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29/9/16
Addendum No 1
30/9/16

ASSEMBLY — 39TH SESSION

TECHNICAL COMMISSION

**DRAFT TEXT FOR THE REPORT
ON
AGENDA ITEM 33**

ADDENDUM NO. 1

The attached material on Agenda Item 33 is submitted for consideration by the Technical Commission.

Agenda Item 33: Aviation safety and air navigation monitoring and analysis

Monitoring and analysis

33.25 The Commission reviewed A39-WP/285, presented by Brazil, which invited States with high effective implementation (EI) rates and ICAO to provide technical assistance to States with lower EIs rates. The Commission noted that ICAO continuously performed analyses of USOAP results and disseminated them on the integrated Safety Trend Analysis and Reporting System (iSTARS) and through the annual safety and air navigation reports which helped identify specific needs for assistance. The Commission noted the support for the work currently being done under the ICAO IMPLEMENT initiatives and also the direct involvement of ICAO ROs in implementation initiatives. The Commission supported the proposals acknowledging the initiatives already put in place by ICAO, and noted that assistance was also provided by States to each other on a bilateral basis.

33.26 The Commission reviewed A39-WP/190 and A39-WP/192 presented by Canada. A39-WP/190 focused on the value of the information in the USOAP CMA OLF proposing that the OLF be enhanced to allow comparisons of similarities and differences in States' safety oversight systems as a basis for States to reach bilateral agreements. The Commission noted that the Secretariat would continue to make enhancements to the OLF and that this proposed functionality would be considered and prioritized amongst all other design improvements that were planned. The Commission also noted that the information on the OLF would be supplemented by bilateral exchanges between States. A39-WP/192 encouraged States to recognize the value of using the OLF protocol questions (PQs) self-assessment as part of the safety assurance component of their SSP. The Commission agreed that ICAO should continue to inform States about the benefit of using the PQ self-assessment as part of their SSP and promote the value of the information contained in the PQ self-assessment.

33.27 The Commission reviewed A39-WP/197, presented by South Africa, proposing that ICAO review the flight operations inspector experience requirements in the *Manual of Procedures for Operations Inspection, Certification and Continued Surveillance* (Doc 8335). The paper also requested ICAO to not use a minimum of 5 000 flight hours experience as a measure of the suitability of an aviation safety inspector (ASI). The Commission noted that ICAO did not use that criteria in USOAP audits, but evaluated the qualification of those inspectors according to States' national requirements. The Commission also noted that the experience for flight operations inspectors in Doc 8335 should be aligned with the new *Manual on the Competencies of Civil Aviation Safety Inspectors* (Doc 10070). The Commission agreed to recommend that ICAO consider amending the minimum number of flight hours experience for flight operations ASI in Doc 8335.

33.28 The Commission reviewed A39-WP/213, presented by Australia, Bangladesh, Chile, India, Japan, Malaysia, Nepal, New Zealand, Republic of Korea, Russian Federation, Singapore, Tonga and Vanuatu, which recognized that the USOAP CMA had brought significant benefits to both ICAO and States and had been critical in delivering aviation safety. It acknowledged that in order for the programme to continue being valuable and efficient, ICAO should undertake a review of the USOAP CMA including its processes and methodology. The Commission agreed that ICAO should, using available resources, perform a review to identify adjustments to USOAP CMA with a view of the further evolution and strengthening of the programme, taking into consideration the evolving safety strategy of ICAO and States' progress in implementing Annex 19, in particular, SSP requirements. The Commission also agreed

that, to ensure sufficient independence, the review should be conducted by a temporary group composed of selected experts from Member States and the Secretariat with the results reported to the ICAO Council. Such a review should be completed in a timely manner in order to be considered for the next triennium budget.

33.29 Information papers were provided by the Republic of Korea (A39-WP/432 and A39-WP/433), Spain (A39-WP/418), Thailand (A39-WP/399) and IATA (A39-WP/126).

Harmonization

33.30 The Commission reviewed A39-WP/115, presented by Chile with the support of Argentina, Bolivia, Brazil, Colombia, Ecuador, Guyana, Panama, Paraguay, Peru, Uruguay, Suriname, and Venezuela, and A39-WP/142 Revision No. 1, presented by India, that described the progress made to reduce duplication of activities concerning certification and oversight of approved maintenance organizations (AMOs) and approved training organizations (ATOs). The Commission noted the existing ICAO framework for the oversight of ATOs and supported the ongoing work to develop recognition processes for the approval by another State of ATOs, leveraging existing approvals. It recommended that States be urged to use these processes or conclude agreements for recognition with other States. Additionally, the Commission noted and supported the ongoing work by ICAO to facilitate a globally harmonized approach for the approval and recognition of AMOs and further recommended that States be urged to harmonize their regulations related to AMOs and ATOs

33.31 The Commission reviewed A39-WP/162, presented by the United Arab Emirates, which focused on the need to reduce the regulatory and oversight burden regarding the approval of maintenance organizations. The Commission noted the information, and recognized the benefits of using the Maintenance Organization Review Certificate (MORC) Scheme.

Other issues

33.32 The Commission reviewed A39-WP/220, presented by Indonesia, which contained a case study of the implementation of performance-based navigation (PBN) navigation specifications. The Commission noted the information and recommended that ICAO be requested to continue work on the development of visual guided approaches (VGA) which could be used to facilitate airport access.

33.33 The Commission reviewed A39-WP/113, presented by Chile with the support of Argentina, Bolivia, Brazil, Colombia, Ecuador, Guyana, Panama, Paraguay, Peru, Suriname, Uruguay and Venezuela (Bolivarian Republic of), which contained a progress report on the attainment of the safety and air navigation goals for 2016 set in the Declaration of Bogota. The Commission acknowledged the concerns expressed in the paper noting that it would not be practical (nor in line with other global statistics) for ICAO to produce statistics based on the attribution of causes or contributing factors to States involved in an accident or serious incident. Mindful of the needs of the SAM States, the Commission recommended that the Council consider the development of a system for the validation of data and classification of accidents and incidents on a State or regional basis. Such system should allow for the classification of occurrences based on the causes and contributing factors taking into account existing priorities funded through the 2017-2019 Budget and the availability of extra-budgetary resources.

33.34 The Commission reviewed A39-WP/260 Revision No. 1, presented by Trinidad and Tobago with the support of Antigua and Barbuda, Aruba, Bahamas, Barbados, Belize, Canada, Costa Rica, Cuba, Curaçao, Dominican Republic, El Salvador, France (French Antilles), Grenada, Guatemala, Haiti, Honduras, Jamaica, Mexico, Netherlands (Bonaire, Saba and Saint Eustatius), Nicaragua, Saint Kitts and Nevis, Saint Lucia, Saint Maarten, Saint Vincent and the Grenadines, Trinidad and Tobago, United Kingdom (Anguilla, Bermuda, British Virgin Islands, Cayman Islands, Montserrat and Turks and Caicos Islands) and the United States, which contained a progress report on measuring performance with regard to its different strategic objectives from the North American, Central American and Caribbean (NAM/CAR) States, and noted the information.

33.35 An information paper provided by Cuba (A39-WP/453) was noted.
