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

PA-RAST/64 Meeting Report

Montreal, 13, 14 & 15 August 2024

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Acknowledgements

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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 PA-RAST 101 presentation was then conducted to provide a general overview of the team's activities to new participants.

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

1.4   Before beginning to address the agenda items, the Secretariat gave a brief presentation on the PA-RAST deliverables from the past two years, highlighting the great work accomplished by the team. The meeting expressed its satisfaction in contributing to the region's operational safety and suggested the need to share RASG-PA's achievements with other regions.

2.   Industry Session

2.1   Air Canada presented information on "Stabilized Approach Landing and Go Around" (SALGA).

2.2   Viva Aerobus presented the analysis of our their data about Animals (pets, service and or emotional support) on board of their planes and the preoccupant increasing trend, now with average of 1 animal per flight.

2.3   They requested the PA-RAST to work together to find solutions in a intent to reduce the risk level of have animals not properly secured in cabin, especially if something goes wrong at flight like turbulence, depressurization, or need to evacuation.

2.4   They asked the States and organizations if they could find more data from other operators to prepare a more solid case and found a route to escalate this to the level with power to take action and produce recommendations and/or regulation.

2.3   IATA presented and update on accidents statistics for the world including up to June 2024. The report highlighted 20 accidents and accident rate of 1.01 per millions sectors for HY 2024, vs 42 accidents for 2023 and an accident rate of 1.09 per million sectors. The RASG-PA region experienced 7 commercial aviation accidents in the last 6 months, and its accident rate has gone up when compare to 2023. The full report, and accident statistics going back to 2005, can be publicly accesses in IATA's website: IATA - IATA Safety Report

ICAO Presentation on the GASP

2.4   Mr. Martin Maurino, Technical Officer, Global Aviation Safety, ICAO, made a presentation on the progress made towards the 2026-2028 edition of the Global Aviation Safety Plan (GASP) and the link to the regional and national aviation safety plans. The meeting was informed on the

work undertaken by the ICAO GASP Study Group (GASP-SG), which includes representation from NACC and SAM States, as well as International Organizations, to revise the GASP for the next edition. The meeting noted the process used to identify global safety issues, including common operational safety risks (including the global high-risk categories of occurrences) and organizational challenges. The meeting was informed of the draft GASP goals and targets for the next edition of the Plan, other proposals that will be tabled at the Fourteenth Air Navigation Conference (AN-Conf/14), to be held in Montréal, Canada, 26 August to 6 September 2024, as well as the subsequent steps to finalise the GASP for the 42nd Session of the ICAO Assembly in 2025.

3. CST Status

3.1 Regarding the CSTs, Chile and Colombia stated that they are working locally to establish something similar to Peru's PCAST and are coordinating with the ICAO SAM Office and PA-RAST to leverage best practices and lessons learned.

3.2 The MCAST in Mexico is progressing slowly. In September 2024, they will hold a meeting to try to agree on their terms of reference. Emphasis was placed on PA-RAST's willingness to support them.

3.3 The BCAST in Brazil reported that they have created new working groups, one on training and another on turbulence. The turbulence event rate in Brazil has doubled between 2022 and 2024.

3.4 The CAG in Canada continues working on the issue of unruly passengers. They are developing de-escalation procedures, delegation to enforcement, and enforcement to force. They also provided an explanation of the difference between the CAG and C-CAST.

3.5 The CAST in the USA reported that they are modifying their structure towards a new model based on the structure of Brazil's BCAST.

3.6 IATA noted that five similar groups to a CST are operating in Africa and that the RASG-PA guidance material has been very useful. They also suggested that RASG-PA should consider producing a document on what the CSTs in its region are achieving and how they operate to share with other regions.

4. HRCs and other projects status review

CFIT (Champion: FAA)

4.1 The CFIT Working Group informed that regarding the RSA 07B the team has prepared a follow-up survey for both States and operators. The surveys aim to assess the implementation of the recommendations presented in RSA-07 & RSA-07b. The team will coordinate with IATA and ALTA for the operator survey and ICAO Regional Offices for the State survey.

4.2   Regarding RSIA 01: "Wrong Altimeter Setting" the first issue of an RSIA (RASG-PA Safety Issue Alert) has had positive feedback and engagement especially through the RASG-PA LinkedIn page. Currently the team is assessing if there is a need to develop an RSA for this issue. To facilitate this assessment the next step is to develop a FOQA/FDM profile in conjunction with our RASG-PA Safety Partners to gather more insight into this occurrence.

LOC-I (Champion: Boeing)

4.3   Airlines survey deployed by IATA on Manual Flight Operations (RSA-10), Automation Policy Sample (RSA-09), and UPRT. The survey was closed on 07/Aug/24 with significant participation from the airlines. Results were reviewed by IATA and recommendations were made. Further analysis will be done by the LOC-I WG.

4.4   Arrangements for the RASG-PA UPRT Workshop in early October in Miami are ongoing. ICAO SAM & NACC regional offices sent the invitation letter to their respective States with a registration deadline. Draft agenda was discussed. Next steps are on ICAO to manage attendees' registrations to fulfill the 24 spots and the 32 sim sessions.

Runway Safety (Champion: ALTA)

4.5   ACI provided a briefing on the developments around the Global Action Plan for the Prevention of Runway Incursions (GAPPRI). A proposal was made to launch a regional pilot by implementing it at an airport-airline location. Tocumen-COPA and Bogota-avianca were mentioned as possible candidates. The RAST-PA will include ACI-LAC in the coordination activities.

4.6   ACI provided an update on our Runway Safety initiatives, including ACI's support to the development of a training program by ICAO SAM and NACC offices, the inclusion of a Runway Safety Team (RST) module to the APEX program and the on-the-ground support provided by Quiport to strengthen the RST in Lima. An update was delivered on the regional wildlife matters, highlighting the need to establish national fauna committees to deal with wildlife hazards beyond the perimeter of the airports and that the RAST-PA reaches out to States to recompile the existence of such committees.

4.7   A suggestion was made to include the CARSAMPAF group to explore opportunities for cooperation. Lastly ACI-LAC proposed to run a pilot program to revisit the methodology of reporting wildlife incidents in the region so to support the development of mitigation strategies by the airports.

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 May 2019 to April 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 group reviewed data related to overbanks. It is important to note that the majority of events did not present a significant safety concern. In this context, CAST shared common overbank characteristics identified by the CAST Overbank Working Group such as overbanks occurring after the first or second turn after takeoff, the initial turn on go around/missed approach and when overshooting localizer or final approach course.

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. High rate of descend is the parameter that is exceeded the most when crews elect to land. However, there are multiple parameters exceeded and these vary by altitudes when crews elect to go around. As far as trends go, unstable approaches with landing exhibit a decreasing trend for the 5 year window; however, in the last 12 months the rate of unstable approaches under 500 feet that continue to land exhibit a flat trend. In other words, in the last 12 months, flight crews were less likely to execute a go around when experiencing an unstable approach under 500 feet.

5.4   During the CFIT data review it was noted that there were no GPWS Mode 1, Mode 2 or EGPWS alerts in 2023.

5.5   For MAC, the data showed that the rate of TCAS RA at takeoff and landing remains low.

5.6   The rate of TCAS RA above FL290 is higher compared to the rate of RA in FL180 - FL290 altitude band.

5.7   The group also had the opportunity to review TCAS RA hotspots as identified in the ASIAS data. Compared to previous years, new TCAS RA can be seen during 2023 between Mexico and Houston's FIR above FL290. Further analysis showed that these RA occurred along a high altitude airway (UL208) between the FIRs. This information was also presented at the GTE/24 for further investigation.

5.8   In addition to ASIAS data, the CAST representative also shared information regarding runway safety and runway conditions in the Pan American region reported by flight crews to the NASA Aviation Safety Reporting System (ASRS). The following are common themes reported: lack of proper lightning, issues with ground markings, potholes and broken asphalt, construction equipment not visible as night, outdated airfield diagrams and PAPIs that have been out of service for an extended period. These reports were shared with the representative from ACI-LAC.

Data Analysis Discussion

5.9   Based on the information presented in the data analysis, it was suggested that there is an opportunity to address TCAS RAs during the RASG-PA Safety Day. The suggestion was well

received by the meeting, and recommendations were made on the best ways to maximize the benefits of the event.

6.   Administrative aspects

6.1   It was suggested that the team could benefit from having a standard template for Safety Advisories (RSA). Canada offered to lead the effort.

6.2   It was also mentioned that when a relevant accident occurs, it should be discussed. PA-RAST should have a formal process to analyze certain accidents in the region or in other regions from which valuable operational safety lessons can be learned

6.3   Finally, the duration of PA-RAST meetings was discussed, and it was agreed that it would be determined based on the topics to be addressed, with the current three-day format serving as a reference.

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

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
17/2024	RAST/64	IATA to share the results of the Manual Flight Operations Survey	By PA-RAST/65	IATA	Valid
16/2024	RAST/64	Canada to draft a template of RSAs/RSIAs	By PA-RAST/65	Canada	Valid
15/2024	RAST/64	Adverse Weather Group to propose a procedure for the use of the Turbulence video	By PA-RAST/65	IFALPA	Valid
14/2024	RAST/64	Secretariat to explore means to share deliverables with other Regions.	By Oct 2024	ICAO	Valid
13/2024	RAST/63	Recommend to the ESC the hiring of a community manager for RASG-PA to manage the LinkedIn page	By Oct 2024	ICAO	Valid
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	PARAST65	IATA	Valid

		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.	Pending response		
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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