INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO)

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

EIGHTEENTH PAN AMERICA – REGIONAL AVIATION SAFETY TEAM MEETING

PA-RAST/18

SUMMARY OF DISCUSSIONS

RIO DE JANEIRO, BRAZIL, 3 AND 7 NOVEMBER 2014

Eighteenth Pan America — Regional Aviation Safety Team Meeting (PA-RAST/18)

Summary of Discussions

Date	3 and 7 November 2014
Location	Rio de Janeiro, Brazil
Meeting Opening	The Meeting was attended by 12 participants from Brazil, United States, Airbus, ALTA, Boeing, Embraer, IATA, and ICAO. See **Appendix A**.

Mr. Eduardo Chacin, Regional Officer, Flight Safety, ICAO North American, Central American and Caribbean (NACC) Regional Office, representing the Regional Aviation Safety Group — Pan America (RASG-PA) Secretariat, welcomed participants and acknowledged Brazil for hosting the Meeting.

Mr. Adriano Montero, Technical Manager, ANAC, Brazil, welcomed participants.

Messrs. Adriano Montero, Brazil, and Gabriel Acosta, IATA, acted as PA-RAST Co-Chairpersons of the Meeting, State and industry respectively.

Mr. Eduardo Chacin, Regional Officer, Flight Safety, ICAO North American, Central American and Caribbean (NACC) Regional Office, served as Secretary of the meeting. Ms. Veronica Chavez, Regional Officer, Technical Cooperation, ICAO SAM Regional Office, also attended the meeting. |
| **Discussion Items** | **Agenda Item 1:   Approval of the Provisional Agenda**

1.1   The Co-Chairperson, Industry, presented WP/01 inviting the Meeting to approve the provisional agenda and schedule. The Meeting approved the agenda and the schedule as presented with additional agenda items included under Agenda Item 11: Other Business.

Agenda Item 2:   Valid PA-RAST Action Items

2.1   The Secretariat briefed and provided the Meeting an update on the progress of the action items recommended in the PA-RAST/15, PA-RAST/16 and PA-RAST/17 meetings. They are presented in **Appendices B**, **C** and **D** respectively.

Agenda Item 3:   Eighth Information Analysis Team (IAT/08) Report

3.1   The IAT/08 Meeting was held on 4 November 2014 at the same location.

3.2   The RASG-PA Secretariat verified that all appropriate non-disclosure agreements for Aviation Safety Information Analysis and Sharing (ASIAS) data were properly signed by RASG-PA Members attending the Meeting for the first time.

3.3   Boeing, as IAT Rapporteur, presented the IAT/8 Meeting outcomes as follows: |

- Unstable Approach (UA) review:

  o It was clarified by the Rapporteur that the term "Runway Confidence" is related to the correct runway number. He presented the standard and egregious thresholds (triggers) for measurements, such as "*>1 dot high for 5 sec*", etc.
  o IATA mentioned that the go-around practice indicates more adherence to the procedures by the crews; however, only Flight Operations Quality Assurance (FOQA) data does not reveal the real reason for go-arounds (e.g. runway incursions, separation problems, etc.). Therefore, IATA's concern now for data mining activity is also to consider pilots reports in order to better explain the root causes of occurrences

- Terrain Avoidance Warning System (TAWS) review included the following:

  o TAWS Mode 1 Sink Rate Ground Proximity Warning System GPWS event rate
  o Enhance Ground Proximity Warning System (EGPWS) event landing rate
  o Mode 2 Terrain GPWS event landing rate
  o The Meeting identified the location with major occurrences

- Traffic Collision Avoidance System (TCAS) review included the following:

  o The Meeting identified the reported locations with major occurrences reported

- Loss of Control In-Flight (LOC-I) indicators review included the following:

  o Overbanks
  o Stall warnings
  o The Meeting identified the reported locations with major occurrences reported

- IATA presented the Global Aviation Data Management Flight Data Exchange – (FDX) data

  o The Meeting reviewed the top 15 reportable airports by event rate

3.4   The Meeting noted the risk areas and locations of concern in the CAR and SAM Regions, as presented by the Rapporteur. The Aviation Safety Information Analysis and Sharing (ASIAS) System data (North American airlines) was compared with the IATA data (Latin American airlines) in various locations and the data coincided.

Agenda Item 4:   **Detailed Implementation Plan (DIP) RE/09 —** *Specific Training for Pilots and Air Traffic Controllers to Avoid Unstabilized Approaches*

4.1   ALTA joined the Meeting via Skype and informed the Meeting that the Runway Excursion (RE) video was finished, and that the script would be delivered to ANAC, Brazil for its translation to Portuguese. Other videos are also under production [Controlled Flight Into Terrain (CFIT), Loss of Control – In Flight (LOC-I)]. The filming will start in December 2014 and the plan is to present them at the PA-RAST/19 Meeting.

Agenda Item 5:   **Safety Enhancement Team (SET) 1 —** *Loss Of Control-Inflight (LOC-I) Detailed Implementation Plan (DIP)*

5.1   United States, on behalf of SET 1, composed by United States, Boeing and IFALPA, presented via Skype their activities progress.

5.2   SET 1 presented the SET Process (7-Step Process):

- Step 1 — Accident risk review and analysis — tables of 2001-2013 on Fatal Accidents in the Region and a table of identified risks were shown. Later, a risk reduction bar chart was presented (portion of eliminated and remaining fatality risk by category, where LOC-I (45% and CFIT (37%) have the biggest portion)

- Step 2 — Review of applicable safety enhancements. The team reviewed all LOC-I CAST Safety Enhancements (SEs), which would contribute to a short-term reduction of LOC-I fatality risk in the region. The opportunity is on training enhancements: the list of newly published CAST Safety Enhancements (SE)was shown, viz SE 196, SE 197, SE 198 and SE 199, which provide a significant risk reduction potential. Given the SET scores, the percentage of LOC-I Category severity eliminated is estimated to be 43.5%. RASG-PA needs to find a way to implement those actions for the Region, perhaps using the RSOOs (COCESNA,CASSOS,SRVSOP) as inductors

- Step 3 — Start preparing DIPs

- Step 4 — Review *Detailed Implementation Plans (DIPs)* with the PA-RAST. SE 196 was mentioned: *Training — Effective Upset Prevention and Recovery training*, including approach-to-stall. SE197, *Training — Policy and training for non-normal situations*, SE 198, *Training — Scenario-Based training for Go-around Maneuvers*, SE 199 *Training — Enhanced Crew Resource Management Training* to be included on next BCAST meetings, through status presentations from the SET Teams. For the next BCAST, refer to the RASG-PA presentation. After that, the proposed LOC-I work plan was presented

- Step 5 — Present DIPs to ESC for information

- Step 6 — Coordinate DIP implementation at the PA-RAST

- Step 7 - Monitor Progress

5.3   SET 1 informed the Meeting that the future work will be with ASIAS and Flight Data Exchange (FDX) to develop LOC-I collection and monitoring metrics for the Region. U.S. Commercial Aviation Safety Team (CAST) will meet in December 2014 and IATA will participate.

Agenda Item 6:   **Safety Enhancement Team (SET) 2 —** *Controlled Flight Into Terrain (CFIT) Detailed Implementation Plan (DIP)*

6.1   IATA, on behalf of SET 2, composed by Airbus and IATA, made a presentation on the DIPs outputs.

6.2   SET 2 presented their concern on the lack of States' response to lead the process. It has been agreed that Brazil, IATA and the Secretariat will work on a small DIP to ensure that the States will implement SET 2 recommendations, proposed concepts and outputs for DIP development on CFIT.

Agenda Item 7:   **Safety Enhancement Team (SET) 3 —** *Runway Excursion (RE) Detailed Implementation Plan (DIP)*

7.1   The ICAO SAM Regional Office (RO) presented the on-going works regarding the DIP and their coordination and contribution to the SET 3, supported by the ICAO SAM Regional Office.

7.2   The ICAO SAM RO informed that SET3 has developed 5 DIPs in total.

7.3   The ICAO SAM RO informed the Meeting about the new DIP:

- Support Runway Safety Teams (RSTs) implementation in Runway Excursion (RE) related hotspots identified by the Regional Safety Oversight System (SRVSOP)

7.4   Another DIP identified would be championed by CANSO to promote their safety tools focused on RE prevention under the RASG-PA umbrella.

7.5   ICAO SAM RO expressed concern on how the States would implement the safety initiatives regarding RE.

7.6   The Meeting was informed that unstable approach criteria adopted by the United States Commercial Aviation Safety Team (CAST) will be shared with SET3 (SRVSOP and COCESNA/ACSA) to ensure that all the inspectors apply the same standard criteria. The States will be asked to follow the same criteria. The ICAO SAM RO will prepare a draft letter in January 2015, conduct a meeting in February and present a final position in March.

7.7   The Meeting acknowledged that one way of determining the effectiveness of implementation of the RE training would be to check how States defined their requirements for pilots and Air Traffic Control (ATC). For example: check if Approach and Landing Accident Reduction (ALAR) training is being provided in the recurrent training curricula of pilots and ATC, etc.

Agenda Item 8:   RASG-PA Strategic Plan: Proposal to the ESC on Specific Goals Related to CFIT, RE, LOC-I and MAC Reduction Over Time

8.1   The Meeting differed this agenda item to be discussed in the PA-RAST/19 Meeting, considering that many of the stakeholders were not present.

Agenda Item 9:   PA-RAST/18 Meeting Actions Items

9.1   The Secretariat reviewed the PA-RAST/18 action items. The actions to be accomplished by the PA-RAST members are presented in **Appendix E**.

Agenda Item 10:   PA-RAST/19 Meeting

10.1   The Meeting was informed that according to the agreement reached by the ESC/22 of consolidating the activities, the IAT/9 and PA-RAST/19 Meetings will be held in Miami, Florida, United States, from 16 to 18 March 2015, hosted by ALTA.

Agenda Item 11:   Other Business

11.1   Runway Safety Team (RST)

11.1.1 IATA informed the Meeting that IATA HQs asked for inputs on the RST Handbook. IATA presented the following recommendations:

- Include a clear objective, with metrics
- Include data sources, record keeping and data sharing (data-driven)
- Some States are mandating RSTs, which can be impossible for implementation: the Brazilian Aviation Safety Team (BAST) format should be used instead
- Review the name, because it is not only related to aerodromes

11.1.2 The proposal by the Meeting was to develop a list of active and non-active RSTs (a preliminary list was done during the meeting by lATA)

11.2   Closure of a Detailed Implementation Plan (DIP)

11.2.1 The Meeting encouraged that the champions of the closed DIPs fill-out the DIP form and submit it to the RASG-PA Secretariat. The procedure after the closing of the DIP is that the Secretariat sends a State letter to communicate DIP´s closure including the DIP link to facilitate the access and corresponding action by States and stakeholders as applicable. With regard to the Brazilian Commercial Aviation Safety Team (BCAST), the proposal will be to include a link on its future website.

11.3   Flight Data Analysis (FDA) Seminar by Airbus

11.3.1 Airbus informed that they are sponsoring a Flight Data Analysis (FDA) Seminar for the Region.

11.3.2 Brazil volunteered to host this seminar. Brazil also informed their availability for hosting two seminars in 2015.

11.3.3 The Secretariat will inform the RASG-PA Aviation Safety Training Team (ASTT) about this activity kindly offered by Airbus.

11.4   The ICAO SAM RO presented an on-line survey developed by the SRVSOP for determining the avionics equipment by fleet of the Latin American airlines.

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APPENDIX / APÉNDICE A

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APPENDIX B

PA-RAST/15 ACTIONS ITEMS

Action Item #	Description	Action Owner	Remarks	Status
PA-RAST/15/A14	Include LHDs in the work of SET 4 that will deal with MAC. Agenda Item 15	SET 4	SET 4 will be formed after SET 1 and SET 2 develop their respective DIPs	Valid

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APPENDIX C

PA-RAST/16 ACTION ITEMS

Item #	Description	Action Owner	Targets	Status
PA-RAST/16/A2	Include Portuguese language tab in the ACI-LAC website. Agenda Item 13.3	ACI-LAC		Valid
PA-RAST/16/A16	Provide link to the ICAO Regional Performance Dashboard. Agenda Item 13.1	Secretariat		Valid
PA-RAST/16/A17	Include RASG-PA website link in the RASG-PA Members websites. Agenda Item 7	RASG-PA Members	Will advise RASG-PA members when link is active to close out	Valid

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APPENDIX D

PA-RAST/17 ACTION ITEMS

Item #	Description	Action Owner	Targets	Status
PA-RAST/17/A1	Boeing to provide crew members and flight simulator use to assist ALTA in simulator video. Agenda Item 4	Boeing	RASG-PA/ ESC/19/A5	Valid
PA-RAST/17/A7	IATA/CAST working on harmonizing FDA metric comparison.	IAT CAST/IATA		Valid

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APPENDIX E

PA-RAST/18 ACTIONS ITEMS

Action Item #	Description	Action Owner	Remarks	Status
PA-RAST/18/A1	Airbus informed that they are sponsoring a Flight Data Analysis (FDA) Seminar for the Region.

Agenda Item 11 | Airbus/Brazil | Inform the tentative dates for 2015 in coordination with Brazil and RASG-PA Secretariat | Valid |

— END —