



# PA-RAST

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# Pan-American Regional Aviation Safety Team

## ▶ Roles:

- ▶ Promote a collaborative safety analysis framework, through a data driven approach;
- ▶ Develop safety enhancement initiatives, with corresponding detailed implementation plans;
- ▶ Promote the development of Collaborative Safety Teams – State-level bodies of government-industry collaboration for safety.

## In summary:

- ▶ Provide assistance in the reduction of the fatality risk

# Consolidated Working Plan

The High-Risk Categories (HRC) projects:

- ▶ Controlled Flight Into Terrain (CFIT) – Continued with 3 projects
- ▶ Loss of Control In-Flight (LOC-I) – Continued with 2 projects
- ▶ Mid Air Collision (MAC) – Continued with 3 projects
- ▶ Runway Excursion (RE) – Continued with 2 projects
- ▶ Runway Incursion (RI) – Suspended until 2021

The Additional Risk Categories (ARC) projects:

- ▶ Post Go-Around Outcomes (LOC-I) – Suspended until 2021
- ▶ Aircraft Misconfigurations (LOC-I, RE) – Suspended until 2021
- ▶ Surface Misalignments (NAV, RI) – Suspended until 2021
- ▶ Severe Weather (TURB, WSTRW, RE, LOC-I) – Suspended until 2021

# Note about CSTs

- ▶ Collaborative Safety Teams are directly derived from the SSP implementation – integral part of Safety Risk Management
  - ▶ ICAO RO (NACC and SAM) support
  - ▶ PA-RAST collaboration → RASG-PA effective participation
- ▶ Regional Promotion: exchange of safety information and knowledge at the regional level should be seen as a direct driver to increased perception of safety levels (reflected in data – trends, averages, etc.)
- ▶ Benefits both State-Level Safety Management and Regional Indicators

# Participants

## State representatives

- ▶ All Pan-American States, ICAO Regional Offices
- ▶ Examples: USA, Brazil, Canada, Costa Rica, Trinidad and Tobago, Mexico, Panama, and others.

## Industry representatives

- ▶ Manufacturers (Airbus, Boeing, Embraer, ATR)
- ▶ Operations (IATA, ALTA, CANSO, COCESNA, NavCanada, others)
- ▶ Unions (IFALPA)

## Data sources

- ▶ From participants – both states and industry

# Data

## Reactive – CICTT Taxonomy

- ▶ Accidents
- ▶ Incidents

## Proactive / Precursors – Collective / Unidentified

- ▶ Safety Enhancements (CSTs)
  - ▶ Unstable Approaches
  - ▶ TCAS-RA
  - ▶ Undesired States
  - ▶ EGPWS/TAWS
  - ▶ Other sources (voluntary reports, State-level programs, etc.)
- ▶ Safety assessments

# Proposed 2021 Working Plan

CFIT-01/2021: Engage with current CSTs

CFIT-02/2021: Definition of focal points for collaboration

CFIT-03/2021: Recommendation for updating obstacle chart data and implementing regulations

LOC-I-01/2021: Raising awareness on LOC-I issues.

LOC-I-02/2021: Definition of focal points for collaboration

MAC-01/2021: Validation of hot-spots / joint work with the GREPECAS/GTE.

MAC-02/2021: Engage with current CSTs

MAC-03/2021: Raising awareness on MAC issues

RE-01/2021: Engage with current CSTs

RE-02/2021: Definition of focal points for collaboration

# Expected results for 2021

- ▶ Number of Hot-Spots being directly assessed by CSTs / PA-RAST
  - ▶ Impact on regional data (trends, averages, etc.)
- ▶ New RASG-PA Safety Advisories:
  - ▶ CFIT: Obstacle Chart Updates
  - ▶ LOC-I: Updated Awareness Guidance Material
  - ▶ Other RSA topics can arise from the CSTs collaboration
- ▶ PA-RAST and GTE Integration
  - ▶ MAC Hot-Spots validation
  - ▶ Formal safety information exchange
- ▶ Continued Promotion for CST formal establishments in the region



Gracias!  
Thank you!  
Obrigado!