



*International Civil Aviation Organization*  
**Sixteenth Meeting of the Regional Aviation Safety Group  
– Pan America (RASG-PA) Executive Steering Committee  
RASG-PA ESC/16**



Lima, Peru, 12 to 13 March 2013

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**Agenda Item 3**

**Status/update of RASG-PA Working Groups and Projects**

- 3.1 Pan America - Regional Aviation Safety Team (PA-RAST)
- PA-RAST/12 Meeting: Recommended actions for the ESC/16
  - IAT Meetings 1 & 2: Outcomes

**DRAFT REPORT PA-RAST/12 MEETING**

(Presented by the Secretariat)

**SUMMARY**

This working paper presents the draft report of the PA-RAST/12 Meeting for the ESC Members review.

***Strategic  
Objective***

*This working paper is related to Strategic Objective  
A – Safety*

**1. Introduction**

1.1 The PA-RAST/12 Meeting was held at the ICAO NACC Regional Office from 21 to 22 February 2013.

**2. Action Required**

2.1 The Meeting is invited to review the Draft Report of the PA-RAST/12 Meeting presented in the **Appendix** to this working paper for discussion during this Agenda Item.

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**INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO)**

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

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

**PA-RAST/12**

**SUMMARY OF DISCUSSIONS**

**MEXICO CITY, MEXICO, 21 TO 22 FEBRUARY 2013**

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## HISTORICAL

### ii.1 Place and Date of the Meeting

The Twelfth Meeting of the Pan American - Regional Aviation Safety Team (PA-RAST/12) was held in Mexico City, Mexico, at the ICAO NACC Regional Office, from 21 to 22 February 2013.

### ii.2 Opening Ceremony

Mr. Adolfo Zavala and Mr. Eduardo Chacin, Regional Officers, ATM/2 and Flight Safety, respectively from the ICAO NACC Regional Office greeted the participants and opened the meeting.

### ii.3 Officers of the Meeting

Mr. Enrique Herrera, of the DGAC of Mexico and Mr. Gerardo Hueto, Boeing, acted as PA-RAST Co-Chairpersons representing States/Territories and International Organizations/Industry respectively. Mr. Eduardo Chacin, Regional Officer, Flight Safety, served as the PA-RAST Secretary, assisted by Mr. Adolfo Zavala, Regional Officer, Air Traffic Management, both from of the ICAO NACC Regional Office. Mr. Victor Hernandez, ATM/SAR Regional Officer and Mr. Julio Garriga, TCB Regional Officer, both from the ICAO NACC Regional Office, attended the Meeting.

### ii.4 Working Language

The working language of the meeting was English.

### ii.5 Agenda

#### Agenda Item 1: Opening of the Meeting

- 1.1 Introductions
- 1.2 Administrative Notes
- 1.3 Approval of the Agenda

#### Agenda Item 2: Elections

- 2.1 Co-Chairperson representing International Organizations/Industry
- 2.2 Vice-Chairperson representing States/Territories

#### Agenda Item 3: Information Analysis Team (IAT)

- 3.1 Outcome of IAT/01 Meeting
- 3.2 Outcome of IAT/02 Meeting

- Agenda Item 4: Runway Excursion (RE) Detailed Implementation Plan (DIPs)**
- 4.1 RE/08 - Guidance for Maintaining Runway in Accordance with ICAO Annex 14: ACI-LAC - Update
  - 4.2 RE/09 - Specific Training for Pilots and Air Traffic Controllers to Avoid Unstabilized Approaches: ALTA - Update
  - 4.3 RE/11 - Develop Guidance Material and Training Programmes to Create Action Plans for Runway Safety Teams: Mexico DGAC - Update
- Agenda Item 5: Controlled Flight into Terrain (CFIT) Detailed Implementation Plan (DIPs)**
- 5.1 CFIT/04 - CRM/Situational Awareness for Pilots and Air Traffic Controllers: IFALPA/IFATCA - Update
  - 5.2 Development of new DIP
- Agenda Item 6: Loss of Control-Inflight (LOC-I) Detailed Implementation Plan (DIPs)**
- 6.1 Development of new DIP
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- Agenda Item 8: Development of RASG-PA Safety Targets**
- Agenda Item 9: PA-RAST/13 Meeting**
- 9.1 Logistics
  - 9.2 Agenda
- Agenda Item 10: Recommended Actions for the RASG-PA Executive Steering Committee (RASG-PA/ESC/16)**
- Agenda Item 11: Other business**

**ii.6 Attendance**

The Meeting was attended by 31 participants from States, International Organizations and members of the Pan America – Regional Aviation Safety Team (PA-RAST). The representative of Brazil presented his apologies for not attending due to personal reason.

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**LIST OF PARTICIPANTS**

**MEXICO**

Enrique Herrera - DGAC  
Susana González - ASA  
Andrés Sacristán - SENEAM  
Rodrigo Bruce Magallón - SENEAM  
Luciano A. Pérez - AICM  
Tonatiuh González- AICM  
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**AIRBUS**

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Santiago Saltos

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**CANSO**

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Roberto Sosa

**COPA AIRLINES COLOMBIA**

Ana Arenas

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Fabio Catani

**IATA**

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**IFALPA**

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**INTERJET**

Víctor Ayala

**VOLARIS**

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Jaime Osollo  
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Eduardo Chacin  
Adolfo Zavala  
Victor Hernandez  
Julio Garriga

PA-RAST/12  
List of Participants – Contact Information

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**CONTACT INFORMATION**

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List of Participants – Contact Information

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List of Participants – Contact Information

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**Agenda Item 1:           Opening of the Meeting**

**1.1                   Introduction**

1.1.1               *See Historical section of this report.*

**1.2                   Administrative Notes**

1.2.1               Mr. Adolfo Zavala, representative of the ICAO NACC Regional Office, served as a host of the PA-RAST Meeting and presented the schedule of activities to the participants.

**1.3                   Approval of the Agenda**

1.3.1               Mr. Enrique Herrera, of the DGAC of Mexico and Mr. Gerardo Hueto, Boeing, PA-RAST Co-Chairpersons representing States/Territories and International Organizations/Industry respectively, presented the draft agenda and asked for approval by the Meeting. The agenda was approved and is included in the historical section of this report.

**Agenda Item 2:        Elections**

**2.1        Co-Chairperson representing International Organizations/Industry**

2.1.1        The Secretary explained to the Meeting that there was a discrepancy in the PA-RAST Terms of Reference (TORs), regarding elections dates for the Co-Chairpersons representing States and International Organizations/Industry.

2.1.2        The Meeting discussed the discrepancy, which involved the actual dates to hold the first elections, and agreed that the TORs must be amended in order to clearly represent the exact election year for the PA-RAST Co-Chairpersons.

**2.2        Vice-Chairperson representing States/Territories**

2.2.1        This item was resolved with the above action to amend the PA-RAST TORs.

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**Agenda Item 3: Information Analysis Team (IAT)**

**3.1 Outcome of IAT/01 Meeting**

3.1.1 The Meeting was presented with the Summary of Discussions of the IAT/01 Meeting held in the Airbus Training Center, Miami, United States, from 19 to 20 December 2012. See **Appendix A** to this part of the Report.

3.1.2 The Rapporteur of the IAT reminded the Meeting the IAT Recommended Actions for the Twelfth Pan America – Regional Aviation Safety Team (PA-RAST/12) Meeting as mentioned in the Summary of Discussions:

- After reviewing the ASIAs data, the IAT agreed that Controlled Flight Into Terrain (CFIT) occurrences appeared to be on the increase and recommended forwarding the information to PA-RAST

3.1.3 The Meeting acknowledged the information provided and determined that it be useful when discussing the agenda item corresponding to CFIT Detail Implementation Plan (DIP).

**3.2 Outcome of IAT/02 Meeting**

3.2.1 The Meeting was presented with the Summary of Discussions of the IAT/02 Meeting held in the ICAO NACC Regional Office, Mexico City, Mexico, on 20 February 2013. See **Appendix B** to this part of the Report.

3.2.2 The IAT Rapporteur presented to the Meeting the IAT Recommended Actions for the PA-RAST/12 Meeting as mentioned in the Summary of Discussions:

- Adopt the U.S. Commercial Aviation Safety Team (CAST) risk formula
- Use the U.S. Aviation Safety Information Analysis and Sharing (ASIAS) metrics for determine the Approach and Landing Accidents (ALA), Traffic Collision Avoidance System (TCAS) occurrences, Terrain Avoidance Warning System (TAWS) occurrences and Near Midair Collision (NMAC) incidents in the CAR/SAM Regions
- Note the areas of concern identified by the IAT from the ASIAs data base in CAR/SAM Regions
- Adopt and disseminate the definition of unstable approach used by CAST
- Consider Near Midair Collision (NMAC) incidents in the scope of activities of PA-RAST
- Note the changes introduced in the TORs of the IAT

3.2.3 The Meeting noted, discussed and accepted the information provided, which will be elevated to the ESC as recommendations for approval.

3.2.4 The Meeting considered that the information provided by the IAT was very valuable for developing DIPs, considering that the work programme of RASG-PA is data driven.



**INTERNATIONAL CIVIL AVIATION ORGANIZATION**

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

**FIRST ISSUE ANALYSIS TEAM MEETING  
(IAT/1)**

**FINAL**

**SUMMARY OF DISCUSSIONS**

**MIAMI, FLORIDA, UNITED STATES, 19 TO 20 DECEMBER 2012**



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

**INFORMATION ANALYSIS TEAM MEETING  
MIAMI, FLORIDA**

*(19 to 20 December 2012 )*

**December 2012 Summary of Discussion**

**ESC Members Present:**

Ms. Loretta Martin, RASG-PA Secretary; Mr. Alex de Gunten, ALTA, (RASG-PA Co-Chair); Mr. João Luis Barbosa Carvalho, Brazil; Mr. Mike Preis, Airbus; Mr. Santiago Saltos, ALTA; Mr. Gerardo Hueto, Boeing; Mr. Victor Zamora, COCESNA; Mr. Roberto Sosa, COCESNA; Mr. Warren Randolph, FAA/CAST; Mr. Gabriel Acosta, IATA; Mr. German Diaz Barriga, IFALPA; Mr. Oscar Quesada, Deputy Director, ICAO SAM Office; Mr. Adolfo Zavala, ICAO NACC Regional Officer; Mr. Eduardo Chacin, ICAO NACC Regional Officer

**Agenda Item 1:           Opening of the Meeting**

1.1           The IAT rapporteur, Mr. Gerardo Hueto welcomed all participants to the meeting and reminded the attendees of the importance of keeping the ASIAs data confidential and only for the use of advancing RASG-PA goals and objectives.

1.2           All IAT participants signed an IAT confidentiality agreement. The signed copies of the confidentiality agreements are in the possession of the RASG-PA Secretariat.

**Agenda Item 2:           Review of the Issue Analysis Team (IAT) Terms of Reference (TORs)**

2.1           The Meeting reviewed the draft IAT TOR's and agreed to the final version as depicted in **Appendix 1.**

**Agenda Item 3:           IAT Process**

3.1           The Meeting reviewed the IAT process and agreed to following recommendations:

- Focus on the top 3 areas of risk in the Pan America Region
- IAT Meetings would be held in conjunction with PA-RAST meetings
- Change the name to “Information Analysis Team”
- IAT will present findings to PA-RAST
- Purpose of the team would be to analyse appropriate data sources
- Due to the confidentiality of the data, the IAT will only provide edited information to RASG-PA membership

**Agenda Item 4: Review of ASIAS Database**

- 4.1 The Meeting reviewed ASIAS data on unstable approach trends, airport rankings and TAWS data

**Agenda Item 5: Determine Case Studies**

- 5.1 The IAT decided on using airport rankings for case studies.

**Agenda Item 6: IAT Work Programme for the year 2013**

- 6.1 The IAT work programme for 2013 will tentatively include three meetings in conjunction with the PA-RAST meetings.

- 6.2 The dates for the 2013 IAT meetings are as follows:

- February 20
- May 21
- September 24 (Changed from Rio de Janeiro, Brazil, to Lima)

**Agenda Item 7: IAT/02 Meeting**

- 7.1 The logistics for the IAT/02 Meeting, to be held in the ICAO Mexico City Regional Officer were discussed.

**Agenda Item 8: IAT Recommended Actions for the Pan America – Regional Aviation Safety Team (PA-RAST)**

- 8.1 After reviewing the ASIAS data, the IAT agreed that CFIT precursors appeared to be on the increase and recommended forwarding the information to PA-RAST.

**Agenda Item 9: Other business**

- 9.1 The meeting recorded the following tasks:

- Remove the gray bars from the ASIAS maps – Rapporteur
- Provide location of TCAS occurrences on ASIAS maps - Rapporteur
- Develop IAT presentation for Pan America Safety Summit – IAT
- Develop IAT presentation for Central American DGAC meeting – IAT

**Appendix 1**

**Pan America – Information Analysis Team (PA-IAT)**

**Terms of Reference (TORs)**

**A) Purpose of the Pan America – Information Analysis Team:**

- 1) The IAT will utilize appropriate available data sources to pursue data driven predictive safety management.
- 2) The IAT will provide identified safety issues to PA-RAST for action or follow-up. Any outputs from the IAT will be in a de-identified format.

**B) Membership:**

- 1) The IAT will consist of subject matter experts from RASG-PA member organizations.
- 2) At a minimum, members will be drawn from stakeholders representing ICAO Regional Offices, States, Industry, and pilot and air traffic control organizations.

**C) Roles and Responsibilities:**

- 1) Roles and responsibilities of the IAT include, but are not limited to:
  - a. Determine appropriate data to be used.
  - b. Develop, implement, and monitor metrics.
  - c. Support Industry safety information sharing forums.
  - d. Prepare status reports for stakeholders.
  - e. The IAT will be lead jointly by representatives from States, Industry, and International Organizations.

**D) Data Protection:**

- 1) All safety data utilized by the IAT or safety analysis and information developed by the IAT will be protected from public disclosure.
- 2) All data contributors will execute and be bound by the provisions of the Memorandum of Understanding between that data contributor and RASG-PA.



**INTERNATIONAL CIVIL AVIATION ORGANIZATION**

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

**SECOND INFORMATION ANALYSIS TEAM MEETING  
(IAT/2)**

**DRAFT**

**SUMMARY OF DISCUSSIONS**

**MEXICO CITY, MEXICO, 20 FEBRUARY 2013**



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

**SECOND INFORMATION ANALYSIS TEAM MEETING  
IAT/02**

**ICAO NACC Regional Office, MEXICO CITY, MEXICO**

**(20 February 2013)**

**February 2013 Summary of Discussion**

**Members Present:**

Mr. Gerardo Hueto, Boeing, IAT Rapporteur; Mr. Mike Preis, Airbus; Mr. Santiago Saltos, ALTA;; Mr. Robert Noges, Boeing; Mr. Javier Vanegas, CANSO; Mr. Roberto Sosa, COCESNA/ACSA; Mr. Gabriel Acosta, IATA; Mr. Oscar Quesada, Deputy Director, ICAO SAM Regional Office (via gotomeeting); Mr. Adolfo Zavala, ICAO NACC Regional Officer; Mr. Eduardo Chacin, ICAO NACC Regional Officer; Mr. Julio Garriga, ICAO NACC Regional Officer, Mr. Victor Hernandez, ICAO NACC Regional Officer.

**Agenda Item 1:           Opening of the Meeting**

1.1           The IAT rapporteur, Mr. Gerardo Hueto welcomed all participants to the meeting and for the benefit of new members, reminded the attendees of the importance of keeping the ASIAs data confidential and only for the use of advancing RASG-PA goals and objectives. Mr. Adolfo Zavala and Mr. Eduardo Chacin acted as the Secretaries of the Meeting.

1.2           All IAT participants who had not previously signed an IAT confidentiality agreement were required to do so and the copies were recorded by the RASG-PA Secretariat.

1.3           The Meeting discussed the need to have more state participation. The Secretariat informed the Meeting that Mr. Carlos Pellegrino, Brazil, sent his apologies for not being able to attend due to personal reasons.

1.4           The Meeting decided to include a review of the Terms of Reference (TOR) of the IAT under other business on the agenda item 7.

1.5           The Meeting agenda was reviewed and approved with the addition mentioned in 1.4.

**Agenda Item 2:           Development of the Process of Information**

2.1           The Meeting discussed how the IAT would advance the analysis of information reviewed by the group. The IAT agreed that any findings from the analysis of information would be forwarded to PA-RAST for review and further implementation of projects or development of new Detailed Implementation Plans (DIPs).

2.2 The Meeting was provided with a presentation of the Commercial Aviation Safety Team (CAST) Risk Management Processes. The members agreed to adopt the CAST formula for risk assessment as an analysis tool that supports RASG-PA Safety Enhancement Initiative (SEI) selection and DIP development.

**Agenda Item 3: ASI AS**

3.1 The Meeting was informed that MITRE created a special section in the Aviation Safety Information Analysis and Sharing (ASIAS) system website to be used by RASG-PA (IAT) for safety data mining.

3.2 The Meeting review the ASI AS database in the following areas:

- ALA
- TCAS
- TAWS

3.3 The Meeting was informed that ASI AS does not have metrics regarding LOC-I.

3.4 The Meeting agreed to look for the Mid-air occurrences and to incorporate them in the scope of RASG-PA activities in addition with the RE, CFIT and LOC-I.

3.4 The Meeting acknowledged that even though the sample of the flight operations is significant, it only reflects American carriers operations in the CAR and SAM Regions. Metrics in FIRs and/or airports not operated by American carriers would not be available

3.5 IATA showed a sample of its data base, which is uploaded with FOQA data from the Latin American and Caribbean regional carriers, showing in more detail CAR/SAM issues.

3.6 IATA mentioned the possibility of signing an MOU with RASG-PA in the future to share information from its safety data base. The Meeting invited IATA and ALTA to provide flight trends until such time that an MOU or other agreement with RASG-PA could be completed.

3.6 The Meeting agreed that the IAT will need to use all sources of safety information for data mining in order to provide accurate information to the PA-RAST regarding safety issues for developing SEI, and also to measure the effectiveness of the DIPs implementation. It will include the RASG-PA Annual Safety Report, PASO trends, etc.

3.7 The Meeting agreed to adopt and disseminate the definition of unstable approach used by CAST. **Appendix 1.**

3.8 Boeing representative will request that MITRE, for standardization purposes, prepare for RASG-PA the same workbook as CAST.

3.9 The Meeting agreed to provide a briefing to the PA-RAST based on the areas of concern identified in the ASI AS data base.

**Agenda Item 4: Briefing for DGAC/CAP/97 Meeting**

4.1 The IAT discussed and agreed to the topics that could be included for the presentation at the DGAC/CAP/97 Meeting. However, due to the proximity of the event, it was decided that this briefing would be delivered verbally when the Working Paper on RASG-PA was presented to the Meeting.

**Agenda Item 5: IAT Recommended Actions for the Pan America – Regional Aviation Safety Team (PA-RAST/12)**

5.1 The Meeting made the following recommendations to be presented during the PA-RAST/12 Meeting:

- Adopt the CAST risk formula.
- Use ASIAS metrics for ALA/TCAS/TAWS and Mid-Air events

Note the areas of concern identified by the IAT from the ASIAS data base in CAR/SAM Regions

Adopt and disseminate the definition of unstable approach used by CAST.

Consider Mid-Air events in the scope of activities of PA-RAST.

Note the changes introduced in the TORs

**Agenda Item 6: IAT/3 Meeting**

6.1 The IAT discussed and agreed to the following agenda and logistics for the IAT/03 Meeting:

- Location: IAT/3 Meeting will be held at the IATA facilities in Miami, FL, United States
- Date: 21 May 2013
- Followed by the PA-RAST/13 Meeting on 22-23 May 2013

**Agenda Item 7: Other business**

7.1 The Meeting discussed the membership of the IAT and determined that in the best interest of the group, a change was required in the IAT Terms of Reference, under section B (Membership) in order to not limit participation and ensure the continuity of the team. **APPENDIX 2**

**APPENDIX 1**

**ASIAS Unstable Approach: Standard Definition**

<b>Unstable Approach: 1000 to 500 ft HAT and 500 to 50 ft HAT</b>		
<b>Category</b>	<b>Criteria</b>	<b>Threshold</b>
ILS	1. Above Glideslope	> 1 dot high for 5 sec
	2. Below Glideslope	> 1 dot low for 5 sec
	3. Localizer Deviation	> 1 dot left/right for 5 sec
Airspeed	4. High Speed	> (Vref + 20 kts) for 3 sec
	5. Low Speed	< Vref for 3 sec
ROD	6. High Descent Rate	> 1000 ft/min for 3 sec
Thrust	7. Low Thrust Descent	N1 < 35% for 5 sec; N1 < 5 <sup>th</sup> Percentile by Fleet Type
Configuration	8. Late Flap Extension	Any flap movement > 2 degrees
	9. Late Gear Extension	Any gear movement
	10. Speed Brakes Deployed	Any deployment of speed brakes
Attitude	11. Unstable Pitch	Abs (Pitch) > 15 degrees for 3 sec; StDev (Pitch Rate) > 1.25
	12. Unstable Roll	Roll > 40 degrees for 3 sec; StDev (Roll Rate) > 3.5
	13. Unstable Yaw	StDev (Yaw Rate) > 1.25
GPWS	14. GPWS Alert	Any GPWS Alert

**ASIAS Unstable Approach: Egregious Definition**

<b>Unstable Approach: Egregious</b>		
<b>Category</b>	<b>Criteria</b>	<b>Threshold</b>
ILS	1. Above Glideslope	> 2 dot high for 5 sec, 500 to 200 ft HAT
	2. Below Glideslope	> 2 dot low for 5 sec, 500 to 200 ft HAT
	3. Localizer Deviation	> 2 dot left/right for 5 sec, 500 to 200 ft HAT
Airspeed	4. High Speed	> (Vref + 35 kts) for 3 sec, 500 to 50 ft HAT
	5. Low Speed	> (Vref - 35 kts) for 3 sec, 500 to 50 ft HAT
ROD	6. High Descent Rate	> 1500 ft/min for 3 sec, 500 to 50 ft HAT
Thrust	7. Low Thrust Descent	Below Approach Power Limit (Fleet Constant) for 5 sec, 500 to 50 ft HAT
Configuration	8. Late Flap Extension	Any flap movement, below 300 ft HAT
	9. Late Gear Extension	Any gear movement, below 1000 ft HAT
GPWS	10. GPWS Alert	Any GPWS Alert, below 1000 ft HAT

## Appendix 2

### Pan America – Information Analysis Team (PA-IAT)

#### Terms of Reference (TORs)

**A) Purpose of the Pan America – Information Analysis Team:**

- 1) The IAT will utilize appropriate available data sources to pursue data driven predictive safety management.
- 2) The IAT will provide identified safety issues to PA-RAST for action or follow-up. Any outputs from the IAT will be in a de-identified format.

**B) Membership:**

- 1) The IAT will may consist of subject matter experts from RASG-PA member organizations.
- 2) At a minimum, Members will be drawn from stakeholders representing ICAO Regional Offices, States, Industry, and pilot and air traffic control organizations.

**C) Roles and Responsibilities:**

- 1) Roles and responsibilities of the IAT include, but are not limited to:
  - a. Determine appropriate data to be used.
  - b. Develop, implement, and monitor metrics.
  - c. Support Industry safety information sharing forums.
  - d. Prepare status reports for stakeholders.
  - e. The IAT will be lead jointly by representatives from States, Industry, and International Organizations.

**D) Data Protection:**

- 1) All safety data utilized by the IAT or safety analysis and information developed by the IAT will be protected from public disclosure.
- 2) All data contributors will execute and be bound by the provisions of the Memorandum of Understanding between that data contributor and RASG-PA.

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**Agenda Item 4: Runway Excursion (RE) Detailed Implementation Plan (DIPs)**

**4.1 RE/08 - Guidance for Maintaining Runway in Accordance with ICAO Annex 14: ACI-LAC – Update**

4.1.1 The Meeting was informed by the Secretary that the “Guidance for Maintaining Runways in Accordance with ICAO Annex 14,” a DIP output related to runway maintenance guidance for airports in the Pan American Region prepared by ACI-LAC, was reviewed by ICAO Aerodromes and Ground Aids (AGA) experts from the ICAO NACC and SAM Offices, and HQ.

4.1.2 The recommendations from the experts was to use the guidance material already developed by ICAO in this regard considering the difficulty in keeping the ACI-LAC Guidance for Maintaining Runways updated.

4.1.3 The ACI-LAC representative delivered a presentation to clarify the output of the DIP. It was clarified that the purpose of the document was to serve as a simple guide and/or best practices for runway maintenance personnel, not to substitute any ICAO documentation associated with the subject.

4.1.4 The Meeting acknowledged the excellent work done by ACI-LAC and their completion of the assigned task.

4.1.4 The Secretariat reminded to the Meeting that the former Flight Safety Training Team (FSST/02) Meeting, currently the Aviation Safety Training Team (ASTT), developed a programme for a three days’ workshop about AGA Deficiencies in the Pan American Region, and suggested that this Guidance material would be used in the workshop as support documentation. See **Appendix** to this part of the Report.

4.1.5 The Meeting concluded that a teleconference will be coordinated by the Secretariat that includes ICAO AGA Officers from NACC and SAM Regional Offices, and ACI-LAC to review this issue, reach an agreement on how to proceed with the RE/08 DIP, and inform the ESC accordingly.

**4.2 RE/09 - Specific Training for Pilots and Air Traffic Controllers to Avoid Unstabilized Approaches: ALTA – Update**

4.2.1 The ALTA representative informed the Meeting on the progress of a video to be used as self-training material. ALTA expects to have the draft ready by March 2013, and they are coordinating with Airbus and Boeing reference the possibility of using their facilities and simulator to film part of the video.

4.2.2 The ALTA representative mentioned that the plan is to develop a single video that covers RE, CFIT and LOC-I with the participation of ALTA, IFALPA and IFATCA.

4.2.3 ALTA informed the Meeting that the aim of the video is to raise pilot and air traffic controller awareness by using fictitious conditions in real scenarios with approximately 15 minutes in each episode as follows:

- SPIM (Lima International Airport): CFIT avoided, B-767
- SKBO (Bogota International Airport): LOC-I avoided, A-330
- MMMX (Mexico International Airport): RE avoided, ERJ-190

4.2.4 The Meeting was informed that funding to develop the video is needed.

4.2.5 The Rapporteur reminded the meeting that Boeing provided funds to RASG-PA that could be used for this initiative.

4.2.5 The Meeting acknowledged and supported the development of the video, therefore, agreed to elevate the funding issue to the ESC for consideration.

**4.3 RE/11 - Develop Guidance Material and Training Programmes to Create Action Plans for Runway Safety Teams: Mexico DGAC – Update**

4.3.1 The DGAC of Mexico representative informed the Meeting about the progress of the Runway Safety Team (RST) Implementation Toolkit. The Toolkit will include the electronic checklist. The draft Toolkit will be circulated for comments.

4.3.2 The Secretary informed the Meeting on the progress of the RST implementation in Mexico International Airport (MMMMX) as a pilot programme of RASG-PA.

4.3.3 The Secretary invited the Meeting to attend and promoted the ICAO/IFALPA Regional Runway Seminar to be held in St. John's, Antigua, from 27 to 29 May 2013.

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**INTERNATIONAL CIVIL AVIATION ORGANIZATION**

**Regional Aviation Safety  
Group - Pan American**

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**RASG-PA**

TC\_O  
8/31/2010





## **RAST-PA/RE/10 Safety Enhancement Initiative**

### **WORKSHOP ABOUT AGA DEFICIENCIES IN THE PAN AMERICAN REGION**

**Objective:** to improve safety by reducing AGA deficiencies in the Pan American Region. This workshop is aligned with Safety Enhancement Initiative RAST-PA/RE/10: aerodrome personnel receive initial and recurrent training on runway maintenance and operations in order to avoid runway excursions.

**Audience:** aerodrome personnel, Runway Safety Action Team (RSAT) members, safety managers, etc.

#### **Programme:**

##### **Day 1**

#### **Module 01: Awareness on the subject deficiencies**

- Responsibilities of ICAO and States, articles 37 and 38 of the Chicago Convention
- The relevance of the SMS in the Certification Aerodrome process
- Impact of AGA deficiencies in airport operations
- Introduction to flight safety
- The SMS under the SSP

#### **Module 02: Preventive vs. Corrective Actions**

- Types of maintenance
- Maintenance Management
- Human resource training (certification)
- Concept of "cost-consequence"

##### **Day 2**

#### **Module 03: Implementing a preventive maintenance system**

- ICAO Documentation



- Preparation of manuals, checklists and allocation of responsibilities
- Definition of "goals", the concept of "baseline" indicators and metrics
- Mitigation of environmental impacts and industrial safety

**Module 04: Classification of failures in the infrastructure that generate deficiencies**

- Aeronautical pavements
- Electro-mechanical systems and radio aids
- Visual aids
- Green areas and the wildlife hazards (birds)
- Perimeter fence and internal roads

**Day 3**

**Module 05: Limiting surface obstacles and strips**

- Determination of the boundary of obstacles
- Determination of RESA and stretches from the airport by category
- Assessment of obstacles and land requirements to meet ICAO standards

**Module 06: Conclusions and reflections**

- To be developed by participants

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

**5.1        CFIT/04 - CRM/Situational Awareness for Pilots and Air Traffic  
            Controllers: IFALPA/IFATCA – Update**

5.1.1            The Meeting was informed by IFALPA that the initiative to develop a video was not feasible due to lack of funding and resources for doing it appropriately.

5.1.2            The Meeting considered that there is enough material available to the aviation community in this regard, so the DIP may be considered as completed.

**5.2        Development of new DIP**

5.1            In regard to the development of a new CFIT DIPs, ALTA, IATA and IFALPA representatives offered to work on developing a new DIPs based on the original CFIT safety enhancement initiatives developed during the first PA-RAST/01 meeting. IATA will work on the CFIT/01 initiative and IFALPA will look at developing a DIP on CFIT/03 initiative. The initiatives will be presented during the PA-RAST/13 Meeting.

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

**6.1       Development of new DIP**

6.1.1           The Meeting agreed to delay the development of any DIP related to LOC-I until May 2013, due to ICAO working with stakeholders (ICATEE, etc.) in the development of a comprehensive Manual of Upset Prevention and Recovery Training with sections pertaining to pilots, instructors, training providers and regulators. It will be referred to in ICAO Annex 1 and Annex 6. Specific text will also be added to ICAO Doc. 9868 PANS-TRG. An addendum to ICAO Doc. 9625 Manual of Criteria for the Qualification and Testing of Flight Simulation Training Devices (FTSD) will include FSTD recommendations mentioned above.

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

7.1 The Secretary informed the Meeting that this item was pending from PA-RAST/11.

7.2 The Secretary presented to the Meeting the LHD issues in the CAR/SAM from the Report of the Twelfth GREPECAS Scrutiny Working Group Meeting (GTE/12) held in Mexico City, Mexico, in 10-14 September 2012.

7.3 The Secretary informed the Meeting that even though the GTE reports directly to GREPECAS, the RASG-PA should be aware of the LHDs issues in the region as the focal point for regional safety.

7.4 The Secretariat presented the geographical locations most likely to have LHDs events as determined by CARSAMMA to the Meeting

7.5 The Meeting discussed the causes of the LHDs, and agreed that there may be infrastructure issues and operational issues that may need to be addressed.

7.6 The Secretary suggested to use the same approach that RASG-PA and GREPECAS are using with the runway safety issues, the operational side is handled by RASG-PA while the infrastructure side is done by GREPECAS.

7.7 The Meeting agreed that from a safety perspective, and considering its complexity, it should be elevated to the ESC to determine the appropriate procedure to follow through and avoiding the duplication of efforts.

**Agenda Item 8:           Development of RASG-PA Safety Targets**

8.1           The Meeting discussed the need for developing safety targets, with the purpose of monitoring and achieving the continuous improvement of safety in the Pan America Region.

8.2           The Meeting agreed that it will be beneficial considering the maturity of the Group.

8.3           The Meeting was aware that the adoption of a common and universal methodology would facilitate the setting and measurement of the safety targets in a simple way, allowing benchmarking with other groups and regions.

8.4           The Boeing representative delivered a CAST confidential presentation regarding their development of goals and metrics methodology, for consideration of the Meeting.

8.5           The Meeting agreed to adopt the CAST methodology for establishing the RASG-PA safety targets.

**Agenda Item 9: PA-RAST/13 Meeting**

**9.1 Logistics**

9.1.1 The PA-RAST/13 Meeting will be hosted by IATA in their facilities in Miami, Florida, United States, from 22 to 23 May 2013.

**9.2 Agenda**

9.2.1 The Meeting was informed by the Secretary that the draft agenda will be coordinated with the PA-RAST Co-chairpersons and circulated by the RASG-PA Secretariat as part of the invitation letter to the PA-RAST/13 Meeting.

9.2.2 The Secretary encouraged the PA-RAST members to review the draft agenda upon its circulation and to propose any changes or provide inputs as required in a timely manner.

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**Agenda Item 10: Recommended Actions for the RASG-PA Executive Steering Committee 16 (RASG-PA/ESC/16)**

10.1 The PA-RAST/12 Meeting invites the RASG-PA/ESC/16 to note the progress of PA-RAST activities as follows:

- a) Regarding elections, the Handbook must be amended in order to clearly present the starting dates for election of PA-RAST Co-Chairpersons.
- b) Note the recommendations from IAT/01 to PA-RAST:
  - ASIAS data showed that CFIT occurrences appeared to be on the increase in the CAR/SAM Regions
- c) Note the recommendations from IAT/02 to PA-RAST:
  - Adopt the CAST risk formula
  - Use the ASIAS metrics for determining the ALA, TCAS occurrences, TAWS occurrences and NMAC incidents in the CAR/SAM Regions
  - Note the areas of concern identified from the ASIAS data base in CAR/SAM Regions
  - Adopt and disseminate the definition of unstable approach used by CAST
  - Consider Near Midair Collision (NMAC) incidents in the scope of activities of PA-RAST
  - Note the changes introduced in the TORs of the IAT
- d) RE/08: coordination between ICAO AGA Officers from NACC and SAM Regional Offices, and ACI-LAC to reach an agreement on how to proceed with DIP.
- e) RE/09: supported the development of ALTA video and request funding from RASG-PA.
- f) RE/11: the Runway Safety Team (RST) Implementation Toolkit will be circulated for comments.
- g) Implementation of the RST in Mexico International Airport (MMMX) as a pilot programme of RASG-PA is on-going.
- h) CFIT/04: completed
- i) New DIPs for CFIT: ALTA, IATA and IFAPA will work on this initiative and will review CAST safety enhancement initiatives that are relevant and present it to the PA-RAST/13 for approval
- j) LOC-I new DIP: on hold until ICAO presents the results of the initiative with ICATEE, etc.

- k) LHD: ESC to determine the appropriate procedure between GREPECAS and RASG-PA to deal with this issue avoiding duplication of efforts.
- l) Adopt the CAST methodology for establishing the RASG-PA safety targets.
- m) PA-RAST/13 Meeting will be hosted by IATA in their facilities in Miami, United States, from 22 to 23 May 2013.
- n) Support the participation of RASG-PA members in the next ICAO/IFALPA Regional Runway Safety Seminar (RRSS) in St. John's, Antigua, 27-29 May 2013.
- o) Note the summary regarding the Detailed Implementation Plans (DIPs) (See **Appendix** to this part of the Report):
  - (i) RASG-PA identified 30 Safety Enhancement Initiatives (SEI) in relation to the top 3 aviation safety risk areas in the Pan American Region (10 for each risk area).
  - (ii) The progress of the associated DIPs are:
    - 9 DIPs developed:
      - a. 3 in-progress
      - b. 6 completed
  - (iii) The progress of the associated Outputs are:
    - 25 Outputs developed:
      - a. 5 in-progress
      - b. 20 completed



	A	B	C	D	E	F	G	H
35	9	RE/11	Develop guidance material and training programs to create action plans for runway safety teams	DGAC Mexico	1) Gather and publish in the RASG-PA website available material that may be used in to mitigate hazards related to runway safety.		Completed	
36					2) Electronic checklist development.		In process	Mexico DGAC will circulate the draft Toolkit for comments
38					3) Develop a roll out plan.	25/08/12	In process	Updated: 6 December 2012. Mexico DGAC considered that the Output 4 must be coordinated with PA-RAST due to the need of resurces for delivering the workshops.
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**Agenda Item 11:      Other Business**

11.1            The Meeting did not consider any other business.