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28 December 2017



To: States, Territories and International Organizations

Subject: Twenty-Ninth Pan America — Regional Aviation Safety Team Meeting (PA-RAST/29) of the Regional Aviation Safety Group — Pan America (RASG-PA) Fort Lauderdale, United States, 22 to 24 August 2017

Action

Required: Take note

Sir/Madam,

I wish to inform you that the Twenty-Ninth Pan America — Regional Aviation Safety Team Meeting (PA-RAST/29) Summary of Discussions is available at: <https://www.icao.int/NACC/Pages/meetings-2017-parast29.aspx>

Accept, Sir/Madam, the assurances of my highest consideration.

Firma Digital Digital Signature

for
Melvin Cintron
Regional Director
North American, Central American and
Caribbean (NACC) Regional Office

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

Twenty-Ninth Pan America — Regional Aviation Safety Team Meeting

(PA-RAST/29)

Summary of Discussions

Fort Lauderdale, United States, 22 to 24 August 2017

Twenty-Ninth Pan America — Regional Aviation Safety Team Meeting (PA-RAST/29)

Summary of Discussions

Date	22 – 24 August 2017
Location	Fort Lauderdale, United States
Meeting Opening	<p>The Meeting was attended by 32 participants from 5 States/Territories, and 10 International Organizations and industry. (Appendix refers).</p> <p>The Meeting participants were welcomed by Mr. Dan Ramirez, Air Safety Officer, EMBRAER. Mr. David Zwegers, Regional Safety Director Latin America & Caribbean, Airbus Industries, and Mr. Daniel Vieira Soares, Superintendent of Flight Standards, Brazil, co-chaired the Meeting, representing International Organizations and Industry and Member States, 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 EMBRAER on behalf of the RASG-PA Secretariat for hosting the Meeting.</p> <p>Mr. Alexandre Prado, Regional Officer, Aircraft Accident and Investigation Expert from the Regional Safety Oversight Cooperation System (SRVSOP), from the ICAO South American Regional Office, also attended the Meeting.</p>
Discussion Items	
Agenda Item 1:	<p>Approval of the Provisional Agenda</p> <p>1.1 Mr. Dan Ramirez, Air Safety Officer, EMBRAER 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 slight modifications to accommodate the presentations of the Commercial Aviation Safety Team (CAST). The Meeting approved the proposed agenda without discussion.</p>
Agenda Item 2:	<p>Meeting with the US Commercial Aviation Safety Team (CAST)</p> <p>2.1 The Meeting started with the Secretariat presenting an overview of the Regional Aviation Safety Group – Pan America (PA-RAST). The presentation highlighted the RASG’s main objective, that is to serve the Region as the focal point to coordinate all efforts and programmes that are aimed at mitigating safety risks.</p> <p>The presentation was also intended to provide the CAST members with information on how the RASG-PA uses different types of safety information and data from different sources to develop Safety Enhancement Initiatives (SEIs) for the top accident categories in the Pan America Region.</p>

2.2 The CAST team provided an overview on how the CAST brings together key stakeholders to cooperatively develop and implement prioritized safety strategies. It was noted that while the CAST's initial focus was on reducing accident rates, it is now in sync with the RASG-PA goal of reducing commercial aviation fatality risk. The CAST also looks how the implementation of International Aviation safety collaboration affects world regional accident rates, and how partnership between industry and government will lead to a commitment to drive future safety improvements.

2.3 The Co-Chair of the General Aviation Joint Steering Committee (GA-JSC) and GA of Aviation Safety Information Analysis and Sharing System (ASIAS) presented to the Meeting information on the baseline statistics of the Fatal Accident Rate in US General Aviation, key safety performance indicators, and also provided the Meeting information on 39 Safety Enhancements in general aviation. It was noted that much of the work in general aviation is similar to that on the commercial side; however, a key difference is the emphasis on powerplant/system component failures on GA aircraft. The Meeting also was given excellent examples of safety enhancement work in the GA area, and how information analysis and sharing works to continuously improve safety in the ga world.

2.4 The Brazilian Commercial Aviation Safety Team (BCAST) provided the meeting with reports and information on collective safety management, and the status of implementation of the mid-air safety enhancement initiatives in Brazil; lessons learned, data analysis methodology, conclusions and next steps to be taken.

2.5 IATA noted the CAST presentations and requested them, to possibly provide data and support IATA and the RASG by presenting ASIAS data on a recurring basis, with a focus on regional data and relative to specific hotspots. Both the CAST and FAA representatives responded by agreeing in principle to support IATA and the RASG. When feasible, the data discussions shall be placed on the agendas for presentation and discussion.

Agenda Item 3:

Review of PA-RAST Action Items

3.1 The Meeting undertook a thorough review of the action items from previous PA-RAST meetings, and took the following actions:

- The flight simulation video project has been suspended due to financial considerations (PA-RAST/17/A1)
- Loss of Control - In flight (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 develop 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 PA-RAST for dedicating a small team for the analysis of “hot spots”, once a new data analysis tool is developed.

Review of ESC/28 matters concerning PA/RAST:

3.2 The Meeting discussed the following deliverables/issues raised at the Twenty-Eighth Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting (RASG-PA ESC/28) for the PA-RAST review and discussion. A Working Paper will be developed by the PA-RAST for presentation at the next meeting of the ESC for the need of 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 December 2017

3.2.1 After discussion, the Meeting noted that Collaborative Safety Teams should be considered, with the following caveats:

- Consideration given to funding sources/deployment methods
- RASG support (at ESC and plenary) of National Safety Teams
- Deploy teams after a thorough Project Management type review
- Consider the creation of RASG-PA safety product(s) for States’ use

3.2.2 Brazil began and has taken the lead to design a flow chart to conceptualize what a team may look like and for use as a decision-making tool. The concept will be briefed at the next RASG-PA ESC meeting.

3.3. 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. Brazil, Canada, Embraer, IATA, and the Secretariat will assist CANSO with their work.

3.4 The need was recalled for the PA-RAST to discuss, review and analyze the global and regional Safety target information contained in RASG-PA/ESC/28 WP/12, Regional Safety Targets. (Ref: Decision RASG-PA ESC/28/2 - *Review of Corresponding Regional Safety Targets*).

3.4.1 After some discussion, the Meeting felt that there should be more review and further discussion of this topic in preparation for the next ESC Meeting. The Secretariat shall provide more information and place it on the agenda for the next PA-RAST Meeting.

3.4.2 In the meantime, some members felt that it was necessary to ensure that the PA-RAST retains its strict analysis function, and steer clear of the implementation/governance issues better left for the ESC and other bodies. It was also noted that there should be an expanded use of the Aviation Safety Report Team (ASRT) for data analysis on safety performance and that it possibly be included in the next version of the ASR.

3.5 The PA-RAST Runway Excursions (RE) Safety Enhancement Team (SET) should coordinate with the SRVSOP working group regarding the stabilized approach initiatives.

3.5.1 The Meeting noted the current ongoing initiatives between the SRVSOP and the RE SET.

3.6 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 the CAR/SAM Planning and Implementation Regional Group (GREPECAS) regarding any AGA and ATM issues raised.

3.6.1 It was noted that organizations, in the course of the review of this project, may (or may not) provide the FSF their own separate comments and possible recommendations. Overall, the group felt that it was a timely project. On the other hand, some of the outcomes and conclusions from the report are not acceptable to certain industry members, and it was also noted that this issue is raising considerable discussion outside of the RASG and feedback will find its way back to the FSF.

Agenda Item 4:

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

4.1 The Secretariat noted activity regarding the topic of RASG- Planning and Implementation Regional Group (PIRG) cooperation. As contained in C-WP/13135, ICAO Council Decisions C-DEC 183/9 dated 18 March 2008, and C-DEC 190/4 dated 28 May 2010, the Terms of Reference (ToRs) for the GREPECAS were recently updated to recall that there should be more PIRG-RASG cooperation.

4.2 The Secretariat also noted that this is an ongoing discussion and the issue will probably be addressed at the next RASG-PA ESC meeting.

4.3 A couple of PA-RAST members noted that, while there is much to collaborate on with the PIRGs, the work of the RASG-PA, and particularly the PA-RAST, should maintain its independence to continue its safety analysis work, for the State-Industry cooperation has worked extremely well to this point.

4.4 The Meeting also took note of an initiative proposed by IATA to analyse the requirements contained in the ICAO Global Aviation Safety Plan (GASP), and how it relates to the current work programmes and processes of the PA-RAST.

Agenda Item 5: Aviation Safety Information Analysis Review and Discussion

5.1 As noted in PA-RAST/27, Decision PA-RAST/27/D1 – *PA-RAST Outreach Efforts*, the Meeting will hold its 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/30 meeting in Port-of-Spain, Trinidad and Tobago, from 14 to 16 November 2017.

Agenda Item 6: Update From Detailed Implementation Plans (DIPs) Champions

6.1 The Meeting heard short presentations from the Detailed Implementation Plans (DIPs) champions in preparation for the break-out sessions. Highlighted, were the following issues:

- ALTA provided an overview of the Runway Excursion Prevention Guide and the training checklist. The RE Group will continue to work on this during its break-out session.
- Brazil provided an update on the BCAST activities (noted under Agenda Item 2.4 and work on Mid Air Collision (MAC) issues.

Agenda Item 7: Participant Presentations (Topics of Interest to the Meeting)

7.1 WP/02, *Using Targeted Inspections As A Tool To Mitigate Risks Associated With Unstabilized Approaches* was presented by Canada. As it further develops its State Safety Program and reflects on the value a service provider's safety management system brings to regulators, Transport Canada offered the possibilities of a non-traditional role for civil aviation safety inspectors that would include risk/hazard causal data collection. By using targeted inspections as an evaluative information gathering tool, Transport Canada has further realized the potential for integration of hazard identification and safety performance monitoring as a function of safety oversight.

7.1.1 Transport Canada, in its implementation of a performance-based Safety Management Systems (SMS), expects that the operators, through their SMS, assess and manage risks. By using targeted inspections as an evaluative tool, Transport Canada determined that this SMS approach helps to provide confidence in an operator's safety system as an alternative to prescribing specific regulations to enforce.

7.1.2 Canada noted its willingness to share and collaborate with any entity interested in information sharing. AIRBUS expressed that it would be glad to begin the collaborative process.

7.1.3 The implication of the Transport Canada exercise was to emphasize the value of the key aspects of a State Safety Programme, more specifically, monitoring hazards and incorporating Safety Performance Indicators (SPIs) to act as triggers to take strategic action against emerging hazards and risks as part of a State safety oversight programme. The exercise also noted tangible examples of how beneficial hazard identification and monitoring is in informing an oversight programme. Transport Canada will be incorporating more targeted inspections into its oversight programme based on the value of information from this initial exercise. Transport Canada is updating its surveillance planning model in such a way that it envisions a process that more fully integrates organizations under Canada's State Safety Program.

7.2 Brazil and ICAO made a special announcement regarding the upcoming Second Global Runway Safety Symposium (GRSS) to be held in Lima, Peru, from 20 to 22 November 2017.

Agenda Item 8:

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

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

Agenda Item 9:

Final Update from DIPs Champions

9.1. The CFIT Team has completed its activities and remains available for further work.

9.2 *The RE Team*

- shared data and has coordinated with the SRVSOP
- is evaluating the feedback received from AIRBUS and plans to discuss RE issues at upcoming workshops
- is still working on producing guidance material for RE
- is examining the possibility of RE prevention workshops with pilots and controllers that would provide interactive simulations, and using flight and tracon simulators
- reported that lighting and marking documentation completed
- reported that implementing a survey for pilots at identified airports that have gaps in runway issues. The results should be available by **December 2017**.

9.3 *The LOC-I Team:*

- works towards a repository on IATA website, to do all Upset Prevention and Recovery Training (UPRT) training and other stall training and related continues
- is working on a website with IATA providing the technical assistance for the web design and upload of information

- reported that all materials prepared will be coordinated with manufacturers that then will schedule an outreach strategy to achieve operators and States, once website becomes operational, and it is seeking workshop opportunities.

9.4 *The MAC SET Team:*

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

Agenda Item 10:

Topics for the Good of the PA-RAST

10.1 The 2018 PA-RAST Calendar/Work Programme was discussed. As there are various States that have volunteered to host meetings in 2018, the Secretariat proposed that a poll be taken of the membership to come to a consensus, while targeting States that, through data analysis and other objective criteria, would be considered for hosting 2018 PA-RAST meetings. A Working Paper will be developed by the PA-RAST and presented to the RASG-PA ESC/29 meeting for approval.

10.2 Noting that there has been interest by the RASG-PA ESC to have the PA-RAST implement project management principles and adjust its administrative and logistical work, the Meeting considered and approved the following short term solutions to drive change and productivity within the PA-RAST:

- where feasible, add clear timelines/deliverables to the work of the DIPs
- develop methods allowing for the quick review, development and completion of PA-RAST meeting minutes, with input from all the DIP Champions, pre-formatted meeting templates and other tools
- ensure that all PA-RAST members share and participate in the work activities and instructions of the Co-chairs
- create a small working group to construct a new and usable Website (hosting to be determined)
- creation of a yearly safety calendar, highlighting all events regionally and globally of interest to the RASGPA

10.2.1 The Secretariat will lead this programme management effort and report its implementation at the next PA-RAST meeting.

Review of Meeting Decisions/Conclusions

10.3 As part of the effort to provide timely information and ensure clarity, the Secretariat, for all meetings, will provide a final review of discussion, decisions, conclusions and announcements as the last agenda item for each PA-RAST meeting. The presentation will be uploaded to the PA-RAST website at the conclusion of each meeting and can be used as a tool until the final report is completed. It is understood that the report will be available no later than 2 weeks (14 calendar days) after every meeting.

Agenda Item 11:

Other Business

11.1 There was no other business identified.

11.2 The next PA-RAST meeting will be held in Port of Spain, Trinidad from 14 to 16 November 2017.

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