Regional Aviation Safety Group – Pan America (RASG-PA)

PA-RAST/61 Meeting Report

Mexico City, 17, 18 & 19 October 2023

Table of contents

Acknowledgements

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

Special thanks to the different Mexican airlines that participated in the meeting and contributed with information on safety.

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 Regional Director of the ICAO Office of North, Central America and the Caribbean (NACC) welcomed the participants and highlighted the commitment and collaboration of the ICAO NACC and SAM Offices, to articulate safety initiatives.

2.　　PA-RAST 101 Presentation

2.1　　Canada provided the full version of the presentation on PA-RAST 101, which describes the main aspects and work areas of the team. The presentation was very well received by the meeting. The Secretariat was tasked with publishing the presentation on the RASG-PA website.

3.　　Industry Session

Aeromexico Presentation

3.1　　Aeromexico made an interesting presentation about its Safety Action Program (GAMSAP), and the integration of this program with the company's SMS. It was described how the program has helped the company identify safety issues and correct them in a timely manner.

3.2　　The meeting discussed how the establishment of CSTs can help share all operational safety knowledge among various stakeholders. Both Mexican airlines and State representatives expressed their best intentions to move forward with the relaunch of the CST.

Viva Aerobus Presentation

3.3　　Viva Aerobus presented a case study on a safety event between a truck and an aircraft. The importance of considering ground risks, and the need to adequately address them through SMSs/SSPs, was widely discussed.

3.4　　Overall the meeting recognized the valuable contribution of industry sessions during PA-RAST meetings, and the opportunities it offers to identify new risks, and to help map emerging risks that may merit greater attention from the group.

Alaska Airlines Presentation

3.5　　On behalf of Alaska Airlines, IATA provided a presentation about bird strike rates across the Alaska system showing that the highest rate is found at the Liberia airport in Costa Rica. The presentation showed that some measures to mitigate the risk of bird strikes have been taken but are not sufficient to bring it down to an acceptable level.

3.6   It was also mentioned that there is a similar situation at the Tocumen Airport in Panamá that has affected the operations to and from Panama City.

4.   Collaborative Safety Teams

CST Mexico (CSO-SSP)

4.1   Mexico presented the structure of its Operational Safety Committee (CSO) that is part of the State SSP. It described the internal organization and the subcommittees that comprise it. He also pointed out that there are still some legal issues that must be resolved to allow the Committee to function fully.

4.2   The meeting commented on some risks associated with CSTs that are very focused on the State, and that it might be advisable to seek some flexibility between the State and industry. Also mentioned was the importance of being cautious about trying to cover too many areas of aviation, rather than starting with something smaller, and gradually growing as things start to work.

4.3   The airline representatives indicated that the operation of the Committee should be considered a priority, and that the industry is ready to collaborate with its operation, and that it is important to learn and remember why this initiative did not work well the previous time, so as not to repeat the same mistakes.

CST Peru

4.4   The Secretariat described that the CST project in Peru continues to advance. There is a determined commitment from airlines and airport concessionaires, but State entities have not yet been able to get actively involved. However, there is a commitment at the ministerial level to support this activity. It is estimated that the team could be established by the end of 2023.

Brazil BCAST

4.5   The Brazilian Civil Aviation Safety Team (BCAST) has been selected to receive the 2023 Flight Safety Foundation Jerome Lederer Leadership Medal for its contributions to aviation Safety in Brazil and its leadership in the Pan American Region. Through BCAST, the industry and ANAC have demonstrated what can be achieved by working together in pursuit of a common goal.

Canada CAG

4.6   The Transport Canada – Industry Collaborative Analysis Group has continued analysis work on the analysis and development of mitigation options for unruly passengers. A joint Working Group of Industry, Transport Canada and other government departments completed a 2-day exercise to score 10 mitigation options to present a recommended priority list. The CAG Steering Committee is meeting at end of October to set the priorities of unruly passengers' mitigations to proceed to implementation next year.

4.7   Chile expressed that it is working on the establishment of a CST for 2024.

5.   RASG-PA Safety Day

5.1   The Secretary gave a briefing on the details of the RASG-PA Safety Day that will take place on November 13, 2023, as part of the RASG-PA plenary meeting. The RASG-PA Safety Day will be a one-day event, dedicated exclusively to Turbulence. Top-level presenters from different specialties and from different parts of the world have been selected to bring updated insight into this important safety issue.

6.   Discussion on Turbulence

6.1   The meeting discussed the need to create a working group on turbulence. It was agreed that it is important to cover other meteorological aspects in addition to turbulence, and it was mentioned that the working group should address the issues of adverse weather, to cover all atmospheric phenomena that affect or may affect flight safety.

6.2   In support of the Turbulence discussion, it was mentioned that as part of the proceedings of the ICAO GASP Study Group, shared accident/incident data considered as part of the Global Aviation Safety Plan (GASP) High Risk Category (HRC) Identification framework for the identification of the next GASP HRCs (2026-2028). While Turbulence is not an HRC, it is being proposed as an additional risk category of occurrence to be included in the next GASP. According to the Flight Safety Foundation accident and serous incident data from 2017-2022, Turbulence accidents/serious incidents were the 4th highest globally, 1st in NACC and 7th in SAM. According to ICAO data for 2022, turbulence was also the highest accident category of occurrence.

6.2   It was also mentioned that most of the turbulence problems have already been identified, and that mitigation activities have also already been developed. In this case, the working group should focus on supporting the implementation of such measures.

6.3   The Secretary mentioned that the RASG-PA Safety Report mentions turbulence as a priority issue for operational safety, and that it is necessary to maintain consistency in the activities of the RASG-PA.

6.4   It was agreed that a turbulence working group would be created within PA-RAST following the RASG-PA Safety Day, taking advantage of the information shared at that event.

7.   HRCs and other projects status review

Other CFIT

7.1   The CFIT champion reported that revision to the RASG-Safety Advisory RSA-07, Mitigations for Controlled Flight into Terrain, was published and can be found as RSA-07b on the

RASG-PA webpage. This revision strengthens the recommendations to states and operators the team published in November 2022 as RSA-07.

7.2   The team leveraged the results of surveys issued to states and operators to revise the recommendations issued in RSA-07. The next step is to evaluate the adoption of the recommendations in a year. The CFIT Team will coordinate the issuance of new surveys to the States and operators with ICAO SAM and NACC along with IATA and ALTA. The new surveys will be issued in September 2024 with results expected by March 2025.

LOC-I

7.3   **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 develop a survey to the airlines to understand if they are adopting this automation policy.

7.4   **RSA-10** (Manual Flight Operations - MFO): it was informed that the respective RSA was approved by the ESC and distributed to the airlines by ALTA. Next steps are IATA to distribute this RSA to their respective airlines and develop a FDX monitoring metric to measure the time it takes, during approach, from the intentional automation disconnections until touchdown, on a monthly basis, in 3 levels: Level 1 = AP off; Level 2 = AP+FD off; Level 3 = AP+FD+AT off. Also, the WG will develop a survey to the airlines to understand how they are training their flight crews on manual flight.

7.5   **UPRT**: survey results show that around 80% of the States in the region have regulations in place to mandate UPRT for Part 121 airlines. Still pending responses from some NACC States. ANAC Brazil made a survey to determine Flight Simulators (FSTDs) readiness to have full UPRT training for Brazilian airlines, in addition to understand if the FSTDs have the capability to receive UPRT qualification and when. Next step is to better understand the qualifications of the FSTDs in the region to check if they are capable of supporting the new UPRT requirements, and develop a survey to the airline to check if they have implemented the full UPRT training. It was also advertised the cost-free FAA workshop on UPRT. Boeing will coordinate with the SRVSOP/ICAO SAM a possible demand from the CAAs in the region.

7.6   **Go-around Safety Enhancement**: the group is studying feasibility of converting CAST SEs 236 and 237 into an RSA.

7.7   **Adverse Weather Conditions RSA**: BCAST has developed a Safety Bulletin to provide airlines with recommendations on the main weather phenomena like hail, windshear, in-flight icing, lightning strike, and turbulence. Next step is to have this document translated to English and Spanish.

Runway Safety

7.8   The two main ongoing projects were presented:

7.8.1　**Global Action Plan for the Prevention of Runway Incursions (GAPPRI)**.- Contributions to the work were sent to the project managers at the end of September. The draft of the final document is ready and will be shared with PA-RAST members. Comments or suggestions, can be sent to Virginio Corrieri by November 10th. The work will be completed in June 2024.

7.8.2　**RSA for Veer-off**.- A Safety Enhancement is being developed within the scope of BCAST RS Team to prevent veer-offs. The work should be completed by the end of the year. After that, the team will adapt it to the reality of the region as a whole and translate it into English, in order to be the basis for a RASG-PA Safety Advisory (RSA).

7.8.3　**Safety Summit 2024.-** Everyone is invited to participate in the ALTA Safety, Flight Ops and Training Summit, which will be held in June 2024, in Lima, Peru. The "save the date' will be sent shortly.

MAC

7.9　IATA will provide a draft RASG-PA RSA with recommendations to mitigate risk in two weeks.

Translation Project

7.10　The Secretariat submitted a proposal to translate documents from RASG-PA or other sources in English or Portuguese, into Spanish and English, as appropriate, so that all documentation is available in English and Spanish on the RASG-PA website. PA.

7.11　The Secretariat offered to coordinate with each HRC Champion, to make an initial list of documents that could require translation. Likewise, ICAO will identify the appropriate translation services that could be contracted for this purpose.

RASG-PA Safety Partners Program

7.12　The Secretariat offered a briefing on the nature of the RASG-PA Safety Partners program. Different airlines have already expressed their interest in participating in this program. The Secretary will present the TORs of the program well in advance to the PA-RAST for its comments, and then it can be sent to the ESC for approval. The mechanisms to attract the first partners will be discussed during PA-RAST/62.

PA-RAST TORs Update

7.13　An AD-HOC group is working on the proposed PA-RAST TORs. The final document should be reviewed during the PA-RAST/62 meeting to be sent to the ESC for final approval and publication.

8.   Safety Data Review

CAST Presentation

8.1   The US CAST representative provided an update from the ASIAS program that covered aggregated safety data for the period from July 2018 to June 2023 of US operators in the Pan American airports and airspace.

8.2   This data update included information related to Loss of Control, Unstable Approaches, Controlled Flight Into Terrain and Midair Collision. 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. This briefing provides an opportunity to share potential safety issues in the region, as seen by the ASIAS program.

IATA Presentation

8.3   PA-RAST data review: IATA presented three topics: the FDX metric monitoring update based on flight information for each of the high-risk categories, the new flight data metric for turbulence, and a comparison of TCAS-RA rates between different regions of the world.

8.4   Special emphasis was placed on the fact that data presentations during PA-RAST meetings could benefit from a simplified procedure. Organizations and/or States that present data should present the insight that their data contains, and information that is actionable for PA-RAST, instead of presenting pure raw data. At the request of each project champion, data owners could bring raw data related to specific projects, which could be reviewed during side meetings.

GTE Presentation

8.5   The GTE Secretariat made a presentation to explain the safety monitoring mechanism on the use of RVSM airspace in the CAR/SAM Regions, within the framework of GREPECAS. The presentation provided background information regarding the establishment of the Caribbean and South American Monitoring Agency (CARSAMMA) and the North American Approvals Registry and Monitoring Organization (NAARMO). The GREPECAS CAR/SAM Scrutiny Group (GTE) was established with the purpose of reviewing the events affecting the Target Level of Safety (TLS) based on the LHD information provided by States and International Organizations to the CARSAMMA.

8.6   Information regarding the Data Sources for Regional Performance Monitoring of RVSM Airspace was also provided, including the main challenges for compliance with collection processes. The Secretariat explained what is a Large Height Deviation (LHD), its classification, and graphical display of the location of LHD occurrences in 2022 in the CAR/SAM Regions.

8.7   Key Factors to reduce the risk of collision (Recommendations for flight crews/air operators)

> ➢ Establish timely communication with the next ATC unit before entering an FIR.

- ➢ Make sure to be in contact with the correct ATC unit, especially for periods of reduced communications (15 minutes or more).

- ➢ Notify ATC of any deviation due to bad weather in areas where there is no surveillance coverage or no surveillance service.

- ➢ Communicate to ATC (requesting approval) any required changes to the flight plan route.

- ➢ Caution with flight planning with direct routes for more than one FIR.

8.8   Challenges to exchange Data:

- ➢ Limited sources for ANS safety data.

- ➢ Restrictions on confidentiality.

- ➢ Limited participation of key stakeholders.

9.   Administrative aspects

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

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
PA-RAST/64	Montreal, CA	13 to 15 August 2024
PA-RAST/65	Mexico City, Mexico	8 to 1o October 2024
PA-RAST/66	Miami, USA	11 to 13 February 2025

Appendix A – Action Items derived from PA-RAST/61 and past PA-RAST Meetings

Action	Meeting	What	When	Who	Status
25/2023	RAST/61	Secretariat to present RASG-PA Safety Partners Program Termos of Reference for comments.	Before PA-RAST/62	ICAO	Valid
24/2023	RAST/61	Secretariat to coordinate with Project Champions a list of documents to be translated.	Before PA-RAST/62	ICAO	Valid
23/2023	RAST/61	IATA to provide a draft RASG-PA RSA with recommendations to mitigate MAC risk.	By the end of 2023	IATA	Valid
22/2023	RAST/61	CFIT Team to coordinate the issuance of new surveys to the States and operators with ICAO SAM and NACC along with IATA and ALTA. The new surveys will be issued in September 2024 with results expected by March 2025.		FAA	Valid
21/2023	RAST/61	Boeing to coordinate with SRVSOP/SAM possible demand for a cost-free FAA workshop on UPRT.		Boeing	Valid
20/2023	RAST/61	Distribute RSA-10 (Manual Flight Operations) to the airlines and develop a FDX monitoring metric to measure the time it takes, during approach, from the intentional automation disconnections until touchdown, on a monthly basis, in 3 levels: Level 1 = AP off; Level 2 = AP+FD off; Level 3 = AP+FD+AT off.		IATA	Valid
19/2023	RAST/61	LOC-I WG to develop a survey to the airlines to understand how they are training their flight crews on manual flight. *		Boeing	Valid
18/2023	RAST/61	Develop a survey to the airlines to understand if they are adopting this automation policy (RSA-09) *		Boeing	Valid
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