RASG-PA/8 — WP/05
30/04/15

Eighth Regional Aviation Safety Group — Pan America Annual Plenary Meeting (RASG-PA/8)
Medellin, Colombia, 25 June 2015

Agenda Item 3: **RASG-PA ESC and Team Reports**
3.2 **Pan America — Regional Aviation Safety Team (PA-RAST)**

PA-RAST REPORT

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This paper presents the Summaries of Discussions of the PA-RAST/18/19 Meetings held in Rio de Janeiro, Brazil, 3 and 7 November 2014; and Miami, United States, 17 to 18 March 2015, respectively. PA-RAST is focused on the establishment of achievable projects based on prioritized mitigation measures with well-defined deliverables in a specific timeframe.	
Action:	Suggested action is presented in Section 5.
Strategic Objective:	• Safety
References:	• PA-RAST/18 Summary of Discussions, Rio de Janeiro, Brazil, 3 and 7 November 2014 • PA-RAST/19 Summary of Discussions, Miami, United States, 17 to 18 March 2015

1. **Introduction**

1.1 The Pan America — Regional Aviation Safety Team (PA-RAST) is responsible for identifying and developing Safety Enhancement Initiatives (SEIs) and associated mitigation actions for each of the top risk areas in the Pan American Region as identified by RASG-PA.

1.2   The PA-RAST process is as follows:

- The SEI is assigned respective priority
- A Detailed Implementation Plan (DIP) is developed

2.   Detailed Implementation Plan (DIP) Activities

2.1   PA-RAST monitors the progress of DIPs and supports DIP champions. See **Appendix**.

2.2   PA-RAST, as all RASG-PA teams, is data-driven; it uses RASG-PA Annual Safety Reports and safety information from the RASG-PA Information Analysis Team (IAT) to assess the progress of mitigation strategies applied in the Pan American Region and adjust them as necessary.

3.   Discussion

3.1   The PA-RAST/18 and 19 meetings Summary of Discussions are available at: http://www.icao.int/RASGPA/Pages/pa-rast.aspx

3.2   The current success of the work programme developed by the PA-RAST is based on the participation of all stakeholders.

3.3   In order to expedite implementation of regional safety enhancement activities, active participation in the Safety Enhancement Teams (SETs) by all regional stakeholders is needed, in particular State representatives, considering that PA-RAST is responsible for the core activity of RASG-PA.
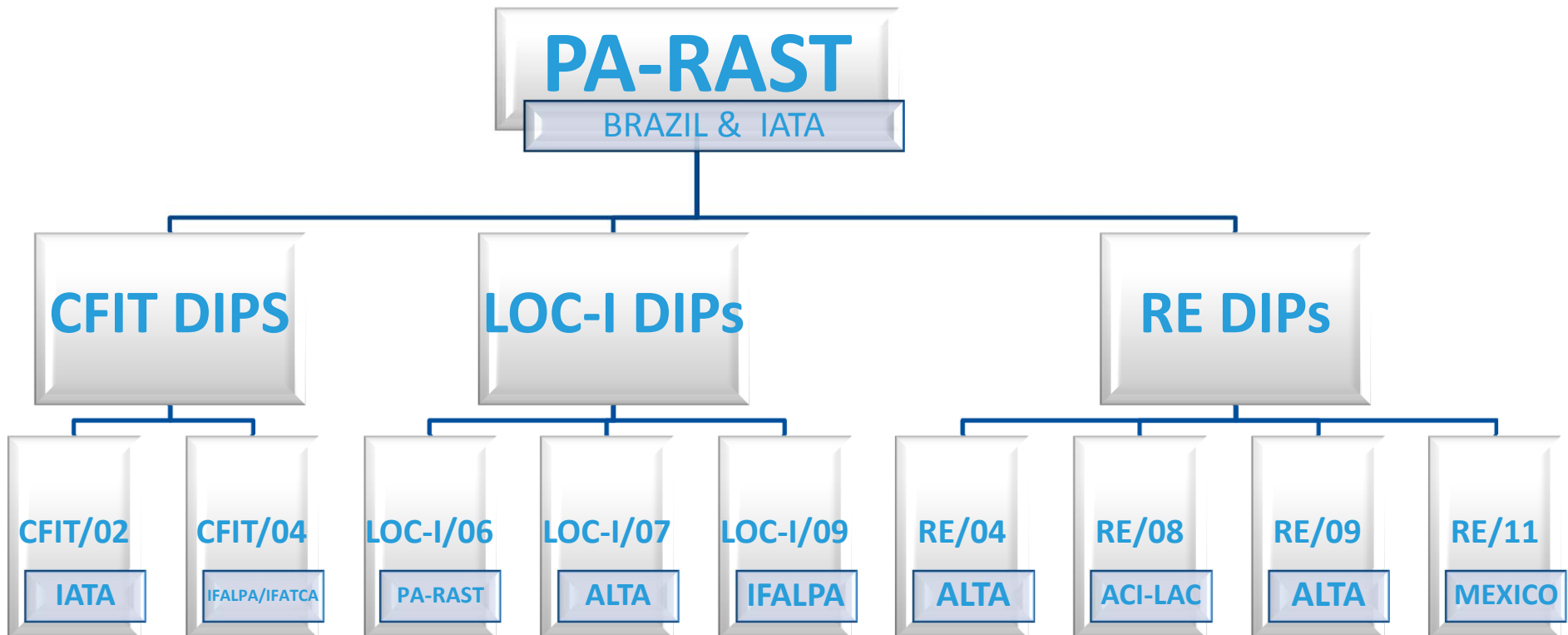
4.   Conclusion

4.1   PA-RAST will continue to support the work of the SETs and the DIP Champions to develop, support and monitor DIP implementation progress.

5.   Suggested Action

5.1   The RASG-PA/8 Meeting is invited to:

a)   note the information provided in this WP;

b)   endorse the Summaries of Discussions presented in this WP;

c)   encourage State and industry stakeholders to provide additional resources by assigning experts to assist PA-RAST with its work programme and/or provide in-kind contributions; and

d)   implement the RASG-PA Safety Enhancement Initiatives as developed by the PA-RAST.

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Pan America - Regional Aviation Safety Team

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RE DIPs & Outputs (RASG-PA/8)

DIP	Description	Champion	Output	Deadline	Status	Comments
RE/04	Promote pilot adherence to Standard Operating Procedures (SOPs) for approach procedures including go-around decision making process	ALTA	1) Distribution of SOPs	18/01/11	Completed	
			2) Training about SOPs		Completed	
RE/09	Specific Training for pilots and air traffic controllers to avoid unstabilized approaches	ALTA	1) ALTA will conduct a survey within its operators regarding the actions taken to mitigate unstable approaches.	20/02/11	Completed	
			2) Develop a strategy to deliver safety seminars for pilots and controllers in Pan America that targets recognition and avoidance of unstable approaches.	31/12/12	Completed	• Produced RASG-PA Runway Excursion Prevention Video (RREPV) • Pilots/ATC seminars will be conducted
RE/08	Guidance in maintaining runway in accordance with Annex 14	ACI-LAC	1) Create a guide that collects best practices for runway maintenance	18/04/12	Completed	• The document (English, Spanish and Portuguese) was renamed as: High level guide in maintaining runways in accordance with ICAO Annex 14. ACI-LAC presented the update d doc. at PA-RAST/13 • Available at ACI-LAC website
			2) Promote and encourage the use of the guide		Completed	
			3) Airports implement their maintenance plans according to the runway maintenance guide.		Completed	
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	ICAO published the Runway Safety Team Handbook Second Edition (unedited version) — June 2015
			2) Electronic checklist development.		Completed	
			3) Develop a roll out plan.	25/08/12	Completed	ICAO HQ in coordination with ICAO NACC and SAM Regional Offices and the sponsorship and support of ACI-LAC, IFALPA, IFATCA, ECCAA, FAA, and other organizations delivered Regional Runway Safety Seminars in Miami, United States; Quito, Ecuador; and St. John's, Antigua. Two original Outputs were merged, resulting in # three.

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LOC-I DIPs & Outputs (RASG-PA/8)

DIP	Description	Champion	Output	Deadline	Status	Comments
LOC-I/06	**LOC Training – Human factors and automation**	PA-RAST	1) Review and evaluate the advisory circular created by the ICAO COSCAP's in Asia	20/02/11	Completed	
			2) ICAO will distribute a copy of the developed generic advisory circular to each State in the region.	20/03/11	Completed	Issue RASG-PA Safety Advisory RSA-001
			3) Each State in the region will use the generic advisory circular as a template to prepare a State Advisory Circular on mode awareness and energy state management aspects of flight deck automation.	20/09/11	Completed	
			4) Mode awareness and energy state management aspects of flight deck automation guidance is provided by operators to all their pilots.	20/09/12	Completed	
LOC-I/07	**LOC Training – Advanced maneuvers**	ALTA	1) Listing of training materials available from regulators, industry, operators, academia and other resources.	18/01/11	Completed	
			2) Advanced Maneuvers Training provided to all operators.	18/04/11	Completed	
			3) Advanced Maneuvers Training provided by all operators. The expectation is that this training will be accomplish during initial training and as part of the recurrent training program via ground and simulator instruction within the certified flight envelope, with enphasis on recognition, prevention and recovery technique.	18/08/13	Superseded	
LOC-I/09	**Loc Training - Pilot monitoring policies and procedure for the operator and training program for crews**	IFALPA	1) Listing of training materials available from industry, operators and other resources.	20/02/11	Completed	
			2) Raise awareness of availability and need of Pilot Monitoring Training.	20/03/11	Completed	
			3) Pilot Monitoring Training material provided to all operators.	20/03/11	Completed	
			4) Pilot Monitoring Training provided by operators to all their pilots.	20/09/12	Completed	Posted on the RASG-PA website

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CFIT DIPs & Outputs (RASG-PA/8)

DIP	Description	Champion	Output	Deadline	Status	Comments
CFIT/02	Specific ALAR/CFIT Training for Pilots	IATA	1)CAA conducts a review of all operators to ascertain which operators have CFIT prevention training and procedures in their approval training manual.	20/02/11	Completed	
			2) If an operator does not have a CFIT training, it will be encourage to incorporate CFIT training into the airline training program.	20/12/11	Completed	
CFIT/04	CRM/Situational Awareness for pilots and air traffic controllers	IFALPA & IFATCA	1)Incorporate and/or update CRM/situational awareness training programs for all flight crew members of air transport operators emphasizing aircraft position with relation to terrain and reviewing past occurrences.	20/02/12	Completed	
			2) Incorporate CRM/situational awareness training programs for all air traffic controllers and air navigation service providers (ANSP) emphasizing aircraft position with relation to minimum allowable altitude.	20/08/12	Completed	