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

PA-RAST/65 Meeting Report

Mexico City, 15, 16 & 17 October 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. Day One

Opening remarks and agenda approval

1.1 The Vice Co-Chair, representing the States, delivered the welcome remarks and thanked the participants for their presence. He emphasized the importance of the sustained participation of PA-RAST members, including States, Organizations, and Industry, to continue working towards strengthening operational safety in the region.

1.2 Following this, the agenda for the three-day meeting was reviewed and approved.

Industry Session and safety discussion

1.3 General Electric gave a presentation on the role of OEMs in Operational Safety.

1.4 Following this, previous meeting comments were revisited regarding the importance of PA-RAST analyzing certain accidents deemed relevant for risk mitigation in the region.

1.5 It was agreed that the analysis of specific accidents should be part of the meeting agenda. However, there is a need to define criteria and a process to determine which types of accidents will be analyzed, who will conduct the analyses, how they will be carried out, and how PA-RAST will utilize this information.

1.6 It was suggested that the first step could be determining, after an accident, whether the region has adequate defenses in place or if immediate action is needed. It is also important to assess whether the necessary expertise is available.

1.7 It was recalled that PA-RAST previously analyzed accidents but eventually discontinued this practice.

1.8 Additionally, it was proposed to develop a type of questionnaire for States and service providers to evaluate their susceptibility to certain types of accidents.

1.9 It was suggested to review the conclusions from the IATA Global Safety Conference.

IATA presentation on VoePass accident information

1.10 A presentation was given on the available information regarding the VoePass accident in Brazil. The meeting then exchanged views on the information. ANAC Brazil mentioned that significant work is being done concerning the accident and highlighted the importance of sharing and analyzing accident information from Pan America and other regions.

1.11 For instance, the risk of accidents due to icing was previously considered of low relevance and had not received much attention in recent years; however, this accident occurred. There may

be indicators of accident precursors in other parts of the world that could alert us in time to take appropriate measures.

1.12 It was suggested that looking beyond our region might allow us to learn about risks in advance. However, one challenge is the overwhelming amount of information available, making it difficult to filter.

1.13 Everyone agreed that discussing accidents is a good practice that would help improve awareness of both existing and emerging risks.

1.14 It was agreed on the need to strengthen the activities of the working group on adverse weather.

1.15 It was also noted that the accident in Brazil is a type of accident that has occurred before. This raises the question: **What are we doing wrong in the region that we have not learned the lessons from previous accidents?** Perhaps because these accidents happened in other regions, they were not taken seriously enough. This is something that should be discussed in more detail within PA-RAST.

1.16 It was mentioned that there might be indications of TCAS events, runway incursions, and runway excursions that we are not considering sufficiently.

Situation of the CSTs

1.17 The **CAG in Canada** is working on the management and mitigation of risks associated with unruly passengers. Various tools are being developed, and efforts are being made to improve consistency in handling these events. The next topic to be addressed will be ground support operations that are not currently regulated. While the CAG does not have a regulatory function, it could propose some form of regulation on this matter.

1.18 The **BCAST in Brazil** has launched a new working group on human factors, while the recently created groups on turbulence and training are already operational. Future plans include new groups focusing on social support programs, substance abuse, and other related topics.

1.19 The **PCAST in Peru** is focusing its efforts on the transition to the new Lima airport. The group has been functioning very well since its creation, maintaining strong interest and participation from service providers and state institutions.

1.20 In **Argentina, the ACAST** is gradually being reactivated under the leadership of Aerolineas Argentinas, with the participation of ANAC. However, at this time, there is no connection with RASG-PA/PA-RAST.

1.21 Regarding **Chile**, the DGAC has submitted a formal request for RASG-PA to send a Go-Team to support them in organizing and defining the steps for implementation. The necessary arrangements are already underway to finalize this activity.

Safety Partners Program

1.22 The untapped potential of the Safety Partners Program was discussed. This program brings together major airlines that could contribute valuable information and experience to RASG-PA. It was agreed that an internal method for engaging with the partners needs to be defined. This should become part of the regular work of the HRC task groups. It was decided to bring this discussion to PA-RAST 66 to establish a clear procedure.

1.23 Additionally, the importance of strengthening the first day of PA-RAST meetings and making better use of industry partners was highlighted. There should be multiple presentations from service providers to gain a better understanding of their risk perceptions and their needs to help mitigate those risks.

2. Day Two

Status of the projects:

CFIT

2.1 The **CFIT** Working Group confirmed that the second surveys to RASG-PA States and Operators were sent in September of 2024 and responses are expected to be returned by March of 2025. The surveys will help assess how the CFIT RSA recommendations are being implemented in the region.

MAC

2.2 The MAC working group recalled that the RSA is ready to be published.

Runway Safety

2.3 Regarding **Runway Safety** and the Global Aviation Plan For The Prevention Of Runway Incursion (GAPPRI), under the leadership of ICAO, IATA, ACI WORLD, CANSO, EUROCONTROL and the Flight Safety Foundation, more than 100 organizations have contributed to GAPPRI. The complete document was released on Aug 22, 2024.

2.4 GAPPRI Volume II aims to provide guidance and explanatory materials (GEMs), and related best practices for the recommendations listed in Vol I. RASG-PA was one of the organizations that made contributions to GAPPRI.

2.5 On a different subject, the Runway Safety Working Group (WG) of the Brazilian Commercial Aviation Safety Team (BCAST) is improving an Operational Safety Diagnostic Tool for Aerodrome Risk Management.

2.6 In mid-2022, the Airport Infrastructure Superintendence (SIA) of the National Civil Aviation Agency (ANAC) developed a "Safety Diagnosis Tool for Aerodrome Risk Management." Since 2023, the BCAST Runway Safety WG has been collaborating to enhance this tool, aiming to establish a standardized, credible tool that can be applied by ANAC, airline operators, airport operators, and ANAC-certified entities for specific inspections.

2.7 In 2024, the need was identified to take a further step—creating a more detailed and comprehensive aerodrome diagnostic procedure. To achieve this, ANAC is drafting a Decentralized Execution Agreement (TED) with the Aeronautics Institute of Technology (ITA). ITA will be responsible for detailing barriers and clearly defining operational status scales for each barrier, taking into account the aerodrome's risk profile. This will enhance the current tool with an academic approach, with ITA also developing electronic tutorials and a complete instruction manual for its use.

2.8 Finally, ALTA presented the Veer Off RASG-PA Safety Advisory for comments.

Turbulence Video

2.4 An update was provided on the **turbulence video**. It was stated that the video is ready, but some administrative aspects still need to be resolved regarding payment for the service and usage rights. While this process moves forward, the group should work on defining the conditions of use for when the video becomes available.

2.25 It was also mentioned that in the future, animations could be considered for the development of safety videos.

Safety Data Review

US CAST Data

2.26 The **US CAST** representative provided an update from the ASIAS program that covered aggregated safety data for the period from July 2019 to June 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).

2.27 For LOC-I, no new overbank events nor stall warnings have were identified during the reporting period.

2.28 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. The unstable approach with landing exhibit a decreasing trend between 1000ft-500ft but no trend (plateau) under 500ft - although it shows a healthy increase between August of 2024 and July 2024. On the other hand, unstable approach with go around exhibit a weak increasing trend between 1000ft-500ft and no trend (plateau) under 500ft.

2.29 During the meeting, we reviewed the exceeded parameters of unstable approaches with landing of airports with high occurrences and identified that the most exceeded parameter is high rate of descend.

2.30 As far as CFIT, no new TAWS alerts were identified since the last update.

2.31 For MAC, the data showed that the rate of TCAS RA at takeoff and landing remains low. 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, the rate might change as new flight counts are added to the metric.

FDX Data

2.32 **IATA/FDX** presented aggregate, deidentified flight safety information from the Flight Data Exchange (FDX) program. It included information on CFIT, LOC-I, MAC, UA, Turbulence, and GPS signal loss. The information presented compared rates in the region with worldwide rates for the three year period from January 2021 through August 2024.

2.12 CFIT: The information shows that GPWS activation events in the region are low (approximately one per thousand flights) but slightly higher than the world average.

2.13 LOC-I: All indicators for LOC-I precursors (pitch and roll events) are extremely low in the region with similar rates to the world average. Most events recorded in this time period were attributed to corporate jet operations, with no regional jet, narrowbody or widebody events.

2.14 MAC: TCAS RA rates in the region are higher than the world average at all flight levels. Most events occurred during descent, below FL100.

2.15 UA: Regional unstable approach rates are higher than the world average, with attitude and speed deviations being the primary triggers of unstable approaches, followed by ILS deviation, descent rate, and airplane configuration.

2.16 GPS signal loss: Events were recorded between July 2021 and August 2024. The event rate reached its peak during the third quarter of 2022 and show a significant decline after June of 2023. They are currently lower than the world average.

Discussions on Safety Data

2.17 There was a discussion about the quality and usefulness of the data presented in PA-RAST meetings, and it was suggested that other States and Organizations should also be encouraged to present data. The data does not need to be complex or highly advanced, but rather operational safety information that could be useful for the group's work.

2.18 Brazil reported that BCAST has created a working group focused on data monitoring. The objective is to provide more data to support BCAST's decision-making and to define priority areas

for action. Operators contribute by sharing their priorities. BCAST offered to present this work as an example of best practices.

3. Day Three

RASG-PA Matters Under PA-RAST Responsibility

3.1 **RASG-PA Safety Day** - Various formats were analyzed to make better use of the time during the RASG-PA Safety Day. The list of presenters was reviewed, and final recommendations were made in preparation for the upcoming event.

3.2 **RASG-PA Safety Report** - The Safety Report 2024 was presented and is currently awaiting approval for publication.

3.3 **LinkedIn Strategy** - The need for external support to manage the RASG-PA LinkedIn page was reiterated.

PA-RAST & GTE Collaboration

3.4 Different perspectives included in a Study Note for the RASG-PA and GREPECAS plenary meetings were discussed, specifically regarding altitude deviations from flight plans and the use of RVSM airspace.

3.5 It was suggested that, based on the available data, a detailed analysis project could be conducted with a State to determine the causes, nature, and characteristics of the reported events.

3.6 Various approaches to addressing this issue were discussed, and it was acknowledged that this situation has remained unresolved for a long time. The need for consistency between PA-RAST and GTE data was emphasized.

3.7 It was agreed that a coordination activity between PA-RAST and GTE will take place before the RASG-PA plenary meeting to establish a joint work plan.

Next PA-RAST Meeting dates

3.4 The following dates were agreed upon for the upcoming PARAST meetings:

- PA-RAST/66, Miami, 11-13 February, 2025
- PA-RAST/67, Lima, 22-24 April, 2025
- RASG-PA SC/40, Lima, 28-29 May, 2025
- PA-RAST/68, Miami or Bogotá, 12-14 August, 2025
- PA-RAST/69, Mexico City, 7-9 October, 2025
- RASG-PA/15 Plenary, TBD, 10-11 November 2025
- PA-RAST/70, Miami, 3-5 February, 2026
- PA-RAST/71, Lima, 28-30 April, 2026

Change of Secretariat

3.5 In accordance with ICAO procedures, it was reported that starting in early 2025, the RASG-PA Secretariat will be managed by the NACC Regional Office, while GREPECAS will be overseen by the SAM Office. Both Offices assured that the transfer of responsibilities will be managed transparently and in a coordinated manner, ensuring the continuity of all RASG-PA and PA-RAST activities.

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

Action	Meeting	What	When	Who	Status
25/2024	RAST/65	BCAST to preset data monitoring group experience	By PA-RAST/67	BCAST	Valid

24/2024	RAST/65	Secretariat to develop procedures for the access of the Turbulence video	By PA-RAST/66	Secretariat	Valid
23/2024	RAST/65	Secretariat to translate GAPRI to Spanish	By PA-RAST/66	Secretariat	Valid
22/2024	RAST/65	Secretariat to circulate Veer Off safety advisory	By PA-RAST/66	Secretariat	Valid
21/2024	RAST/65	PARAST to discuss future of Safety Partners and how to integrate it to the work program	By PA-RAST/66	Secretariat	Valid
20/2024	RAST/65	Pa-RAST to organize Chile CST establishment GoTeam visit	October 2024	Secretariat	Completed
19/2024	RAST/65	Adverse WX working group to present working program for 2025-2026	By PA-RAST/66	TDB	Valid
18/2024	RAST/65	PA-RAST to determine how to better include accident analysis and discussions in its work program	By PA-RAST/66	Secretariat	Valid
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 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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