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

PA-RAST/63 Meeting Report

Lima, 23, 24 & 25 April 2024

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.

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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

LAP — Lima Airport Partners

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 and agenda approval

1.1   The co-chair representing the States offered a few words of welcome, highlighting the number of participants and the relevance of the topics to be discussed during the meeting.

1.2   The meeting then proceeded to review the agenda, which was approved unanimously.

2.   Industry Session

Lima Airport Partners

2.1   The concessionaire of Lima's main airport offered a presentation on the airport expansion works and the coordination and operational safety processes being carried out to safeguard the safety of ground and flight operations.

Air Canada

2.2   Air Canada provided a presentation on GPS interference, highlighting the increase in such events in 2023 compared to 2021.

3.   CST Status

3.1   Peruvian CST, called P-CAST, is the most recently formed CST in the Region, which receives support from PA-RAST. It has also received guidance from BCAST of Brazil. Several attendees at the meeting expressed their support for PCAST, and encouraged them to listen to the recommendations of older CSTs, in order to avoid past mistakes and not become extinct as has happened with other States that tried to establish a CST.4.8 The PA-RAST, for its part, ratified its commitment to fully support and accompany the CSTs that require any type of support or assistance.

3.2   The US CAST provided an overview of the CAST model in the US which included components of the ASIAS program such as, safety data collection, analysis, and safety enhancement development in the CAST. The presentation also included a discussion of the challenges the team faced when CAST was newly formed and shared these with the representatives of the CST Peru. The objective of sharing these challenges at the PA-RAST meeting is to encourage representatives from any newly formed CST to be prepared when challenges arise and to continue to collaborate in the benefit of safety.

3.3   The B-CATS of Brazil also offered a review of its background, and recalled that it is very important to achieve the commitment of members, be very clear about the team's safety objective, and build trust.

4.   HRCs and other projects status review

CFIT (Champion: FAA)

4.1 The CFIT Working Group confirmed that the second surveys to RASG-PA States and Operators is still on track for September 2024. The surveys will help assess how the RSAs are being implemented in the region. The States and Operators must return the surveys by March 2025.

4.2 The CFIT WG also started a new project to address the risk of CFIT due to incorrect altimeter settings while executing an RNAV approach at airports with no ILS equipment. Given the increased risk of CFIT when a crew uses the incorrect altimeter, the CFIT WG will issue a new product for RASG-PA called RASG-PA Safety Issue Alert (RSIA). RSIA is intended to be short and concise to increase the awareness of operators and ANSPs on this issue. The Incorrect Altimeter Setting RSIA will be published in May 2024.

LOC-I (Champion: Boeing)

4.3 RSA-10 (Manual Flight Operations) was revised, approved by the ESC, and advertised by ICAO SAM at the LinkedIn platform. The manual flight practices in the region are being monitored periodically through ASIAS data.

4.4 RASG-PA UPRT Workshop arrangements ongoing, proposed for early October in Miami hosted by ATR. Draft agenda being developed. ICAO SAM to support develop a Working Paper to the next ESC and invitation letter to the CAAs.

4.5 An airline survey was developed to understand how UPRT, Manual Flight Operations (RSA-10) and Automation Policy (RSA-09) implementation is evolving in the region. It was sent to IATA & ALTA to be deployed to the airlines.

4.6 Showed ICAO Personnel Training & Licensing panel study report on automation. There were 17 findings that will be studied to understand if a revision is necessary to improve the RSA-09 and RSA-10.

Runway Safety (Champion: ALTA)

4.7 The Champion of the Runway Safety group gave a presentation on the Global Action Plan for the Prevention of Runway Incursion (GAPPRI). Along with several other organizations, RASG-PA has been contributing to the work, which is led by Flight Safety Foundation.

4.8 Volume I is now available for consultation and contains 127 recommendations for the various sectors of the industry: Aerodrome Operators, Air Navigation Service Providers, Aircraft Operators, Manufactures, States and Regulators, and R&D recommendations for States, international organizations, and the industry.

4.9 GAPPRI Volume II aims to provide guidance and explanatory materials (GEMs), and related best practices for the recommendations listed in Vol I. The last plenary meeting is scheduled for May. We expect to release the final GAPPRI in June 2024.

4.10	Regarding the BCAST Veer-Off Safety Enhancement, the document is awaiting a few final comments. It will then be adapted to an RSA and sent for translation and subsequent approval by RASG-PA.

4.11	Also, it has been shown the Safety Diagnostic Tool for Aerodrome Risk Management which is being developed by the BCAST RS working group.

4.12	Finally, the Champion encourage all participants to participate in the ALTA Aviation Safety, Flight Ops & Training Summit, which will be held in Liam, 18-20 Jun 2024.

Translation Project

4.14	The Secretary informed that the request for funds from the ESC will be formalized during the ESC/39 meeting to provide resources for the translation of RASG-PA documents.

Runway Safety Teams

4.15	It was recalled that there is a current RASG-PA project on RST run by the NACC and SAM Offices. The Secretariat offered to provide a progress report during the next meeting.

## 5.	Safety Data Review

CAST Presentation

5.1	The US CAST representative provided an update from the ASIAS program that covered aggregated safety data for the period from February 2019 to January 2024 of US commercial operators in the Pan American airports and airspace. This data update included information related to Loss of Control in Flight (LOC-I), Unstable Approaches, Controlled Flight Into Terrain (CFIT) and Midair Collision (MAC).

5.2	For LOC-I, the team reviewed in detail two stall warning events in the RASG-PA region involving maneuvering and deceleration. Both events occurred on approach and at low altitudes.

5.3	During the review of unstable approaches data it was noted that the exceeded parameters of flights that land and go around are different which may provide a clue into crews' decision making. When analyzing the exceeded parameters, it was noted that it seems that the crew's decision to go around might be directly proportional to the type of parameter. Exceeding certain parameters may pose higher risk than other exceeded parameters which warrants a go around. Perhaps the decision to go around when a parameter with a lower risk is exceeded might pose a higher risk; therefore, crews elect to continue to land.

5.4	During the meeting, we identified the top 5 airports with the highest rate in 2023 and analyzed the parameters that were exceeded the most at each of those airports. The team took a deeper look at the unstable approaches at the Jorge Chavez International Airport in Lima, Peru.

5.5	For MAC, the data showed that the rate of TCAS RA at takeoff and landing remains low. The rate of TCAS RA above FL is higher compared to the rate of RA in FL180 - FL290 altitude band.

Further segregating the data, the rate of RA above 10,000 ft is higher than the rate of arrivals and departures below 10,000 ft. However, the team noticed a sharp increase of TCAS RAs rate of aircraft in the departure phase of flight for the 2024 year. However, given that this rate increase is noted for the current year, flight counts continue to be added to the metric and for this reason we will monitor this rate to see if it stabilizes before any action can be taken.

IATA FDX Presentation

5.6   The meeting discussed extensively the topic of TCAS. EASA offered to present statistical information on TCAS from Europe.

5.7   It was also suggested to consider the topic of TCAS for the joint session of RASG-PA and GREPECAS during the November plenary meeting.

5.8   It was suggested that it would be interesting if States could present their own data on TCAS at PA-RAST meetings. Also, the holding of the RASG-PA Safety Day on TCAS was confirmed, and names of potential presenters were suggested.

6.   Administrative aspects

6.1   The meeting asked the Secretariat to study the possibility of hiring a community manager to manage RASG-PA's publications on Linkedin and allow for sustained growth of followers.

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

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
PA-RAST/67	Lima, Peru	22 to 24 April 2025

Appendix A – Action Items derived from PA-RAST/64 and past PA-RAST Meetings

Action	Meeting	What	When	Who	Status
12/2024	RAST/63	Secretariat to request resources from the ESC for the translation project	By ESC/35	ICAO	Completed
11/2024	RAST/63	OEMs comment on the question of whether it is appropriate to use TCAS to cross an active runway	By PA-RAST/64	OEMs	Valid
10/2024	RAST/63	Secretariat to coordinate a meeting between PA-RAST and RAST from APAC	By PA-RAST/64	ICAO	Due
09/2024	RAST/63	PA-RAST to define actions related to the GAPRI	By PA-RAST/65	ALTA	Valid
08/2024	RAST/62	Boeing led team to prepare the RASG-PA Safety Day 2024, including the identification of presenters and subjects	By ESC/39	ICAO	Valid
07/2024	RAST/62	Secretariat to send the translation project to the ESC	By ESC/39	ICAO	Completed
06/2024	RAST/62	MAC team to develop and review of Safety Bulletin/Best Practice Guide by April 2024.	By April 2024	IATA	Completed
05/2024	RAST/62	MAC Team to review and get feedback on RSA in March 2024 and anticipated approval in April 2024	By April 2024	IATA	Completed
04/2024	RAST/62	Secretariat and CFIT Working Group champion to coordinate efforts to get States to identify airports with RNAV approaches and no ILS approaches, in order for PA-RAST to explore the prevalence of altimeter discrepancies as it relates to CFIT risk.	Update report by PA-RAST/63	ICAO/USA	Valid Revisar mañana
03/2024	RAST/62	IFALPA led team to work on the production of a turbulence related video	By the RASG-PA Safety Day 2024	IFALPA	Completed
02/2024	RAST/62	USA led team to develop a Safety Alert on wrong altimeter setting	By PA-RAST/63	USA	Completed
01/2024	RAST/62	Secretariat to present an update on the Language Proficiency Project	By PA-RAST/63 report back on RAST65	ICAO	Valid añadir KPI de mantenimiento
25/2023	RAST/61	Secretariat to present RASG-PA Safety Partners Program Termos of Reference for comments.	Before PA-RAST/62	ICAO	Completed
24/2023	RAST/61	Secretariat to coordinate with Project Champions a list of documents to be translated.	Before PA-RAST/62	ICAO	Completed
23/2023	RAST/61	IATA to provide a draft RASG-PA RSA with recommendations to mitigate MAC risk.	By the end of 2023	IATA	Completed
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.	By September 2024 Survey sent to ICAO/ALTA/IATA resultados para abril	USA ICAO ALTA	Completed/Create new one on the answers
21/2023	RAST/61	Boeing to coordinate with SRVSOP/SAM possible demand for a cost-free FAA workshop on UPRT.	By September 2024	Boeing	Completed
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.	PARAST65 Pending response	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. *	September 2024 (15 dec 2024)	Boeing	Valid
18/2023	RAST/61	Develop a survey to the airlines to understand if they are adopting this automation policy (RSA-09)	December 2023	Boeing	Completed

17/2023	RAST/60	MAC/GTE to begin work on the development of a Safety Bulletin	September 2024	IATA	Completed
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	Completed
15/2023	RAST/60	Get BCAST approval to translate adverse weather Safety Bulletin and turn it into a RSA	October 2023	Boeing	Completed
14/2023	RAST/60	Determine feasibility of converting CAST SEs 236 and 237 into an RSA	PARAST65	Boeing	Valid
13/2023	RAST/60	Conduct a simulator survey to verify if they can support the new UPRT requirements	December 2023	Boeing	Completed
12/2023	RAST/60	Conduct an airline survey to understand if they are adopting an automation policy	December 2023	Boeing	Completed
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.	Complete
10/2023	RAST/60	Publish PA-RAST 101 presentation on website	As soon as it is avail.	ICAO	Complete
09/2023	RAST/60	Translate PA-RAST 101 presentation to Spanish	30 Sep 2023	IFALPA	Complete

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