



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

Twenty-Seventh Pan America — Regional Aviation Safety Team Meeting

PA-RAST/27

Final Report

Miami, United States, 14 – 15 February 2017

Twenty-Seventy Pan America — Regional Aviation Safety Team Meeting (PA-RAST/27)

Summary of Discussions

Date	14 – 15 February 2017
Location	Miami, United States
Meeting Opening	<p>The Meeting was attended by 25 participants from 8 States/Territories, and 7 International Organizations and industry. Appendix A refers.</p> <p>The Meeting was welcomed by Mr. Carlos Cirilo, Regional Director, Operations and Safety, International Air Transport Association (IATA) for the Americas, and Industry/International Organizations Co-Chair of the RASG-PA. Messrs. Adriano Monteiro de Oliveira, Regulation Specialist – Flight Safety, Brazil, and David Zwegers, Regional Safety Director, Airbus Industries, chaired the Meeting, representing States/Territories, and International Organizations and Industry, respectively.</p> <p>Mr. Romulo Gallegos, Regional Officer, Technical Assistance and RASG-PA Programme Manager, from the ICAO NACC Regional Office, and Secretary of the Meeting, extended appreciation to IATA on behalf of the RASG-PA Secretariat for hosting the event.</p> <p>Mr. Roberto Sosa, Regional Officer, Air Navigation, from the ICAO South American Regional Office, and Mr. Andreas Meyer, Safety Management Officer, from ICAO Headquarters, also attended the Meeting.</p>
Discussion Items	
Agenda Item 1:	<p>Approval of the Provisional Agenda</p> <p>1.1 Mr. Gabriel Acosta, Assistant Director, Safety and Flight Operations, IATA, presented the meeting logistics.</p> <p>1.2 The Co-Chairperson representing States/Territories presented WP/01 inviting the Meeting to review the provisional agenda. The Meeting was asked to approve the Agenda with modifications. The Secretariat requested that the review of PA-RAST Action Items be moved to the end of the second day, and a presentation of Mid Air Collision (MAC) mitigation activities, under Agenda Item 6.3, be transferred to Agenda Item 5, <i>Update from DIP Champions</i>. The Meeting approved the proposed agenda with modifications and without discussion.</p>

Agenda Item 2:

Review of PA-RAST Action Items

2.1 The Meeting did not review pending PA-RAST Meetings Action Items (AIs), as there was insufficient information to existing open items for updates. The Secretariat will undertake a thorough review of the pertinent action items and report the findings at the next meeting. **Appendix B** refers.

Agenda Item 3:

Information from Other Regional Aviation Safety Groups (RASG) Meetings of Interest to the PA-RAST

3.1 As discussed in the PA-RAST/26 meeting, the Secretariat noted that during the week of 21 November 2016, the Global Regional Aviation Safety Groups (RASGs) participated in a teleconference with the ICAO Air Navigation Commission (ANC), as part of their scheduled reporting on RASG/Planning and Implementation Regional Group (PIRG) activity. A report of this ANC Session has been published and was shared with the Meeting. It was also noted that the ANC was quite pleased and very complementary of the work of the RASG-PA, and by extension, the work of the PA-RAST. A copy of the report has been posted on the Meeting website.

Agenda Item 4

Flight Data Exchange (FDX)/Aviation Safety Information Analysis and Sharing (ASIAS) Review

4.1 As customary for all PA-RAST meetings, the appropriate non-disclosure agreements for 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, which have been uploaded to the RASG-PA website:

- IATA provided a briefing on major 2016 safety statistics. It was noted that 2016 saw an uptick in fatal accidents in the Pan American Region; however, the trend was still within the 5-year rolling average
- Review of the FDX Program. Presented by the IATA/ALTA Safety Team
- Survey to identify Runway Excursion (RE) Guidance based on Air Carrier Information, presented by ALTA

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4.3 During IATA’s presentation, and given the upward trend in accidents in the non-commercial category, it was suggested that the PA-RAST should begin efforts to ensure that aircraft manufacturers such as ATR, Embraer, and Bombardier engage with RASG-PA on a continuing basis. It was also noted that outreach is needed as new Part 129 and Part 91 carriers enter the market and to ensure that these operators begin to implement a training culture based upon industry - recognized safety best practices.

4.4 ALTA reported its Members, as a mitigation strategy in the area of training, that they are implementing the expanded use of simulators for smaller aircraft. Costa Rica noted that the PA-RAST should consider providing appropriate data sets for smaller operators, and encouraging operators to implement sound safety management practices for their fleets. An IATA initiative noted that smaller carriers are being targeted for International Operational Safety Assessments (IOSAs) and International Safety Standard Assessments (ISSAs), with one regional air operator recently being certified.

4.5 However, implementation may be cost-prohibitive for these small operations. Lastly, both IATA and ALTA have begun promoting recognized safety standards/management practices. As a result of this discussion, the Meeting generated the following actions:

DECISION

PA-RAST 27/1

PA-RAST OUTREACH EFFORTS

That, for promoting recognized safety standards/management practices, the PA-RAST:

- a) Discuss with the ASRT the issue of expanding data analysis for Part 129 and Part 91 carriers for inclusion into the 2017 RASG-PA Annual Safety Report;
- b) promote the benefits of ISSAs; and
- c) begin outreach efforts aimed at Part 129 and Part 91 carriers to participate in RASG activities and at implementing continuous training activities.

4.6 As part of the continuous safety trend monitoring of the Region performed every quarter by the PA-RAST, ASIAS safety information (46 North American airlines participating) was presented to the Meeting. ALTA and IATA informed that presently, the FDX data (28 Latin American airlines participating) is undergoing a large-scale modification and that it was not available to be presented to the Meeting. However, discussion ensued on the possible discrepancies in the reporting of data, particularly in the area of Unstable Approaches. The discussion generated the following action item:

DECISION

PA-RAST 27/2

CREATION OF ANALYSIS TEAM

That the PA-RAST consider dedicating a team to “hot spot” analysis. IATA will develop new analysis tools to assist in this effort and report its findings at the August 2017 PA-RAST meeting.

4.7 The Meeting also discussed the efficacy of presenting ASIAS and FDX data at each meeting. Many felt that it was redundant and ineffectual as data changes little over the course of three months. Boeing noted that the data presented should be the guide for the work of the Safety Enhancement Teams, and that there should be thought put into how to formulate the data to make it useful to the teams and to the Meeting. By reducing the frequency of the data presentations, the quality of the presentations will increase. The format of the presentation should take the following into consideration:

- Simple format
- Highlight the four risk areas
- Regional focus
- Presentation of high level analysis

**DECISION
PA-RAST 27/3 PRESENTATION OF ASIAS DATA**

That, in order to increase the quality of the data to be presented at PA-RAST meetings:

- a) the ASIAS and FDX data be presented twice a year at PA-RAST Meetings. Preferably, it will be combined with development and review of safety enhancements at each of the three-day sessions (every six months); and
- b) ongoing review of this data allows 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.

**DECISION
PA-RAST 27/4 DEVELOPMENT OF KEY
PERFORMANCE INDICATORS
(KPIs)**

That, in order to assist the Data Analysis Team with its activities

- a) the Safety Enhancement Teams discuss and develop Key Performance Indicators (KPI's) for each of the groups in order to assist the Data Analysis Team in focusing its analysis; and
- b) The newly created safety analysis team provide feedback to the PA-RAST by the August 2017 meeting.

Agenda Item 5: Update From Detailed Implementation Plans (DIPs) Champions

5.1 The Meeting heard short presentations from the four Detailed Implementation Plans (DIPs) champions in preparation for the break-out sessions, and a presentation on MAC mitigation activities was presented by Brazil.

5.2 The MAC Team lead noted that the establishment of Commercial Aviation Safety Teams (CASTs), particularly in Brazil, has proved to be very effective to internalize safety enhancements. It has also been helpful with incorporating Flight crew training programmes and other regional best practices into air operator crew training programmes.

Agenda Item 6: Participant Presentations (Topics of Interest to the Meeting)

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

- Federal Aviation Administration (FAA) Runway Safety, presented by United States
- SIRIUS Brazil Programme, presented by the Department of Airspace Control (DECEA) from Brazil
- Upset Prevention and Recovery Training (UPRT) Insights, presented by Captain Clarke McNeace, Aviation Performance Solutions

Agenda Item 7: Break-Out Sessions: Detailed Implementation Plans (DIPs) Champions

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

Agenda Item 8: Final Update from DIPs Champions

8.1.1 The CFIT Team:

- Completed their surveys (CFIT DIP completed and closed)
- Is moving forward with implementation of checklists for inspectors
- Encouraged implementation of Performance Based Navigation (PBN) in high risk areas as a way to reduce CFIT events

8.1.2 The LOC-I Team noted:

- that the Survey of States/Training Providers was not well received
- Published material is available on the IATA website (<http://www.iata.org/whatwedo/safety/Pages/loss-of-control-inflight.aspx>)
- the need for concentrated new outreach through:
 - Development of a communications plan through the use of Public Relations people (the Secretariat is working on this matter)
 - Identification of a spokesperson(s)
 - Development of a presentation outline(s)
- Partnership with Flight Safety Foundation and Training Centers (operators)

8.1.3 The MAC SET Team provided the Meeting with a report on DIPs development. According to Commercial Aviation Safety Team (BCAST’s) recent activities on Hot Spots identification, a significant portion of Class 3 Traffic Collision Avoidance System-Resolution Advisories (TCAS-RAs) are related to low level events. The Team was presented Eurocontrol’s ACAS II Bulletin No. 20 (Low Level Events), which describes principles of TCAS operations at low altitudes, real case events of RAs at low altitudes and associated learning points. Costa Rica volunteered to translate it to Spanish, and this material will be considered as a Toolkit for the Region. DIP 4 was further developed at the breakout session and the consolidation of the survey questions is expected to occur in the next MAC team’s conference call. DIP 2 development is currently on hold. Due to the short time available, DIP 5 could not be discussed.

8.1.4 The RE Team:

- Noted the completion of work to its RE guidance material
- Discussed on reviewing infrastructure issues for the prevention of RE events

Agenda Item 9:

Topics for the Good of the PA-RAST

9.1 PA-RAST Terms of Reference (TORs)

9.1.1 The Meeting was informed by the Secretariat that with the possible inclusion of the “Go-Team” procedure, as discussed at RASG-PA ESC/27 in December, 2016, the group should decide to either wait to include that specific procedure or proceed with the final draft and then amend the TORs. The Meeting, on a voice vote, approved the final draft of the TORs, and made the following decision:

DECISION	
PA-RAST/27/5	PA-RAST TERMS OF REFERENCE (ToRs)

That the PA-RAST Terms of Reference, in its current final draft, shall go to the ESC for approval, to then amend for any new procedures with respect to the establishment of the safety “Go-Teams”.

9.1.2 As no other input to the final draft of the TORs was recorded, the PA-RAST approved version will proceed for approval under the “fast-track” methodology and once approved, shall be attached to the PA-RAST Procedures Manual, 4th edition.

9.2 PA-RAST 2017 Calendar

9.2.1 Under WP/03, the Secretariat presented the PA-RAST 2017 Calendar. It was noted that this WP was presented and approved during the ESC/27.

9.2.2 With respect to the outstanding issues regarding the two 3-day meetings, the Meeting considered three possible venues: Argentina, Bolivia, and the Eastern Caribbean States (ECCAA). The Bolivian Representative to the meeting stated that his organization would benefit greatly from hosting the meeting, given the timeliness of the safety message. The representative from IFALPA noted that Argentina was willing to host a meeting, initially discussed at the PA-RAST/26 in Costa Rica in December 2016. The ECCAA representative to the meeting noted that the Eastern Caribbean States would also benefit from hosting the meeting; however, further coordination would be needed. The Meeting undertook the following decision:

DECISION	
PA-RAST/27/6	APPROVAL OF PA-RAST 2017 CALENDAR

The Meeting affirmed its support to Bolivia as host of the 23 to 25 May 2017 meeting, and Argentina for the 7 to 9 November 2017 meeting. As was noted in RASG-PA ESC/27,WP/05, there would be a CAR/SAM meeting, a CAR State (ECCAA) will be considered for the first meeting of 2018.

9.2.3 Further, as the decision to host two 3-day meetings has already been approved, this decision will be noted as part of other items that will be transmitted to the ESC for “fast track” consideration, and due to timing, coordination between the PA-RAST and the ICAO Regional Offices will begin immediately.

9.2.4 Additional discussion ensued regarding holding the two PA-RAST 2-day meetings at the ICAO Lima and Mexico City offices, respectively. Some members voiced their concern that given current budget considerations within their organizations, travel funds, particularly for international travel will be constricted, putting their participation in future RASG meeting in doubt. Others opined that the Group should consider options to hold the 2-day meetings in one location, versus further travel, particularly internationally. The Miami-based industry groups offered to host all future meetings in the Miami-Ft. Lauderdale area, in order to maximize participation and minimize costs.

9.2.5 A voice approval was taken at the request of the Industry Co-chair. The States and Industry present voiced their support in the affirmative, with the ICAO SAM Regional Office representative voicing dissent. The Meeting then adopted the following decision:

DECISION
PA-RAST/27/7 PA-RAST 2017 CALENDAR

With respect to the dates and locations previously agreed to under WP/03, that the PA-RAST submit a Working Paper for the next RASG-PA ESC meeting to request consideration to modify the location of the 2-day meetings, held twice a year, to the Ft. Lauderdale, United States location, versus the ICAO Regional Offices, in order to increase participation and reduce cost.

Agenda Item 10

Other Business

Discussion on the use of PA-RAST Safety Data

10.1 Significant discussion continued from previous meetings (Action Item 26/2 refers) regarding how to deploy FDX/ASIAS data for use of the PA-RAST and for the benefit of RASG-PA Member States. Many in the meeting noted that there needed to be a fresh look at the data being used, with an eye to harmonize the data sets for deployment at future PA-RAST meetings, and for the use of States. With an eye to improve the quality of its data products, the meeting undertook the following decision:

DECISION
PA-RAST/27/8 PA-RAST SAFETY DATA

That the PA-RAST, intercessionally, shall form a small working group via web conferences to discuss and propose possible solutions on the use of more harmonized data sets, with streamlined analysis, for use by the PA-RAST and Member States, in preparation for the PA-RAST/28 meeting in Bolivia and for future PA-RAST meetings

APPENDIX A

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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