



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

Twenty-Eighth Pan America — Regional Aviation Safety Team Meeting

PA-RAST/28

Final Report

Santa Cruz, Bolivia, 23 – 25 May 2017

Twenty-Eighth Pan America — Regional Aviation Safety Team Meeting (PA-RAST/28)

Summary of Discussions

Date	23 – 25 May 2017
Location	Santa Cruz, Bolivia
Meeting Opening	<p>The Meeting was attended by 20 participants from 5 States/Territories, and 7 International Organizations and industry. Appendix A refers.</p> <p>The Meeting was welcomed by Mr. Julio Fortun, Director General, Direccion General de Aeronautica Civil (DGAC), Estado Plurinacional de Bolivia. Mr. David Zwegers, Regional Safety Director, Airbus Industries, chaired the Meeting, representing International Organizations and Industry.</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 the Bolivian DGCA on behalf of the RASG-PA Secretariat for hosting the Meeting.</p> <p>Mr. Javier Puente, Regional Officer, Aircraft Operations Expert from the SRVSOP, 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 Capt. Edgar Chavez Balcazar, Regional Chief, Santa Cruz, DGAC Bolivia, presented the meeting logistics.</p> <p>1.2 The Co-Chairperson representing International Organizations/Industry 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. The Meeting approved the proposed agenda with modifications and without discussion.</p>
Agenda Item 2:	<p>Review of PA-RAST Action Items</p> <p>2.1 The Meeting undertook a thorough review of the action items from previous PA-RAST meetings, and took the following actions: Appendix B refers.</p> <ul style="list-style-type: none">• The flight simulation video project has been suspended due to financial considerations (PA-RAST/17/A1)• LOC-I workshops have been placed on hold due to pending coordination of dates with States and Operators (PA-RAST/20/A1)• The PA-RAST will consider the development of data sets for small operators, and encourage the implementation of sound safety management practices for their fleets. (PA-RAST/27/A1)

- IATA will work with the data analysis team to discuss dedicating a small team for the analysis of “hot spots”, once a new data analysis tool is developed.

Agenda Item 3:

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

3.1 The Secretariat provided the meeting an overview of the relevant discussions from the RASG-PA Executive Steering Committee (ESC/28, held in at the ICAO SAM Regional Office in Lima, Peru, from 4 to 5 May 2017.

3.2 The Secretariat provided the meeting with the following taskings relevant to the PA-RAST, specifically:

- The need for the PA-RAST to create a small Ad hoc group to provide recommendations and possible proposals on a RASG-PA Tactical Go-Team Concept at the next RASG-PA ESC Meeting to be held in October 2017
- Meeting’s Secretariat to call for volunteers to form a group led by CANSO, to discuss and review RASG-PA strategic documents, safety targets and other relevant information.
- The need for the PA-RAST to discuss, review and analyze the global and regional Safety target information contained in RASG-PA/ESC/28 WP12, Regional Safety Targets. (Ref: Decision RASG-PA ESC/28/2 - *Review of Corresponding Regional Safety Targets*).
- The PA-RAST RE SET should coordinate with the SRVSOP working group regarding the stabilized approach initiatives.
- The PA-RAST should discuss the issues concerning the Flight Safety Foundation (FSF) Go-Around Decision Making and Execution project, provide feedback, and coordinate its analysis with GREPECAS regarding any AGA and ATM issues raised.

Agenda Item 4:

Aviation Safety Information Analysis Review and Discussion

4.1 As noted in PA-RAST/27, Decision PA-RAST/27/D1 – *PA-RAST Outreach Efforts*, the meeting will hold their Aviation Safety Information analysis review and discussion twice a year, combined with the development and review of safety enhancements. The next information review will be held during the PA-RAST/29 meeting in to be held in Fort Lauderdale, from 22 to 24 August 2017.

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. Highlighted, were the following issues:

- ALTA provided a brief overview of the Runway Excursion Prevention Guide and the training checklist. The RE Group will continue to work on this during their break-out session.
- Brazil provided an update on the BCAST activities and work on Mid Air Collision (MAC) issues. As Brazil was not physically present, they were asked to provide a presentation and an update on BCAST issues for the Bolivian DGAC.

Agenda Item 6:

Participant Presentations (Topics of Interest to the Meeting)

6.1 The Meeting discussed the following issues:

6.2 SRVSOP Stabilized Approach Initiatives: The group discussed the issues based upon the discussion presented at the RASG-PA ESC/28 meeting, as well as the discussion from Agenda Item 3. The group consensus, was a need for the RASG-PA and the SRVSOP to harmonize their work on stabilized approaches, with the intent on bridging the work of both groups. The group also noted that since there was little consensus regarding the topic, using subject matter experts at the inspector level to provide the needed guidance would be a good start to harmonizing varying approaches. The group also noted that information on this topic, in the form of specific agenda items to further share information should be added to SRVSOP/NACC or other groups during scheduled meetings.

6.3 Upset Prevention and Recovery Training (UPRT) initiatives: SRVSOP's presented its initiatives, and technical materials available to its member States regarding UPRT. Based upon the discussion initiated in Agenda Item 3, the group requested volunteers, who will begin an analysis of the regional safety targets as noted in WP/12 (agenda item 3.2 refers) and prepare an initial report by the first week of September 2017. Volunteers from Costa Rica, United States, ALTA and IATA, will work via teleconference during the month of August 2017 and the topic will be placed on the agenda for the next PA-RAST Meeting. A WP on the topic will be completed in time for the ESC meeting to be held in October 2017. An announcement was also given on the 3 day URRT Workshop including 2 days of full FSTD activity to be held in Lima, Peru, from 23 to 25 October 2017.

6.4 An special announcement was made regarding the upcoming Second Global Runway Safety Symposium (GRSS) to be held in Lima, Peru, from 20 to 22 November 2017.

Agenda Item 7:

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

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

Agenda Item 8:

Final Update from DIPs Champions

8.1. *The CFIT Team:*

- Completed their surveys (CFIT DIP:completed and closed)
- 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

8.2 *The LOC-I Team:*

To work towards a repository on IATA website, to do all UPRT training and other stall training and related continues. The team is working on a website with IATA providing the technical assistance for the web design and upload of information. All materials prepared will be coordinated with manufacturers that then will program an outreach strategy to reach operators and States, once website becomes operational.

8.3 *The MAC SET Team:*

Undertook a review of the survey they are considering sending out with IATA support to operators, focusing on LHD issues to have operators feedback. Brazil is working on Portuguese and Costa Rica is working on Spanish translation. Survey results may be considered for possible use by global Regional Aviation Safety Groups (RASGs). The group is also considering sending the survey to worldwide airlines.

8.4 *The RE Team:*

Currently, working through material previously presented by ALTA and intended for use by pilots, controllers and airports. As new information is developed, the FAA will assist on Airport issues, with Guatemala working on Air Traffic Control(ATC) issues. The groups focus has now turned to implementation of the spreadsheet, checklists and other documentation. Work was also completed on the approach phase, landing phase and roll-out, and new information will be incorporated into the documents and checklists. Distribution may be ready for the next Eight ALTA Safety Summit.

Agenda Item 9:

Open Meeting with Bolivian Aviation Safety Stakeholders

9.1 Presentation on the RASG-PA by the Secretariat: Bolivian attendees were given a short presentation on the RASG-PA organization, its goals, mission, and current projects.

9.2 Presentation by the Bolivian Civil Aviation Authority: Captain Edgar Chavez, Safety Oversight System Supervisor, DGAC Bolivia, presented an overview of the Bolivian Aviation Safety System, highlighting its current status under the ICAO Universal Safety Oversight Audit Programme (USOAP), its State Safety Programme (SSP) Implementation Project, and the new Bolivian Aeronautical Law Project. The presentation also highlighted the Bolivian view of data and its work with regional partners on data integration.

9.3 Information Sharing Presentation by IATA: Information and statistical information was shared with the Bolivian authority for their internal use.

9.4 BCAST Best Practices - Presentation by Brazil: –. Brazil shared information with the Bolivian Authority on the establishment of a CAST system in Brazil, and highlighted it's experience and best practices.

Agenda Item 10:

Topics for the Good of the PA-RAST

10.1 ICAO HQs provided a presentation on the launch of the Safety Information Monitoring Service (SIMS) in South America. Through the SIMS project, comprised of different modules that address an area of the aviation system, it provides the user a web-based application on a secured platform for the analysis of respective safety data. States can use this to develop and monitor appropriated safety indicators to support the oversight of air operators Safety management system (SMS) and SSP in their countries.

10.2 The South American Implementation Group (SAM-IG), in 2016, first proposed the concept and was well received by its membership. The ICAO SAM Regional Office in Lima, Peru, alongside the ICAO Integrated Analysis Section, recently launched the prototype with Colombia and Bolivia as test partners.

10.3 An excellent article announcing the launch, as well as particulars of the programme, can be found at the following link:
<http://www.unitingaviation.com/safety/icao-announces-launch-safety-information-monitoring-service-south-america/>

10.4 The meeting expanded their discussion of the FSF Study as began in agenda item 3.2. As the FSF study was focused on smaller aircraft, the meeting felt that this issue was important enough that the scope should be expanded to a more global perspective. IATA confirmed that its organization and membership do not support the FSF documentation, and are looking at the matter and its possible consequences based on their data analysis of unstablized approaches, with the current rate at 3.8 percent. IATA also noted that based upon its analysis, the lower the rate of unstable approaches will lead to a lower risk of runway excursion, and that it may be possible that the FSF approach to unstable approaches may be less restrictive, thus creating possible issues. IATA feels that pilots need more time, not less, to make go around decisions. There does exist data to confirm that many airlines are operationally flying with zero unstable approaches, thus avoiding a go around situation and allowing for more restrictive measures. IATA is working with many industry members on an RE toolkit, and it is currently with manufacturers for comments.

10.5 A few of the manufacturers at the meeting felt that some of the recommendations coming from the FSF study are good, but they are not sure at the moment if they will recommend their adoption, and think that more study is needed to ensure these recommendations. ATR, as an organization, has already made the decision that it cannot support the FSF recommendations.

10.6 IFALPA also noted that its organization is currently not supporting the FSF study as it feels that there is a potential risk to the aircraft and does not improve safety if a pilot is making go around decisions at 300 feet AGL.

10.7 ALTA has not yet taken a position on the matter, however, a pilot from an ALTA member, noted that some of the issues in the FSF study, particularly, fuel consumption and time, are good ideas, but safety issues have to be looked closely, specifically, when flying Instrument Landing System (ILS) or other parameters. The pilot also commented, that these decisions have to be made on a case by case basis and not made as a blanket procedure. Safety of the aircraft should be left in the hands of the pilot in command and not on respecting certain parameters, which may be different in many cases.

10.8 Others commented that the FSF study was possibly engaging in go around decisions in an *“ideal world”* versus the *“real world”*. Companies would have to redefine their policies and possibly even considering what *“unstable”* actually means in this context.

10.9 The US FAA CAST also noted some serious concerns with the FSF study, but did not have any comments..

Agenda Item 11

Other Business

11.1 There was no other business identified.

11.2 The next PA-RAST Meeting will be held in Fort Lauderdale, United States, from 22 to 24 August 2017.

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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