



PA-RAST/13

**INTERNATIONAL CIVIL AVIATION ORGANIZATION
REGIONAL AVIATION SAFETY GROUP – PAN AMERICA
(RASG-PA)**

**THIRTEENTH PAN AMERICA –
REGIONAL AVIATION SAFETY TEAM MEETING**

PA-RAST/13

SUMMARY OF DISCUSSIONS

Miami, United States, 22-23 May 2013

Presented by the Secretariat

May 2013

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PA-RAST/13 Meeting

Summary of discussions

Date	22-23 May 2013
Location	IATA Office, Miami, United States
Objective	PA-RAST/13 Meeting
Discussion Items	<p>Agenda Item 1: Opening of the Meeting</p> <p>1.1 Agenda was approved as presented with the addition of 12.1 by IATA.</p> <p>Agenda Item 2: Results from the RASG-PA ESC/16 Meeting</p> <p>2.1 The Secretariat briefed that the ESC/16 Meeting participants had reviewed the PA-RAST/12 Meeting report and had made minor corrections to items 7 and 10 of the PA-RAST/12 report.</p> <p>Agenda Item 3: Information Analysis Team (IAT/03)</p> <p>3.1 The Rapporteur reviewed the outcome of IAT/3 Meeting</p> <ul style="list-style-type: none">• Confirm the adoption of CAST risk formula by RASG-PA• RASG-PA to work on mitigation strategies for RE, CFIT, LOC-I and additionally for Mid-Air events• IAT will develop a list of undesired airplane states• PA-RAST to address issues that are identified throughout ASIAs regarding the high number of events related to RE, CFIT, LOC-I and Mid-Air <p>Agenda Item 4: Runway Excursion (RE) Detailed Implementation Plan (DIPs)</p> <p>4.1 RE/08 - Guidance in Maintaining Runways in Accordance with Annex 14</p> <p>4.1.1 Mr. Fabio Salvatierra, ACI-LAC, updated the participants on the status of the RE/08 DIP. The document has been edited to provide a high-level guide and the draft is ready for review. It was renamed as: High-Level Guide for Maintaining Runways in Accordance with ICAO's Annex 14.</p> <p>4.1.2 The document will be presented to the ESC for approval.</p> <p>4.2 RE/09 - Specific Training for Pilots and Air Traffic</p>

Controllers to Avoid Unstabilized Approaches

4.2.1 ALTA briefed the participants that the video associated with this DIP is in production. They want to ensure a quality product, which may delay the project slightly. There was discussion about providing the video in Portuguese but ALTA advised that there was no budget to accomplish this request. They will provide the script so that it can be subtitled at a later date.

4.3 RE/11 - Develop Guidance Material and Training Programmes to Create Action Plans for Runway Safety Teams

4.3.1 PA-RAST was informed that the Mexico DGAC notified the RASG-PA secretariat and communicated that they were unable to continue to participate in PA-RAST Meetings at this time. The Meeting acknowledged Mexico for the work that had been completed on this project to date. The PA-RAST also agreed that the ICAO guidance material available for this DIP adequately addressed the DIP's outcomes and the DIP was completed.

4.3.2 The Meeting designated Brazil, the alternate, to assume the duties of PA-RAST States Co-Chairperson.

Agenda Item 5: Controlled Flight Into Terrain (CFIT) Detailed Implementation Plan (DIPs)

5.1 IATA will prepare a new DIP on CFIT. The draft will be completed prior to the RASG-PA/06 Meeting in June 2013.

Agenda Item 6: Loss Of Control-Inflight (LOC-I) Detailed Implementation Plan (DIPs)

6.1 The Meeting discussed that it would be in the best interest of RASG-PA to delay writing a new LOC-I DIP until PA-RAST had the opportunity to review the CAST Safety Enhancements (SEs) that will be delivered in August 2013.

6.2 ALTA will review the United Kingdom Upset Recovery Toolkit and brief PA-RAST at the next Meeting.

Agenda Item 7: Large Height Deviation (LHD) issues in CAR/SAM Regions

7.1 The participants were briefed that during the ESC/16 Meeting at the ICAO SAM Regional Office, the ESC clarified the process for reviewing safety issues involving LHD reports in the CAR/SAM Regions. GREPECAS provides oversight responsibilities for the GTE Workgroup, which works with CARSAMMA in regard to LHD issues. GREPECAS will coordinate with RASG-PA, if appropriate, regarding LHD issues in the CAR/SAM Regions.

Agenda Item 8: Development of RASG-PA Safety Targets

8.1 The Meeting discussed developing and preparing RASG-PA safety targets based on the adopted CAST risk formula.

8.2 After a long discussion, the participants considered that due to relevance of the issue, it should be elevated to be discussed by the ESC in detail.

Agenda Item 9: PA-RAST/14 Meeting

9.1 The participants agreed on the dates for the next PA-RAST/14 Meeting, which will be 17 to 19 September and will include a 1-day IAT/04 Meeting on the first day.

9.2 The tentative schedule for 2014 PA-RAST and IAT Meetings was agreed upon as follows:

- February 18/19/20 (ICAO NACC/RO, Mexico City, Mexico)
- May 20/21/22 (Miami, United States)
- September 9/10/11 (ICAO SAM/RO, Lima, Peru) TBC
- November 11/12/13 (Brazil)

9.3 The participants also acknowledged the possibility of delivering a RASG-PA seminar/workshop in conjunction with PA-RAST Meetings considering the presence of many RASG-PA experts for the PA-RAST and IAT Meetings.

Agenda Item 10: Recommended ESC Actions

- Approve ACI-LAC document: High Level Guide for Maintaining Runways in Accordance with ICAO's Annex 14
- Note the status of Mexico's participation in PA-RAST
- Approve new PA-RAST State Co-Chair (Brazil)
- Acknowledge the outcome of IAT/03
- Discuss the RASG-PA Safety Targets
- Approve the tentative schedule for 2014 PA-RAST and IAT Meetings

Agenda Item 11: ICAO/IFALPA NAM/CAR Regional Runway Safety Seminar (RRSS), St. John's, Antigua, 27-29 May 2013

11.1 Mr. Eduardo Chacin briefed the participants on the upcoming RRSS event scheduled in Antigua to promote the implementation of Runway Safety Teams (RSTs). He also acknowledged the contribution of ECCAA and IFALPA for sponsoring the event.

Agenda Item 12: Other Business

12.1 IATA briefed that they would like to enter into a data sharing agreement with RASG-PA similar to the CAST/FAA – RASG-PA MOU. IATA will prepare draft agreement for review.

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