Tenth North American, Central American and Caribbean Directors of Civil Aviation Meeting (NACC/DCA/10)
Martinique, France, 21 to 23 June 2022

Agenda Item 5: **NAM/CAR Regional Safety/Air Navigation Implementation**
5.2 **Safety Implementation Matters**

RASG-PA PROGRESS REPORT AND PROJECTS

(Presented by the Secretariat)

EXECUTIVE SUMMARY
This working paper presents information regarding the approval accomplished for some Safety related Projects by the Regional Aviation Safety Group- Panamerica (RASG-PA). The approved Projects look to enhance/ increase the safety awareness and preparation together with State compliance to ICAO Safety Standards and Recommended Practices (SARPs).

Action:	The Action is presented in Section 3
Strategic Objectives:	• Safety
References:	• Thirty Seventh RASG-PA Executive Steering Committee Meeting (ESC/37) Report

1.   Introduction

1.1   During the ESC/37 meeting held at the ICAO NACC Regional Office in Mexico City, Mexico, from 25 to 26 May 2022 the RASG-PA Executive Steering Committee approved funding for the following projects:

1.   CAR/SAM Implementation Project for "Visual to Performance-Based Navigation"
2.   SSP Implementation Project;
3.   The CAR/SAM Runway Safety Team (RST) Implementation Project; and
4.   The IATA/ICAO (NACC/SAM) Controlled Flight into Terrain (CFIT) Detail Implementation Plan (DIP) Support Project.

2.   Status of Projects

2.1   CAR/SAM Implementation Project for "Visual to PBN"

2.1.1   During the ESC/37 meeting, ATR gave a presentation of the project to demonstrate the benefits of converting Visual Flight Rules (VFR) to Instrument Flight Rules (IFR) using PBN. The meeting was recalled that ICAO SAM Office together with Brazil and Colombia implemented the project to start with the implementation of PBN in visual runways as part of the RASG-PA project and then it was adjusted to Visual to PBN. The International Air Transport Association (IATA) indicated to support this Project for the implementation of PBN on a visual runway.

2.1.2   The first pilot implementation exercise was carried out for the Guapi (SKGP) airport in Colombia. The PBN procedure has been developed, as well as the obstacle identification and assessment. Covid-19 pandemic impacted the original timeline of events, so a new schedule was prepared, and the project team is moving forward with the approval process.

2.1.3   The meeting agreed that to enrich the experience of this pilot project, an enhanced implementation of a Pilot Project in the CAR Region was suggested. ICAO NACC Regional Office, in coordination with Mexico and with the participation of Mexican entities (AFAC, SENEAM, airports groups, airlines, airport Operators) and ATR proposed to conduct/deploy an enhanced implementation of the "visual to PBN" project in some potential aerodromes, like the Cuernavaca Airport, the Acapulco International Airport and the Puerto Vallarta International Airport.

2.1.4   The enhanced implementation will follow the lessons learned and best practices observed in the SAM Region project experiences, and to emulate the trial and testing in the CAR Region airports.

2.2   NACC SSP Implementation Improvement Project

2.2.1   ICAO, together with the States, the region and industry are working closely together on safety risk management whereby collaborative efforts between key stakeholders are essential to the achievement of safety performance targets established through a State´s SSP or a service providers´ Safety Management System. During the RASG-PA/11 Meeting, it was agreed upon to foster the implementation of the SSP for the Pan-American States and the NAM/CAR Regional SSP Implementation Strategy was approved in 2019. The project proposal is to enhance the State SSP Implementation. The initial phase will start in Second semester of 2022 and is expected to be completed by May 2023. The main Project deliverables will be

- Develop a SSP Policy document for at least 10% of CAR States;
- To implement SSP working groups for Spanish and English speaking countries;
- To increase SSP implementation – GAP Analysis of the CAR States;
- Establishment of the guidance for a safety data collection and analysis system; and
- Conduct workshops and virtual- and on-site assistance.

2.3   **CAR/SAM RST Implementation Project**

2.4.1   Runway safety is one of the high-risk categories of occurrence that need to be addressed to mitigate the risk of fatalities in the international civil aviation. In the Pan America-Region, RASG-PA has identified Runway Excursions (RE) as one of the high-risk categories (HRCs). In the 2020-2022 edition of the Global Aviation Safety Plan (GASP) (Doc 10004), States, Regions and Industry are recommended to promote the establishment and implementation of State Runway Safety Programmes and local Runway Safety Teams.

2.4.2   Although the implementation of local RST is considered a cost-effective solution to mitigate the occurrence of runway incursions and excursions (and an integral part of the aerodrome´s operator´s Safety Management System (SMS), in the CAR/SAM Regions the implementation is moving at a relative low pace. In the CAR region, the RST implementation is 50% and in the SAM Region the RST implementation is 33.65%

2.4.3   RASG-PA approved the Project proposal for the support of implementation of effective Local Runway Safety Teams in the CAR/SAM Regions with the support of the RASG-PA Members and Runway Safety Partners (RSP) for the CAR and SAM Regions. The Project looks to enhance the establishment of RSTs and review the effectiveness of the existing RST. The execution of the Project is planned for 2022-2023 as an initial phase.

2.5   **IATA/ICAO (CAR/SAM) CFIT Detailed Implementation Plan (DIP) Support Project**

2.5.1   CFIT is marked as the third cause of fatal accidents. Today, accident data shows that CFIT accidents are much lower than a decade ago, and the number of aircraft that have landed safely after Enhanced Ground Proximity System (EGPWS) warning is growing every year. Nevertheless, CFIT accidents continue to occur. The mandate of EGPWS and immediate response to EGPWS warnings has been proven to be a great barrier to prevent CFIT accidents when used as intended.

2.5.2   Evidence shows that, in order to obtain the greatest safety benefit from EGPWS and to ensure that the system remains effective, a call for action by the operators is needed to ensure they keep updating their systems.

2.5.3   IATA and airline specialists have drafted a DIP, which contains specific recommended actions to different stakeholders (States, International Organizations, Operators, and manufacturers, International Organizations, States and Operators). Some examples of these are:

- Ensure EGPWS Software and Terrain/Obstacle/Runway databases are kept up to date;
- Ensure the GPS is used as position source for EGPWS
- Procedures to ensure EGPWS equipment remains activated and serviceable
- Establish a training program for flight crews to effectively respond to EGPWS alerts.

2.5.4   The phases of the DIP are:

- •   Phase I – Determining baseline values; and
- •   Phase II – Regional Action Plan.

2.5.5   Based on the information obtained during Phase I, IATA and ICAO will develop a regional action plan with specific objectives, targets, timeline and deadlines to reduce the LATAM/CAR CFIT year average.

2.6   Other RASG-PA Projects

2.6.1   Similarly, during this last ESC/37 Meeting, several updates to ongoing Safety initiatives and projects were commented like the ICAO NACC AIG Turnkey Project, the CAR/SAM Language Proficiency Project proposal and the "Safety Risks Mitigation Actions in The Valley Of Mexico Terminal Control Area (TCA)". In this regard, RASG-PA recognized the need to support the Region and States on these initiatives and agreed on the involvement of their Pan America Regional Aviation Safety Team (PA-RAST) to assist in their review as indicated in the respective conclusions.

2.6.2   The draft decisions/ conclusions from the RASG-PA/ESC/37 are detailed in the **Appendix** to this paper.

3.   Suggested Action

3.1   The Meeting is invited to:

- a)   take note of the information contained in this document,
- b)   support the implementation of the approved Projects and initiative, assessing the outcomes on risk mitigation;
- c)   participate in RASG-PA events and meetings; and
- d)   share any other safety high risk initiatives as deem necessary for RASG-PA support.

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APPENDIX
RASG-PA ESC/37 Meeting
Draft Decisions and Conclusions

NACC Project Proposal for SSP Implementation

Conclusion ESC37/01		
What	When	Who
In order to enhance the implementation of effective SSP among the CAR States, the Meeting approves the SSP Implementation Project described in Appendix A of this report. **(35,500 USD)**	Immediate	Marcelo Orellana

Visual to PBN in NACC

Conclusion ESC37/02		
What	When	Who
That, in order to validate and enhance the results and outcomes of the previous "Visual to PBN" Project deployed in the SAM Region, the RASG-PA approves the deployment of an enhanced Project in a CAR Region airport following the support by Mexico in the potential airport candidates of MMCB, MMAA, MMPR and similar, the ICAO NACC Regional Office: a) coordinate with the "Visual to PBN" SAM Project on conducting a similar deployment of the Project but including the lessons learned and best practices observed up to present; b) work with industry partners and Mexico on the best airport for the deployment of the CAR Project; and c) report to the RASG-PA/12 Plenary on the planning and progress on the Project deployment.	Immediate	Sereya Schotborgh

RST Implementation

Conclusion ESC37/03		
What	When	Who
Endorse CAR & SAM RST Implementation Project as per appendix on ESC37/WP07 and approve requested funds for phase 0 and 1 of the project. **(15,000 USD)**	Immediate	Fabio Salvatierra ICAO NACC AGA RO

IATA/ICAO (CAR/SAM) Control Flight Into Terrain (CFIT) Detailed Implementation Plan (DIP) Support Project

Conclusion ESC37/04		
What	When	Who
That IATA and ICAO complete the baseline measurement described on Phase I of this Working Paper by the end of 2022.	Immediate	Fernando Rojas Javier Puente/Sereya Schotborgh

Language

Decision ESC37/02		
What	When	Who
That the PA-RAST evaluates the related level of risk, and coordinate with NACC and SAM a recommendation to the ESC	6 months	PA-RAST Co-Chairs

Valley of Mexico Safety

Decision ESC37/03		
What	When	Who
PA-RAST (along with NACC RO) will engage with MEX authorities to support on the implementation of their safety plan in order not to duplicate efforts. PA-RAST will submit a project to the ESC if needed.	18 July 2022	PA-RAST Co-Chairs Sereya Schotborgh

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