Grupo Regional de Seguridad Operacional de la Aviación - Pan América (RASG-PA)

PA-RAST/60 Meeting Report

Washington DC, 22, 23 & 24 August 2023

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Acknowledgements

We express sincere appreciation to those who contributed to and participated in this meeting, all of whom contributed to its great success.

We appreciate the hospitality and attention of Airbus for welcoming us to their facilities, and of LATAM Airlines for sharing important safety information with us.

Acronyms

ALTA	Latin American & Caribbean Air Transport Association
AMOC	Alternative Methods of Compliance
ASIAS	Aviation Safety Information Analysis and Sharing Program
BCAST	Brazilian Commercial Aviation Safety Team
CAA	Civil Aviation Authority
CAST	Commercial Aviation Safety Team
CFIT	Controlled Flight Into Terrain
CST	Collaborative Safety Team
FDX	Flight Data Exchange
GASP	Global Aviation Safety Plan
GTE	GREPECAS Scrutiny Working Group
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
IFALPA	International Federation of Air Line Pilots' Associations
LOC-I	Loss of Control In-flight
MCAST	Mexican Collaborative Safety Team
RSA	RASG-PA Safety Advisory
RE	Runway Excursion
TCAS	Traffic Collision Avoidance System

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Summary of discussions

1.   Opening remarks

1.1   The co-chairs welcomed the participants to the meeting. They highlighted that there were good expectations about the meeting, especially in relation to the CSTs, and emphasized the growing presence of representatives of the States and the Industry.

2.   PA-RAST 101 Presentation

2.1   Canada presented a slide deck on the fundamental aspects of PA-RAST, with the intention that it be used in the future to guide and familiarize new members with the functions of said team. The proposal was well received by the meeting and was considered a useful product. It was agreed that once it is ready, it should be translated into Spanish, and both versions should be available on the RASG-PA website.

2.11   PA-RAST will work to support the establishment of CSTs in Peru and Chile in 2023, and in Costa Rica and the Dominican Republic in 2024.

3.   LATAM Airlines Presentations

3.1   LATAM Airlines offered two presentations, one loss of control in flight, and another on the benefits of circling approaches based on Performance Based Navigation. It was recalled that RASG-PA already worked on a successful project on PBN, and that visual circulation based on PBN considerably reduces operational safety risks related to CFIT and RE; and that the group should consider the possibility of carrying out projects to support and promote the adoption of this type of circling procedures in the States of the region.

3.2   The meeting highlighted the importance of industry participation in PA-RAST meetings, and the opportunity that these exchanges offer for better identification of risks and priorities regarding safety issues in the region.

3.3   It was also mentioned that CSTs should join PA-RAST to bring this type of input to the meetings, and to bring lessons learned and other best practices to their States. Additionally, it was emphasized that each CST should have a person assigned as liaison with the PA-RAST.

4.   Discussion on turbulence

4.1   The secretariat presented work carried out by Paraguay to compare data from meteorological reports, to better understand the effects of climate change in determined airports. The meeting agreed that this work was important but offered limited utility for PA-RAST analysis.

4.2   However, the meeting mentioned that turbulence is a very relevant topic for RASG-PA, and that a more in-depth analysis is necessary. One of the aspects that was mentioned was related to the importance of promoting the reporting and dissemination of PIREPS in the region.

4.3   The meeting also agreed that data analysis should go beyond turbulence, but to cover all aspects of adverse weather.

4.4   IATA and the Dominican Republic offered to prepare a proposal for a project related to the analysis of adverse weather data.

5.   Collaborative Safety Teams

5.1   The meeting briefly reviewed the status of implementation of the CSTs in the region. It was mentioned that Peru's CST is gradually advancing, that it has the support of industry members, but that state organizations have not yet been actively involved.

5.2   The BCAST representatives from Brazil mentioned the importance of moving forward little by little, and not wanting to cover all aspects of aviation from the beginning. They also emphasized that the most solid CSTs such as those of Brazil, Canada and the USA are available to offer support to emerging CSTs.

5.3   It was emphasized that the connection of the CSTs with the PA-RAST is very important and that it is a link that benefits everyone.

6.   RASG-PA Safety Day

6.1   The secretariat presented the concept of the RASG-PA Safety Day to replace the face-to-face discussion session of working papers during the RASG-PA plenary meeting.

6.2   The need to not replicate the concept of the ALTA Safety Summit was highlighted, and that the RASG-PA Safety Day should be born with its own and differentiated identity. It was agreed that it is important to take advantage of the event to highlight the activities of PA-RAST, for example, the promotion of CSTs.

6.3   It was agreed that it would be interesting to focus the event on one or two topics rather than covering many issues.

7.   Status of the projects

Loss of control in-flight (Champion: Boeing)

7.1   RASG-PA Safety Advisory RSA-09 (Mode Awareness and Energy State Management Aspects of Flight Deck Automation): it was mentioned that IATA has already distributed this RSA to the airlines in the region. Next step is to survey airlines to understand if they are adopting this or other automation policy (Dec/23).

7.2   Manual Flight Operations: draft RSA ready to be issued. Next steps are ICAO to ask for validation/approval of this RSA to the ESC (Sep/23), followed by IATA/ALTA distribution to the airlines (Sep/23), and monitor the evolution through FDX (continuous).

7.3   UPRT: survey results show around 80% of the States having regulations to mandate UPRT. Still looking for responses from some States. Next step is to better understand the qualifications of the simulators in the region to check if they are capable of supporting the new UPRT requirements (Dec/23).

7.4   ANAC surveyed simulators used by Brazilian airlines in the region. Discussions took place to understand if local CAA regulations are enough to make sure airlines are applying the full range of ICAO standards.

7.5   Go-around decision making and outcomes: the group is studying feasibility of converting CAST SEs 236 and 237 into an RSA (Dec/23).

7.6   Adverse weather conditions RSA: during the discussions on adverse weather events in the region it was mentioned that BCAST has developed a Safety Bulletin to provide airlines with recommendations on the main weather phenomena like hail, windshear, in-flight icing, lightning strike, turbulence and fuel management. Next step is to get BCAST approval and have this document translated to an RSA for the region (Oct/23).

Runway Safety (Champion: ALTA)

7.7   **Runway Incursion:** In a joint effort, the PA-RAST has been participating in the works for the elaboration of the Global Action Plan for the Prevention of Runway Incursions (GAPPRI), led by the Flight Safety Foundation. PA-RAST members received sets of recommendations (28 for Aircraft Operators, 52 for ANSPs, 6 for Aircraft Manufacturers, 49 for States and Regulators, 7 for R&D, and 37 for Aerodrome Operators), and can contribute with suggestions until August 30th. Airlines in the region will also contribute. The expectation is that GAPPRI will be concluded by Jun 2024.

7.8   **Runway Excursion:** BCAST is developing a Safety Enhancement to prevent veer offs. The intention is to complete the work by the end of 2023 and then adapt it into a RASG-PA Safety Advisory (RSA).

7.9   BCAST is working on a good practice related to aerodrome risks. That is the "*Operational Safety Diagnostic Tool for Aerodrome Risk Management*". The tool was initially developed by ANAC. Currently, BCAST's Runway Safety Group is working to improve the tool, demonstrating that collaborative work can produce very beneficial effects for safety.

CFIT (Champion: United States)

7.10   The team reported that revision to the RASG-Safety Advisory (RSA) -07, Mitigations for Controlled Flight Into Terrain, is complete and ready to be published. This revision strengthens the recommendations to states and operators the team published in November 2022. The team

leveraged the results of surveys issued to states and operators to revise the recommendations issued in RSA-07. The new revision is set to published soon on the RASG-PA webpage.

Mid Air Collision (Champion: IATA)

7.11   High Altitude TCAS-RA events review/monitoring showed events recorded above FL290 in some of the FIR's in the region using a 3yrs analysis from the Global Aviation Data Management (GADM) program and ASIAS information presented, recorded events similarly above FL290.

7.12   The meeting was informed of the Joint collaboration (ANS Safety/Regional Safety) workplan, which included participation of GTE members in the PA-RAST meeting to review data shown and similarly, for PA-RAST participants to participate in the GTE meetings.

7.13   The U.S. CAST on-behalf of the group will show ASIAS information at the planned GTE meeting during the week of September 11- 15th. 2023.

7.14   Furthermore, FIR under focus with event where shown in the meeting, and a plan for the group to directly engage with the top FIR identified was discussed.

7.15   **Next Steps**: The meeting was informed that once the updated LHD is reviewed at the GTE meeting, the information presented will be utilized to further support the joint collaboration efforts to combine LHD/TCAS-RA events.

7.16   The MAC/GTE group will meet to begin work on the development of a Safety Bulletin/Best Practice Guide/Recommendations anticipated September 2024.

8.   Safety data review

8.1   The US CAST representative provided an update from the ASIAS program that covered aggregated safety data for the period from May 2018 to April 2023 of US commercial operators in the Pan American airports and airspace. This data update included information related to Loss of Control, Unstable Approaches, Controlled Flight Into Terrain and Midair Collision.

8.2   The Midair Collision data was presented in a different format which provided additional more granular information to help the understanding of TCAS RA hotspots in the region.

8.3   Additionally, in preparation for the GTE/PA-RAST Collaboration Meeting, high level TCAS RAs hotspot were also displayed. This briefing provides an opportunity to share potential safety issues in the region, as seen by the ASIAS program. Additionally, it enables a Collaborative Safety Team-like discussion with the audience.

9.   RASG-PA Products Communication Strategy

3.1   The secretariat emphasized the importance of all PA-RAST members actively supporting RASG-PA publications on Linkedin, and taking all actions within their power to help increase the

number of subscribers to the RASG-PA group on said platform. . The short-term goal is to reach 1000 subscribers.

10. Administrative aspects

10.1   Location and dates for the next meetings are as follows:

RASG-PA ESC/38	Lima, Peru	24 & 25 May, 2023
ALTA Safety Summit	Santiago, Chile	13 & 14 June 2023
PA-RAST/60	Washington DC, USA	22 to 24 August 2023
PA-RAST/61	Mexico City, Mexico	17 to 19 October 2023
RASG-PA Plenary Meeting	TBD, Dominican Republic	13 & 14 November 2023
PA-RAST/62	Miami, USA	6 to 8 February 2024
PA-RAST/63	Lima, Peru	23 to 25 April 2024

Appendix A – Action Items derived from PA-RAST/60 Meeting

Action	Meeting	What	When	Who	Status
17/2023	RAST/60	MAC/GTE to begin work on the development of a Safety Bulletin	September 2024	IATA	Valid
16/2023	RAST/60	Adapt BCAST Safety Enhancement to prevent veer offs and turn it into an RSA	As soon as BCAST doc is available	ALTA	Valid
15/2023	RAST/60	Get BCAST approval to translate adverse weather Safety Bulletin and turn it into a RSA	October 2023	Boeing	Valid
14/2023	RAST/60	Determine feasibility of converting CAST SEs 236 and 237 into an RSA	December 2023	Boeing	Valid
13/2023	RAST/60	Conduct a simulator survey to verify if they can support the new UPRT requirements	December 2023	Boeing	Valid
12/2023	RAST/60	Conduct an airline survey to understand if they are adopting an automation policy	December 2023	Boeing	Valid
11/2023	RAST/60	Identify available WX data that can be analyzed to develop a proposal for an Adverse Weather Project	By PA-RAST/61	IATA/Dom. Rep.	Valid
10/2023	RAST/60	Publish PA-RAST 101 presentation on website	As soon as it is avail.	ICAO	Valid
09/2023	RAST/60	Translate PA-RAST 101 presentation to Spanish	30 Sep 2023	IFALPA	Valid

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