



International Civil Aviation Organization
Regional Aviation Safety Group - Pan America (RASG-PA)

Twenty-Fifth Pan America — Regional Aviation Safety Team Meeting

PA-RAST/25

Summary of Discussions

Bogota, Colombia, 6 to 8 September 2016

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Date	6 to 8 September 2016
Location	Bogota, Colombia
Meeting Opening	<p>The Meeting was attended by 45 participants from 6 States/Territories, and 7 International Organizations and industry. Appendix A refers.</p> <p>The meeting was welcomed by meeting hosts Lt. Colonel Sergio Velasquez, Coordinator, Operational Safety Management Group, Air Forces of the Republic of Colombia, Captain Diana Martinez Rubio, Regional Vice President, and Oswaldo Neto, Executive Vice President of the International Federation of Airline Pilots Association (IFALPA).</p> <p>Mr. Adriano Monteiro de Oliveira, Brazil, and Mr. Gabriel Acosta, IATA, Co-Chaired the meeting, representing States/Territories, and International Organizations and Industry, respectively. They welcomed participants to the Meeting. Mr. Romulo Gallegos, Regional Officer, Technical Assistance and RASG-PA Programme Manager, ICAO NACC Regional Office, and Secretary of the Meeting, extended appreciation to IFALPA, the <i>Aeronáutica Civil</i> of Colombia, and the Government of Colombia, on behalf of the RASG-PA Secretariat for hosting the meeting.</p> <p>Mr. Fabio Salvatierra, Regional Officer, Aerodromes, ICAO South American Regional Office, and Mr. Andreas Meyer, Safety Management Officer, ICAO Headquarters, also attended the meeting.</p>
Discussion Items	
Agenda Item 1:	Approval of the Provisional Agenda
	<p>1.1 Captain Diana Martinez Rubio from IFALPA, presented the Meeting Logistics.</p> <p>1.2 The Co-Chairperson, International Organizations and Industry, presented WP/01 inviting the Meeting to review the provisional agenda. The meeting was asked to approve the Agenda with modifications, as numerous presenter's arrivals were delayed, causing the need to reshuffle the agenda. The meeting approved the proposed agenda, with modifications, and without discussion.</p>
Agenda Item 2:	PA-RAST Action Items
	<p>2.1 The Meeting reviewed and updated the pending PA-RAST Meetings Action Items (AIs). Appendix B refers.</p>

Agenda Item 3: Action Items from other Regional Aviation Safety Groups (RASG) Meetings of Interest to the PA-RAST

3.1 The Secretariat noted, that as a new item to the PA-RAST Agenda, this would be used to report on specific activity of other RASG-Planning and Implementation Regional Groups (PIRGs) of interest to the group. The Secretariat presented information contained in RASG-PA/9 Meeting. (*IP/02-RASG Activities in other Regions*). The Meeting was invited to note the content of this information paper which was also added to the RASG-PA webpage.

Agenda Item 4: Safety Data Review

4.1 As customary for all PA-RAST meetings, the appropriate non-disclosure agreements for Aviation Safety Information Analysis and Sharing (ASIAS) data were duly explained by the Secretariat and signed by the attendees present at the PA-RAST Meeting for the first time.

4.2 The Meeting heard the following presentations, whose summaries have been uploaded to the RASG-PA website:

- Data Summary of Unstable Approaches, Loss of Control (LOC), Traffic Collision Avoidance System (TCAS) trends, Terrain Avoidance and Warning System (TWAS) trends with Airport Ranking. Presented by the CAST Team (Boeing)
- Review of the Flight Data Exchange (FDX) Program. Presented by the IATA/ALTA Safety Team

4.3 As part of the continuous safety trend monitoring of the Region performed every quarter by the former Information Analysis Team (IAT) and now by the PA-RAST, Boeing, on behalf of the United States Commercial Aviation Safety Team (U.S. CAST) presented to the Meeting safety information from ASIAS (46 North American airlines participating). IATA presented information through its FDX database (28 Latin American airlines participating). A review of this data allows for previewing precursors (predictive information) in the CAR and SAM Regions for Runway Excursion (RE), Loss of Control-Inflight (LOC-I), Controlled Flight Into Terrain (CFIT), and Mid-Air Collision (MAC) occurrences.

Agenda Item 5: Topics of Interest to the Meeting

5.1 The Meeting heard the following presentations that have been uploaded to the RASG-PA website:

- MAC Safety Enhancement Team (SET) Status and Next Steps, presented by Brazil
- Brazil Commercial Aviation Safety Team (BCAST), presented by the Brazilian Air Force/Brazil Commercial Aviation Safety Team

- Commercial Aviation Safety Team (CAST) Overview, presented by the United States/FAA
- Runway Safety, Presented by the Secretariat/ICAO HQ
- ICAO Data Project/Automatic dependent surveillance - Broadcast (ADS-B) as a Source for Analytical Solutions of Traffic Behavior in Airspace, presented by the Secretariat/ICAO HQ
- Action Plan for Operational Security (PASO RAST), presented by Costa Rica

5.2 Argentina presented WP/02 on Implementation of Runway Safety Teams at airports in Argentina. WP/02, highlighted the importance of establishing Runway Safety Teams as a mitigation measure to reduce accident risk at airports by:

- detecting vulnerable points on the airfield before they become issues; and
- adopting the necessary measures to reduce risk.

5.3 The Meeting was asked to note the initiatives being implemented in Argentina, asking RASG-PA to promote the implementation of Runway Safety Teams, and noting that Argentina is disposed to work with RASG-PA, with experts, for its implementation.

Agenda Item 6:

Topics for the Good of the PA-RAST

6.1 PA-RAST Terms of Reference (TORs)

6.1.1 The Meeting was informed by the Industry Co-chair, that the ToRs Ad hoc Group established to draft a PA-RAST ToRs document has completed its work. As there are still outstanding items identified that need to be clarified for possible inclusion to the draft, the Secretariat suggested that the Ad hoc Group, along with the Secretariat and the ICAO South American Regional Office, work together to complete the draft and gain consensus. The suggestion was affirmed by a voice vote of the meeting.

ACTION ITEM 25/1: The Meeting decided that the Secretariat will organize a series of teleconferences with the Ad hoc Group. The PA-RAST Co-chairs, and the ICAO Regional Offices to finalize the PA-RAST ToRs for circulation to the Members for review, prior to the PA-RAST/26 Meeting to be held in San Jose, Costa Rica, from 30 November to 2 December 2016, where it will be formally discussed. Upon completion of the final draft, it will be presented to the RASG-PA ESC for approval and inclusion into the Procedural Handbook by the end of calendar year 2016.

6.2 A special videoconference was initiated with the CAR/SAM Planning and Implementation Regional Group (GREPECAS) Scrutiny Working Group (GTE), as a mechanism to initiate the exchange of relevant safety information and begin a process of mutual cooperation between the groups. The PA-RAST presented information relevant to its work with MAC and TCAS-RA precursors. The GTE presented the Meeting with Large Height Deviation (LHD) advances in the NAM/CAR/SAM Regions.

Agenda Item 7:

Break-Out Sessions: Detailed Implementation Plans (DIPs) Champions

7.1 The Meeting met in their DIP small teams to discuss programme activities and next steps to be taken.

7.1.1 The CFIT Team presented changes that are being incorporated to the IOSA standard to help airlines with the best practices to keep the Ground Proximity Warning System (GPWS) software and database up to date. IATA announced that the results of the survey for operators were ready, and that the results, and a corresponding analysis of them will be shared during the next meeting.

7.2 The LOC-I Team announced that they will develop a toolkit for airlines to perform a gap analysis of their training programme vs the best practices recommended by the DIPs developed by RASG-PA. This material will be made available to airlines during the workshops that are planned for 2017.

7.3 The MAC Team, the newest of the safety enhancement teams, kicked off their first teleconference in mid June, establishing a member list, proposing a work plan, and solidifying team objectives. The team also agreed to choose Colombia as their pilot project for their first Detailed Implementation Plan (DIP) using the group's agreed upon methodology (see P/04 on the meeting website for further information). This DIP, incorporating EUROCONTROL training and procedures, includes the Level Bust Toolkit into flight crew and air traffic controller training.

7.4 The Runway Excursion (RE) Team divided its work into four 4 areas:

- Evaluate situations and possible preventive measures on approach to the runway from approximately 15 miles until crossing the landing threshold
- External conditions during the landing phase of flight such as crosswinds, tailwinds, and landing techniques based on the definition of aim point in order to avoid long, short and hard landing situations,
- Deceleration techniques after landing such as braking, speed braking, and reverse engines
- Infrastructure issues and service provider management over air traffic controllers, airport conditions, particularly in the areas of runway and taxiway due to excess rubber and other contaminants, and runway marking and lighting.

The RE team is addressing this issues with service providers in the form of a targeted survey tool that will assist in providing the needed data and other information needed for analytical purposes and also will provide needed guidance and possible mitigation.

Agenda Item 8:

RASG-PA Presentations for Colombian Aviation Stakeholders

8.1 During the PA-RAST Meeting, an Industry Day was held with Colombian aviation representatives to discuss safety initiatives and the work of the RASG-PA.

Members of the *Aerocivil Colombia*, as well as other local and regional aviation Industry stakeholders were in attendance.

8.2 The following presentations were provided to the group:

- Historical Overview of the RASG-PA
- Work of the PA-RAST
- Overview of ASIAS/FDX Data Analysis
- BCAST
- BCAST-MAC Team

Agenda Item 9:

Other Business

9.1 The Meeting heard a presentation from ALTA regarding the proposal to create National Safety Teams (NST). The concept highlights Data Sharing Memorandum of Understanding (MOUs) for the protection of safety information, industry support, with airline champions presenting data (though either IATA or ALTA), adoption of RASG-PA's work for possible implementation in the NST concept (through the DIPs and other safety material), and that ICAO Member States in the NAM/CAR/SAM Regions benefit from the work of other NSTs (CAST, BCAST, PASO, etc.)

9.1.1 ICAO indicated that care should be taken as the implementation of these groups may be considered during the predictive process of State Safety Programs (SSPs). An analysis should be undertaken to further explore the concept to ensure the efforts under this proposal are not duplicated.

ACTION ITEM 25/2: The Meeting decided to table this proposal and to conform a small group to further analyze the proposal and report its findings to the next PA-RAST meeting.

9.2 PA-RAST/26 Meeting

9.2.1 The Meeting agreed that the PA-RAST/26 Meeting will be held in San Jose, Costa Rica from November 30 to 2 December 2016, hosted by COCESNA and the Costa Rica Civil Aviation Authority, as announced in the PA-RAST/23 meeting.

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**APPENDIX B
PA-RAST VALID ACTIONS ITEMS (AIs)**

Action Item #	Description	Action Owner	Remarks	Status
PA-RAST/15/A14	Include LHDs in the work of SET 4 that will deal with MAC	SET 4	<ul style="list-style-type: none"> SET 4 was activated in PA-RAST/24 	Valid
PA-RAST/17/A1	Boeing to provide crew members and flight simulator use to assist ALTA in simulator video.	Boeing	<ul style="list-style-type: none"> Boeing will not support due to financial constrains 	Completed
PA-RAST/19/A1	Programme session with the assistance of a facilitator between pilots and air traffic controllers, in order to discuss the simulated flight execution presented in the RASG-PA Runway Excursion (RE) Prevention Video (RREPV)	ALTA	<ul style="list-style-type: none"> The Secretariat will coordinate the activity under the RASG-PA Aviation Safety Training Team (ASTT) programme Seminar to be held at the ICAO NACC Regional Office, sponsored by Mexico, SENEAM, ALTA, IFALPA, CPAM, etc. Webinars conducted by ALTA and IATA 	Valid Webinars conducted by ALTA and IATA completed.
PA-RAST/20/A1	Conduct LOC-I workshops, initially with one State (Chile) and two operators (LATAM and Sky Airlines)	IATA	<ul style="list-style-type: none"> In preparation for the Workshop, set up a teleconference with Chile, IATA LATAM and Sky Airlines to introduce the team, the LOC-I DIPs and a possible workshop date(s) 	Valid Workshop on hold
PA-RAST/23/A1	IFALPA to translate into Spanish LOC-I survey	IFALPA		Valid

Action Item #	Description	Action Owner	Remarks	Status
PA-RAST/23/A2	Creation of an Ad hoc Team to work on the ToRs of the PA-RAST	Brazil and IATA	<ul style="list-style-type: none">On-going Work of Ad hoc team completed. Action Item to complete this created action	Valid
