Fifth Meeting of the North American, Central American and Caribbean Directors of Civil Aviation (NACC/DCA/5) to be held in Port-of-Spain, Trinidad and Tobago, 28 to 30 April 2014, it would be appropriate to deliver a high-level presentation on ASIAS and IATA FDX in a side meeting with the Directors of Civil Aviation considering that this event takes place only every three years.

4.7 Brazil mentioned that DECEA will be invited to participate in SET 4 (MAC).

Agenda Item 5: Safety Enhancement Team (SET) Procedural Guide (Methodology and Process)

5.1 The Meeting reviewed and recommended the adoption of the methodology and process presented by IATA and used by Safety Enhancement Team 2 (SET 2 - Airbus and IATA) to develop the CFIT Detailed Implementation Plan (DIP). The Secretariat will include it in the RASG-PA Procedural Handbook as follows:

1. Review and analysis of accident risk (pareto, etc.)
2. Review of applicable safety enhancements
3. Start preparing DIPs
4. Review DIPs with PA-RAST
5. Present DIPs to ESC for information
6. Coordinate DIP implementation at PA-RAST
7. Monitor progress

Agenda Item 6: Safety Enhancement Team (SET) 1: Development of a Loss of Control-Inflight (LOC-I) Detailed Implementation Plan

6.1 SET 1, composed of United States, Boeing and IFALPA, informed that they are in the process of reviewing the SEIs developed by CAST. They showed the methodology followed, which was basically the same used by SET 2.

6.2 The Team expressed their difficulties with analyzing LOC-I accidents in the CAR/SAM Regions due to the poor quality of reports.

6.3 The Secretariat informed that in order to improve accident report quality and quantity, an ECCAIRS Course was conducted at the ICAO NACC Regional Office from 17 to 21 March 2014.

6.4 The Meeting asked the Secretariat to include aviation accident/incident investigation organization web links on the RASG-PA website.

6.5 SET 1 encouraged RASG-PA members to join the SET 1 Team

Agenda Item 7: RASG-PA Strategic Communication Plan 2014-2016

7.1 FSF presented an updated version of the WP on the RASG-PA Communication Strategic Plan elaborated in partnership with Brazil.

7.2 The Meeting discussed it thoroughly and decided that the WP is ready to be presented at the Nineteenth Meeting of the RASG-PA Executive Steering Committee Meeting (RASG-PA ESC/19) for high-level discussion.

7.3 As part of the Communication Plan, the Meeting asked the Secretariat to improve the RASG-PA website and contact Skybrary to post selected RASG-PA information on their website as CAST does.

Agenda Item 8: Safety Enhancement Team (SET) 2: Development of Controlled Flight Into Terrain (CFIT) Detailed Implementation Plan

8.1 SET 2, composed of Airbus and IATA, delivered a presentation on the CFIT DIP. The process used was also presented, which was adopted as standard procedure for DIP development by the PA-RAST.

8.2 IATA suggested that any organization that wishes to participate in a DIP development shoul be part of the particular SET from the beginning of the project prior to the development of the DIP. This will facilitate in the consideration of any constraints that may arise during the DIP initial planning phase.

8.3 SET 2 informed the Meeting that they divided the assigned task into three well-defined DIPs as follows:

- For States
- For airlines
- For RASG-PA

8.4 IATA will circulate the presentation to receive feedback and adjust it as required.

8.5 IATA will present the proposed DIPs at the ESC/19 Meeting.

8.6 IATA encouraged candidates to lead each of the DIPs.

Agenda Item 9: Summary of DIPs Under Development by Other ICAO RASGs

9.1 The Secretariat informed that there has not been any new developments since the PA-RAST/15 Meeting.

9.2 Boeing delivered a CAST presentation on the progress of other ICAO RASGs and noted the lack of ICAO participation in the development of DIPs at a

global level, the lack of consultation by ICAO HQs on the development of the Global Aviation Safety Plan (GASP), and feedback for the 2015 High-Level Safety Conference (HLSC). Boeing, in its role as International Organizations/Industry Co-Chairperson, mentioned that those issues will be presented at the ESC/19 Meeting.

9.3 The Secretariat informed the Meeting that ICAO created an office at HQs to coordinate Regional Aviation Safety Groups (RASGs), Planning and Implementation Regional Group (PIRGs), Global Programmes such as the Runway Safety Programme, and that the information is shared with ICAO Regional Offices and stakeholders. ICAO NACC will participate in SET 4 regarding MAC, and ICAO SAM is participating in various SETs as mentioned under Agenda Item 13.

9.4 United States informed the Meeting that work to provide information on the 2015 HLSC is in process, as requested by ICAO HQs, on the following topics:

1. State Safety Programme (SSP)
2. Safety information protection
3. Safety information sharing
4. Planning for global aviation safety improvement
5. Regional collaboration
6. Combining resources

9.5 United Kingdom informed the Meeting that the ICAO State Letter requesting feedback for the 2015 HLSC was sent on 29 January 2014, and they are working on it.

Agenda Item 10: Memorandum of Understanding (MoU) between IATA and RASG-PA

10.1 IATA informed the Meeting that the letter from the RASG-PA Secretariat requesting to share its Global Aviation Data Management (Flight Data Exchange - FDX) data was received and is under review by its legal department.

Agenda Item 11: PA-RAST/16 Actions Items

11.1 The actions to be accomplished by the PA-RAST members are presented in **Appendix D**.

Agenda Item 12: PA-RAST/17 Meeting

12.1 The Meeting was informed that the IAT/7 and PA-RAST/17 Meetings will be held from 10 to 12 June 2014, at the ICAO SAM Regional Office, Lima, Peru.

Agenda Item 13: Other Business

13.1 Bogota and Port-of-Spain Declarations

13.1.1 The Secretariat briefed the Meeting and demonstrated the Beta version of the ICAO Regional Performance Dashboard on safety and air navigation targets, which is available at:
http://www.icao.int/safety/pages/regional-targets.aspx?region=Africa

13.1.2 ICAO SAM informed the Meeting on the Bogota Declaration, which includes the safety and air navegation targets set for the SAM Region, which is available at: http://www.icao.int/SAM/Documents/RAAC13/RAAC13_FINALREPORT.pdf.

13.1.3 The Secretariat presented the draft Port-of-Spain Declaration as agreed by the First CAR Region Safety and Air Navigation Directors Meeting (CAR/DCA/OPSAN/1) held at the ICAO NACC Regional Office, Mexico City, Mexico, from 18 to 19 February 2014. The draft is available at: http://www.icao.int/NACC/Pages/meetings-2014-cardcaopsan.aspx. The above-mentioned Declaration will be presented at the NACC/DCA/5 Meeting for approval.

13.1.4 The Meeting discussed the safety targets set by the CAR/DCA/OPSAN/1 and expressed concern about some of them, such as the different wording between the Declaration and what RASG-PA is using as a fatal accident target [count vs. accident risk (rate)], which could significantly impact how the work inside SETs is being conducted.

13.1.5 The Secretariat reminded the Meeting that the Port-of-Spain Declaration is a draft document that will be presented in a WP at the NACC/DCA/5 Meeting and invited the Meeting to provide comments.

13.2 ICAO SAM Participation in SETs

13.2.1 ICAO SAM presented on-going works regarding the DIPs and their coordination and contribution to the SETs supported by the ICAO SAM Regional Officers.

13.3 RE/08 — Guidance for Maintaining Runways in Accordance with ICAO Annex 14 - Update

13.3.1 ACI-LAC informed that the *Guidance for Maintaining Runways in Accordance with ICAO Annex 14 Manual* was published on the following links:

- English version: http://www.aci-lac.aero/Documentation/ACI-LAC-Publications
- Spanish version: http://www.aci-lac.aero/es/Documentos/Publicaciones-de-ACI-LAC

13.3.2 ACI-LAC will include a link for the Portuguese version that is under development by Brazil (INFRAERO).

13.3.3 The Secretariat will issue a RASG-PA Safety Advisory (RSA) to inform on the completion of this DIP, provide the links to the ACI-LAC website, and encourage distribution and use of the guide.

13.3.4 ACI-LAC volunteered to work on SET 3 (Runway Excursion - RE).

13.4 RE/09 — Specific Training for Pilots and Air Traffic Controllers to Avoid Unstabilized Approaches — Update

13.4.1 ALTA presented the second training video regarding LOC-I and requested feedback.

13.4.2 The Meeting agreed to provide ALTA comments on the training video.

13.4.3 ALTA informed on the outline of the third video to be developed regarding CFIT.

13.5 Other Runway Safety Related Issues

13.5.1 The Secretariat informed that under the umbrella of the ICAO Global Runway Safety Programme, and following the RASG-PA initiative of deploying Runway Safety Go-Teams to assist those airports identified by RASG-PA and ICAO Regional Offices, a mission was conducted to implement a Runway Safety Team (RST) at MHTG Airport in Tegucigalpa, Honduras, from 10 to 14 March 2014.

13.5.2 The first Runway Safety Go-Team consisted of ALTA/IATA, COCESNA/ACSA, FSF and ICAO (HQs Officer and ICAO NACC Regional Officers: AGA, ATM/SAR and FS). The mission material is available at: http://www.icao.int/NACC/Pages/meetings-2014-rrstgo.aspx

13.5.3 The ICAO NACC Regional Office is monitoring RST implementation at MHTG and reporting to ICAO HQs.

13.5.4 FSF distributed material on safe landing procedures.

13.5.5 The Secretariat electronically distributed the new ICAO Runway Safety Implementation Kit (iKit) developed in collaboration with United States, ACI, CANSO, EASA, EUROCONTROL, FSF, IAOPA, IATA, IBAC, ICCAIA, IFALPA and IFATCA among the meeting participants. It is available at: http://www.icao.int/safety/RunwaySafety/Pages/default.aspx

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APPENDIX A

LIST OF PARTICIPANTS

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APPENDIX B

PA-RAST/14 ACTION ITEMS

Action Item	Description	Action Owner	Disposition	Status
PA-RAST/14/A1	PA-RAST/15 Agenda shall include the election – PA-RAST Co-chairperson: representing States/Territories. PA-RAST/14, Agenda Item 2	Eduardo Chacin/ ICAO NACC	Vice Co-chairperson representing States / Territories: pending	Completed
PA-RAST/14/A2	The Terms of Reference for IAT, PA-RAST and ASTT shall be compiled in the RASG-PA Procedural Handbook. PA-RAST/14, Agenda Item 2	Eduardo Chacin/ ICAO NACC		Completed
PA-RAST/14/A3	Provide IAT/4 Action Items to action item owners and ICAO for distribution. PA-RAST/14, Agenda Item 4	Rebecca Good/ Boeing	IAT/4 Action Items distributed by email 25 Sept. 2013	Completed
PA-RAST/14/A4	Contact ACI-LAC regarding that the Secretariat will contact ACI-LAC in order to obtain an update about the pending outcomes of this DIP. PA-RAST/14, Agenda Item 5.1	Eduardo Chacin/ICAO NACC		Completed
PA-RAST/14/A5	Provide ALTA comments on the training video. ALTA shall send a link to the video available via YouTube by 2 October 2013. Comments shall be sent directly to Santiago Saltos by 9 October 2013. PA-RAST/14, Agenda Item 5.1	PA-RAST		Valid

Action Item	Description	Action Owner	Disposition	Status
PA-RAST/14/A6	PA-RAST/15 and subsequent PA-RAST Meeting agendas shall include the following recurring agenda item: Summary of DIPs under development by other ICAO RASGs. PA-RAST/14, Agenda Item 7	Eduardo Chacin/ICAO NACC		Completed
PA-RAST/14/A7	Create an appendix to the RASG-PA Procedural Handbook that documents methodology and process for Safety Enhancement Teams (SETs). PA-RAST/14, Agenda Item 7	Gerardo Hueto/ Boeing	PA-RAST/16 adopted the methodology presented by SET 1 and 2	Completed
PA-RAST/15/A8	Notify States of Safety Enhancement Teams (SETs) and request State participation. PA-RAST/14, Agenda Item 7	Julio Garriga/ICAO NACC		Completed
PA-RAST/15/A9	Provide SET 1 (LOC-I) a copy of the draft IATA Toolkit. PA-RAST/14, Agenda Item 7	Gabriel Acosta/ IATA		Completed
PA-RAST/14/A10	PA-RAST/15 Agenda shall include the following agenda item: DIP Implementation for Non-IATA/ALTA Members. PA-RAST/14, Agenda Item 7	Eduardo Chacin/ICAO NACC		Completed
PA-RAST/14/A11	IAT/5 and subsequent IAT Meeting agendas shall include the following recurring agenda item: Review of accident set data range to determine if the accident set should be expanded to include new incidents/accidents. PA-RAST/14, Agenda Item 9	Eduardo Chacin/ICAO NACC		Completed

Action Item	Description	Action Owner	Disposition	Status
PA-RAST/14/A12	Compile accident set and suggest risk reduction targets for 14 South American States by 30 September 2013. The accident set and suggested risk reduction targets will be reviewed prior to presentation to the Directors at the Bogotá Declaration. PA-RAST/14, Agenda Item 9	Robert Noges/Boeing Oscar Quesada/ ICAO SAM		Completed
PA-RAST/14/A13	IFALPA will advise RASG-PA Secretariat about the possibility of sponsoring the IAT/06 and PA-RAST/16 Meetings concurrently with their 69th Annual Conference to be held in Panama City, Panama. PA-RAST/14, Agenda Item 10	German Diaz Barriga/IFALPA		Completed
PA-RAST/14/A14	Arrange telecon to review and provide comments on the draft RASG-PA Strategic Communication Plan. Brazil to distribute draft Strategic Communication Plan to PA-RAST prior to telecon. PA-RAST/14, Agenda Item 11	Oscar Quesada/ ICAO SAM and Carlos Pellegrino/Brazil	Working paper (WP) to be presented by Brazil and FSF in PA-RAST/14 WP presented by FSF in PA-RAST/16 and the Meeting decided that the WP be presented to the ESC/19	Superseded
PA-RAST/14/A15	Set a link for the “United Kingdom Upset Recovery Toolkit” on the RASG-PA website. PA-RAST/14, Agenda Item 13	Eduardo Chacin/ ICAO NACC		Completed

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APPENDIX C

PA-RAST/15 ACTIONS ITEMS

Action Item #	Description	Action Owner	Disposition	Status
PA-RAST/15/A1	Include Elections PA-RAST Vice Co-chairperson representing States/Territories in the Agenda of PA-RAST/16 Agenda Item 2	Secretariat		Completed
PA-RAST/15/A2	Check/inform member airlines: • trend of unstable approaches in identified airports in the CAR and SAM Regions • TCAS RA in identified FIRs in the CAR and SAM Regions Report to PA-RAST Agenda Item 4 and 15	ALTA & IATA	ALTA & IATA presented the trends to the Member airlines in their regular safety meetings	Completed
PA-RAST/15/A3	Include Procedural guide (methodology and process) for the Safety Enhancement Team (SET) in the Agenda of PA-RAST/16 Agenda Item 4	Secretariat		Completed
PA-RAST/15/A4	Publish the *Guidance for Maintaining Runway in Accordance with ICAO Annex 14* in English and Spanish Agenda Item 6	ACI	Available at the ACI-LAC website: English version: http://www.aci-lac.aero/Documentation/ACI-LAC-Publications Spanish	Completed

Action Item #	Description	Action Owner	Disposition	Status
			version: http://www.aci-lac.aero/es/Documentos/Publicaciones-de-ACI-LAC	
PA-RAST/15/A5	Issue a RASG-PA Safety Advisory (RSA) to inform the completion of DIP/RE/08 Agenda Item 6	Secretariat	ACI to provide the web link to the document to be included in the RSA and RASG-PA website. See PA-RAST/15/A4	Completed
PA-RAST/15/A6	Provide ALTA with comments on the training video Agenda Item 6	PA-RAST		Valid
PA-RAST/15/A7	Coordinate activities between leaders of SETs to include NAM/CAR and SAM Regions representatives Agenda Item 6	PA-RAST Co-chairpersons		Valid
PA-RAST/15/A8	Review CAST LOC-I SEIs and inform PA-RAST/16 Agenda Item 7	SET 1		Completed
PA-RAST/15/A9	Present Working Paper of updated RASG-PA Strategic Plan for Communication Agenda Item 8	FSF	WP was presented at PA-RAST/16, the Meeting decided that the WP must be presented to the ESC/19	Completed
PA-RAST/15/A10	Present an updated version of CFIT DIP in the PA-RAST/16 Agenda Item 7	SET 2		Completed
PA-RAST/15/A11	Identify regional operators non-IATA/ALTA	ALTA & IATA	FSF to provide this information to PA-RAST/17	Superseded

Action Item #	Description	Action Owner	Disposition	Status
	members Agenda Item 10			
PA-RAST/15/A12	Invite the leadership of the RASGs to the 5th Pan American Aviation Summit Agenda Item 11	Secretariat		Valid
PA-RAST/15/A13	Send letter to IATA requesting to share its data from the Global Aviation Data Management (Flight Data Exchange - FDX) Agenda Item 12	Secretariat	Under review by IATA legal department	Completed
PA-RAST/15/A14	Include LHDs in the work of SET 4 that will deal with MAC Agenda Item 15	SET 4	SET 4 will be formed after SET 1 and SET 2 develop their respective DIPs	Valid

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APPENDIX D

PA-RAST/16 Action Items

Item #	Description	Action Owner	Disposition	Status
PA-RAST/16/A1	Provide ALTA comments on the training video for RE by 7 April 2014 Agenda Item 13.4	RASG-PA Members	ALTA to provide the link.	Valid
PA-RAST/16/A2	Include Portuguese language tab in the ACI-LAC website Agenda Item 13.3	ACI-LAC		Valid
PA-RAST/16/A3	Publish RASG-PA Safety Advisory (RSA) that includes the web links of ACI-LAC for the *Guidance for Maintaining Runways in Accordance with ICAO Annex 14 Manual* Agenda Item 13.3	Secretariat		Valid
PA-RAST/16/A4	Define the information needed for the strategic comm. Plan about Non-IATA/ALTA Member airlines in CAR and SAM Regions PA-RAST/15, Agenda Item 10*	FSF	*Refer to: PA-RAST/15/A11	Superseded
PA-RAST/16/A5	Create slides about RASG-PA so RASG-PA Members can promote the Group activities Agenda Item 7	Secretariat		Valid
PA-RAST/16/A6	Share the list of 10 areas of interest as determined by the IAT/6 with the ESC/19 Agenda Item 4	Boeing and IATA		Valid
PA-RAST/16/A7	Include the SET methodology in the RASG-PA Procedural Handbook Agenda Item 5	Secretariat		Valid

Item #	Description	Action Owner	Disposition	Status
PA-RAST/16/A8	Include Aviation Accident/Incident Investigation organizations website links in the RASG-PA website Agenda Item 6	Secretariat		Valid
PA-RAST/16/A9	Distribute presentations and video link for RE and LOC-I initiatives Agenda Item 13.3	ALTA		Valid
PA-RAST/16/A10	Improve RASG-PA website: • Broken links • Migrate site to ICAO server • Organize the site Agenda Item 7	Secretariat		Valid
PA-RAST/16/A11	Present the RASG-PA Communication Plan to the ESC/19 Agenda Item 7	FSF/Brazil		Valid
PA-RAST/16/A12	Send e-mail to RASG-PA State's representatives requesting participation as champions for CFIT DIPs development Agenda Item 8	SET 2 / PA-RAST Co-Chairpersons		Valid
PA-RAST/16/A13	Start developing DIPs for SET 2 Agenda Item 8	SET 2		Valid
PA-RAST/16/A14	Reply RASG-PA request for the MoU for safety information sharing Agenda Item 10	IATA		Valid

Item #	Description	Action Owner	Disposition	Status
PA-RAST/16/A15	Consolidate Safety Enhancement list presented by SET 3 and present to PA-RAST/17 Agenda Item 7	SET 3		Valid
PA-RAST/16/A17	Provide link to the ICAO Regional Performance Dashboard Agenda Item 13.1	Secretariat		Valid
PA-RAST/16/A18	Include RASG-PA website link in the RASG-PA members websites Agenda Item 7	RASG-PA Members		Valid

— END —

INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO)

REGIONAL AVIATION SAFETY GROUP – PAN AMERICA (RASG-PA)

SEVENTEENTH PAN AMERICA – REGIONAL AVIATION SAFETY TEAM MEETING

PA-RAST/17

SUMMARY OF DISCUSSIONS

LIMA, PERU, 11 TO 12 JUNE 2014

Seventeenth Pan America — Regional Aviation Safety Team Meeting (PA-RAST/17)

Summary of Discussions

Date	11 – 12 June 2014
Location	Lima, Peru
Meeting Opening	The Meeting was attended by 20 participants from Brazil, Chile, Mexico, Peru, United States, Airbus, ALTA, Boeing, Embraer, IATA, and ICAO. See **Appendix A**. Mr. Eduardo Chacin, Regional Officer, Flight Safety, ICAO North American, Central American and Caribbean (NACC) Regional Office, representing the Regional Aviation Safety Group — Pan America (RASG-PA) Secretariat, welcomed participants and acknowledged the ICAO SAM Regional Office for hosting the meeting. Mr. Gabriel Acosta, IATA, acted as PA-RAST Co-Chairperson of the Meeting. Messrs. Eduardo Chacin and Carlos Gonzalez, Air Traffic Management (ATM/2) Regional Officer, ICAO North American, Central American and Caribbean (NACC) Regional Office, served as Secretaries of the meeting. Mr. Roberto Arca, Regional Officer, ATM/AIM, ICAO SAM Regional Office, also attended the meeting.
Discussion Items	**Agenda Item 1: Review and Approval of the Provisional Meeting Agenda and Schedule** 1.1 The Co-Chairperson, Industry, presented WP/01 inviting the Meeting to approve the provisional agenda and schedule. The Meeting approved the agenda and the schedule as presented with additional agenda items included under Agenda Item 13: Other Business. **Agenda Item 2: Review Actions of the PA-RAST/15 and 16 Meetings** 2.1 The Secretariat briefed and provided the Meeting with an update on the progress of the action items recommended in the PA-RAST/15 and PA-RAST/16 Meetings Summaries of Discussion. They are presented in **Appendices B** and **C** respectively. **Agenda Item 3: Seventh Information Analysis Team (IAT/07) Report** 3.1 The IAT/07 Meeting was held the day before the PA-RAST/17 at the same location. 3.2 The RASG-PA Secretariat verified that all appropriate non-disclosure agreements for Aviation Safety Information Analysis and Sharing (ASIAS) data were properly signed by RASG-PA members attending the meeting for the first time.

3.3 Boeing, as Rapporteur of the IAT, presented the outcome of the IAT/7 Meeting as follows:

- Action items from the IAT/6 Meeting were reviewed
- The Rapporteur presented ASIAS data
- The accident set data was reviewed to determine if the accident set had been expanded to include new incidents/accidents. It was noted that safety events in the CAR and SAM Regions are on a downward trend
- The data reviewed covered Approach and Landing Accident Reduction (ALAR), Terrain Awareness and Warning System (TAWS), Traffic Collision and Avoidance System (TCAS) and airport rankings in the CAR and SAM Regions
- The data on TCAS indicated that the trend on TCAS events is increasing faster than traffic growth
- IATA presented the Global Aviation Data Management (Flight Data Exchange - FDX) data
- The ASIAS data (North American airlines) was compared with the IATA data (Latin American airlines) in various locations and the data coincided
- Boeing and IATA are working on harmonyzing safety data criteria to improve the consistency and accuracy of the data gathered
- ALTA and IATA have merged safety information to include 26 airlines from the CAR and SAM Regions and 46 airports
- Airbus announced that new procedures on reducing unstabilized approaches into Costa Rica will be available in October or November 2014
- The Meeting discussed the importance of obtaining actual TCAS reports from operators to determine the actual cause and factors contributing to the event
- The Meeting discussed re-defining the roles and responsibilities of the IAT
- IATA is working on new verbage to the Terms of Reference (TORs) in the RASG-PA Procedural Handbook to address the ¨Hot spot/emerget areas of concern in the CAR and SAM Regions”

3.4 The Meeting noted the risk areas and locations of concern in the CAR and SAM Regions, as presented by the Rapporteur.

Agenda Item 4: Update on Detailed Implementation Plan (DIP) RE/09-Specific Training for Pilots and Air Traffic Controllers to Avoid Unstabilized Approaches

4.1 ALTA reported that 3 videos had been completed on unstbilized approaches and will be presented at the 5th Pan American Aviation Safety Summit.

Agenda Item 5: Update on the Development of Loss Of Control-In flight (LOC-I) Detailed Implementation Plan (DIP) by the Safety Enhancement Team (SET) 1

5.1 SET 1, composed by United States, Boeing and IFALPA, informed that they are in the process of scoring 10 accidents with the criteria set by the Safety Enhancement Initiatives (SEIs) developed by United States Commercial Aviation Safety Team (CAST).

5.2 The Team expressed their difficulties to analyze LOC-I accidents in the CAR and SAM Regions due to the poor quality of the reports.

5.3 SET 1 recruited two members to assist in the DIP. Jao Francisco Da Silva, from EMBRAER, and Carlos Gonzalez, from the ICAO NACC Regional Office.

5.4 SET 1 informed the Meeting that initially only 4 out of 11 SEIs will be used to score the accidents. (CAST SEIs: 196, 197, 198, and 199).

5.5 SET 1 informed the Meeting that all SEIs scoring on the 10 accidents will be completed prior to the next PA-RAST meeting.

5.6 Airbus advised the Meeting that they are in the process of implementing new requirements for simulator training to demonstrate full stalls. The purpose of the training will be to prevent LOC-I and to demonstrate how to recover from unusual atitudes during LOC-I.

Agenda Item 6: Update on Controlled Flight Into Terrain (CFIT) DIP by SET 2

6.1 SET 2, composed by Airbus and IATA, advised the Meeting that they are in the process of defining expectations and concepts for the development of the DIP.

6.2 SET 2 presented and proposed concepts and otputs for DIP development on CFIT.

6.3 IATA suggested that the concepts and expectations on the development of the DIP be approved by the PA-RAST, so that they can be presented to the ESC/20 for approval.

Agenda Item 7: Update on Runway Excursion (RE) Issues

7.1 The ICAO SAM Office presented the on-going works regarding the DIP and their coordination and contribution to the SET, supported by the ICAO SAM Regional Officers.

7.2 The ICAO SAM Office presented an update of the RE Safety Team as presented in WP/03.

Agenda Item 8: Summary of DIPs Under Development by Other ICAO Regional Aviation Safety Groups (RASGs)

8.1 The Secretariat informed the Meeting about on-going safety activities by other RASGs. The Meeting acknowledged the similarity of some of them around the globe.

8.2 The Secretatiat recommended to keep contact with other RASGs and interchange safety related information.

Agenda Item 9: Update on the Memorandum of Understanding (MoU) between IATA and RASG-PA

9.1 IATA informed the Meeting that the proposed MOU has been delivered to the ICAO NACC Regional Office.

9.2 IATA proposed that the MOU be signed at the ESC/20 Meeting to be held in Washington, D.C., United States, from 15 to 16 July 2014.

Agenda Item 10: RASG-PA Strategic Plan: Proposal to the ESC on Specific Goals Related to CFIT, RE, LOC-I and Mid Air Collision (MAC) Reduction Over Time

10.1 IATA reviewed the criteria based on 2010 baseline data for reducing safety events related to CFIT, RE, LOC-I and MAC.

10.2 The Meeting suggested to propose new criteria on the 2010 base line data and base it on a three or five year running average. The running average should result in a more accurate trend on safety events.

10.3 IATA recommended to the Meeting to continue to focus and work on the SETs and to hold off on determining specific goals until further clarification on the goals from the ESC. The question was posed on whether specific goals were needed on each category or to comply with the Bogota and Port-of-Spain Declarations.

10.4 Boeing recommended to re-evaluate CAST data to determine cost-benefit on DIPS implementation.

Agenda Item 11: PA-RAST/17 Meeting Actions Items

11.1 The Secretariat reviewed the PA-RAST/17 action items for accuracy and approval. The actions to be accomplished by the PA-RAST members are presented in **Appendix D**.

Agenda Item 12: PA-RAST/18 Meeting

12.1 The Meeting was informed that the IAT/8 and PA-RAST/18 Meetings will be held in Rio de Janeiro, Brazil, from 3 to 5 November 2014, and will be hosted by ANAC.

Agenda Item 13: Other Business

13.1 Agenda on OB/01 was amended to allow for a break out session for the SETs.

13.2 Agenda on OB/2 was amended to include a subsequent breakout session for the SETs.

13.3 Agenda on OB/02 was adjusted to hold the RASG-PA ESC June Teleconference.

13.4 The Secretariat reviewed and amended action items from the PA-RAST/15 and PA-RAST/16 meetings presented in Appendes B and C.

13.5 Boeing presented a video on preventing RE.

13.6 The Meeting provided Boeing with feedback on the RE video.

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APPENDIX A

LIST OF PARTICIPANTS

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APPENDIX B

PA-RAST/15 ACTIONS ITEMS

Action Item #	Description	Action Owner	Disposition	Status
PA-RAST/15/A12	Invite the leadership of the RASGs to the 5th Pan American Aviation Summit. Agenda Item 11	Secretariat		Valid
PA-RAST/15/A14	Include LHDs in the work of SET 4 that will deal with MAC. Agenda Item 15	SET 4	SET 4 will be formed after SET 1 and SET 2 develop their respective DIPs	Valid

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APPENDIX C

PA-RAST/16 ACTION ITEMS

Item #	Description	Action Owner	Disposition	Status
PA-RAST/16/A1	Provide ALTA comments on the training video for RE by 7 April 2014. Agenda Item 13.4	RASG-PA Members	ALTA to provide the link.	Completed
PA-RAST/16/A2	Include Portuguese language tab in the ACI-LAC website. Agenda Item 13.3	ACI-LAC		Valid
PA-RAST/16/A3	Publish RASG-PA Safety Advisory (RSA) that includes the web links of ACI-LAC for the *Guidance for Maintaining Runways in Accordance with ICAO Annex 14 Manual.* Agenda Item 13.3	Secretariat		Completed
PA-RAST/16/A4	Define the information needed for the strategic communication Plan about Non-IATA/ALTA Member airlines in CAR and SAM Regions. PA-RAST/15, Agenda Item 10*	FSF	*Refer to: PA-RAST/16/A11	Superseded
PA-RAST/16/A5	Create slides about RASG-PA so RASG-PA Members can promote the Group activities. Agenda Item 7	Secretariat		Superseded by RASG-PA ESC/19/A15
PA-RAST/16/A6	Share the list of 10 areas of interest as determined by the IAT/6 with the ESC/19. Agenda Item 4	Boeing and IATA		Completed
PA-RAST/16/A7	Include the SET methodology in the RASG-PA Procedural Handbook. Agenda Item 5	Secretariat		Completed

PA-RAST/17

C-2

Item #	Description	Action Owner	Disposition	Status
PA-RAST/16/A8	Include Aviation Accident/Incident Investigation organizations website links in the RASG-PA website. Agenda Item 6	Secretariat		Completed
PA-RAST/16/A9	Distribute presentations and video link for RE and LOC-I initiatives. Agenda Item 13.3	ALTA		Completed
PA-RAST/16/A10	Improve RASG-PA website: • Broken links (*fixed*) • Migrate site to ICAO server • Organize the site Agenda Item 7	Secretariat		Valid
PA-RAST/16/A11	Present the RASG-PA Communication Plan to the ESC/19. Agenda Item 7	FSF/Brazil		Completed
PA-RAST/16/A12 (*pending for clarification*)	Send e-mail to RASG-PA State's representatives requesting participation as champions for CFIT DIPs development. Agenda Item 8	SET 2 / PA-RAST Co-Chairpersons		Valid
PA-RAST/16/A13	Start developing DIP for SET 2. Agenda Item 8	SET 2	*Will report in DC ESC 20 Meeting*	Valid
PA-RAST/16/A14l	Reply RASG-PA request for the MoU for safety information sharing. Agenda Item 10	IATA		Completed

Item #	Description	Action Owner	Disposition	Status
PA-RAST/16/A15	Consolidate Safety Enhancement list presented by SET 3 and present to PA-RAST/17. Agenda Item 7	SET 3	*Will report in DC ESC 20 Meeting*	Valid
PA-RAST/16/A16	Provide link to the ICAO Regional Performance Dashboard. Agenda Item 13.1	Secretariat		Valid
PA-RAST/16/A17	Include RASG-PA website link in the RASG-PA members websites. Agenda Item 7	RASG-PA Members	Will advise RASG-PA members when link is active to close out	Valid

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APPENDIX D

PA-RAST/17 ACTION ITEMS

Item #	Description	Action Owner	Disposition	Status
PA-RAST/17/A1	Boeing to provide crew members and flight simulator use to assist ALTA in simulator video. Agenda Item 4	Boeing	RASG-PA/ ESC/19/A5	Valid
PA-RAST/17/A2	Safety videos will be presented in 5th Pan American Aviation Safety Summit. Agenda Item 4	ALTA		Valid
PA-RAST/17/A3	Present the concept of SET 1 during the PA-RAST/18. Agenda Item 5	SET 1 (LOC-I)		Valid
PA-RAST/17/A4	Present new DIP for ESC 20 approval. Agenda Item 6	SET 2 (CFIT)		Valid
PA-RAST/17/A5	Present the concept of SET 3 during the PA-RAST/18. Agenda Item 7	SET 3 (RE)		Valid
PA-RAST/17/A6	RASG-PA to propose methodologies for defining fatality risk goal to the ESC 20. ie: (3 or 5 year moving average of fatality risk) (2010-2020). Agenda Item 10	PA-RAST		Valid
PA-RAST/17/A7	IATA/CAST working on harmonizing FDA metric comparison.	IAT CAST/IATA		Valid

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