



RASG-PA ESC/2

INTERNATIONAL CIVIL AVIATION ORGANIZATION
REGIONAL AVIATION SAFETY GROUP – PAN AMERICA
(RASG-PA)

SECOND RASG-PA EXECUTIVE STEERING
COMMITTEE MEETING
(RASG-PA ESC/2)

LIMA, PERU

24 TO 25 MARCH 2009

INTERNATIONAL CIVIL AVIATION ORGANIZATION

**SECOND RASG-PA EXECUTIVE STERING COMMITTEE MEETING –
(RASG-PA ESC/2)**

SUMMARY OF CONCLUSIONS AND ACTION ITEMS

LIMA, PERU, 24 TO 25 MARCH 2009

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History of the Meeting

ii.1 Place and Duration of the Meeting

The Second RASG-PA Executive Steering Committee Meeting (RASG-PA ESC/2) was held at the ICAO South American Regional Office, Lima, Peru, from 24 to 25 March 2009.

ii.2 Opening Ceremony and other matters

Mr. José Miguel Ceppi, Regional Director of the South American (SAM) Regional Office, welcomed the participants highlighting the support required by States and the industry to initiate implementation of the Global Aviation Safety Roadmap (GASR) and the need to show work programme results. Mr. Oscar Derby, Chairman of the RASG-PA, also emphasized the need to produce tangible outcomes from this group.

ii.3 Organization, Officers and Secretariat

Mrs. Loretta Martin, Regional Director of the ICAO NACC Office, led the meeting discussions conducted under the agenda items, and Mr. Oscar Derby, as Chairman of the RASG-PA, chaired the meeting. Mrs. Martin also acted as Secretary of the Meeting and was assisted by Mr. Jose Miguel Ceppi and Mr. Mitch Fox, Chief, Flight Safety Section at ICAO Headquarters who was assisted by Mr. Oscar Quesada, Flight Safety Officer, SAM Office.

ii.4 Working Languages

The working language of the meeting was English. Meeting documentation and the Report of the meeting were issued in English.

ii.5 Agenda

The meeting reviewed the agenda, which was adopted as follows:

Agenda Item 1: Review Status of RASG-PA/01 Conclusions and Decisions

- **Use of the Performance Framework Forms (PFFs)**

Agenda Item 2: Review 12 February, 2 March, 3 March Telcon Minutes and Related Action Items

12 February – Status Telcon

- **Financial and In-Kind Support**

- IFFAS (ICAO)
- USTDA update (United States)
- CAST
 - * List of technical assistance available based on review of GASR using CAST techniques and
 - *List of available training CDs
- Determine what we actually need to support current/planned initiatives

2 March – Project Telcon

- **Project 1 Update – Protection of Safety Information (from now on to be called Project GSI/3.A)**
 - *funding status (Boeing)
 - *establish short, mid, long-term goals
- **Project 2 (will be addressed under 3 March – Safety Information Telcon)**
- **Project 3 Update – Pilot Project for the Development of Operational Safety Oversight Using New Technologies (from now on to be called Project GSI 2.A and GSI 12.C)**
 - *Project 1 and Project 3 legal aspects and how to effectively combine efforts
 - *establish short, mid, long-term goals

3 March Telcon - Sharing Safety Information

- Working Paper (Brazil/ICAO/RO;ICAO/HQ)
- Project 2 – redefine in accordance with discussions
- ICAO ADREP and IBIS (ICAO/HQ)
- SDCPS/ECCAIRS (ICAO/HQ)
- IATA Annual Safety Report
- ISSG/Boeing Data
- ALTA Data
- **Project 2 – Elimination of Gaps through the Use of Technology to Enhance Safety (GSI 12)**
- **Costa Rica global Aviation Safety Roadmap Workshop – GSI/7**

Agenda Item 3: Briefings by ESC Members

- CAST analysis of GASR
- Results of the last Industry Safety Strategy Group (ISSG) Meeting

Agenda Item 4: Future Venues for RASG-PA Marketing

Agenda Item 5: RASG-PA/02 Meeting Venue, Events, Dates and Agenda

Agenda Item 6: Next ESC Meeting/Telcons

Agenda Item 7: Other Business

ii.6 Schedule and Working Methods

The meeting held its sessions from 0830 to 1500 hours with two breaks.

ii.7 Attendance

The meeting was attended by 13 members of the RASG-PA Executive Steering Committee (ESC) from Brazil, Jamaica, United States, ALTA, BOEING, COCESNA/ACSA and IATA, as well as ICAO members.

ii.8 Conclusions and Action Items

The Regional Aviation Safety Group – Pan America (RASG-PA) recorded its activities as Conclusions and Action Items as follows:

CONCLUSIONS: Activities requiring communication to States/Territories/International Organizations.

ACTION ITEMS: Work required on the part of ESC members.

ii.9 List of Conclusions

The RASG-PA ESC/2 Meeting formulated 10 Conclusions and 10 Action Items.

No. RASG-PA ESC	Title	Page
2/1	Working Paper on Multi-National Recognition of AMOs	1-1
2/2	Ramp Inspection Results Data Sharing	1-1
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2/10	Working Paper on Safety Information	2-2
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2/13	Revision of Project on GSI/12 and Numbering System for RASG-PA Projects	2-4
2/15	Plan for SMS Training Capabilities	2-5
2/17	CAST Safety Enhancements	3-1

ii.10 **List of Agreed Action Items**

No. RASG-PA ESC	Title	Page
2/3	Multi-National Recognition of AMOs and Ramp Inspection Data Sharing	1-1
2/5	Use of Performance Framework Forms (PFFs)	1-2
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2/14	Targeted Training, Working Groups, and Working Paper on Accident and Incident Trends	2-4
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2/20	Draft Agenda for RASG-PA/02	5-1

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LIST OF WORKING PAPERS AND INFORMATION PAPERS

WORKING PAPERS				
Number	Agenda Item	Title	Date	Prepared and Presented by
WP/01 Rev.	---	Draft agenda	05/11/08	Secretariat
WP/02	2	Review 12 February, 2 March, 3 March Teleconferences Minutes and related action items	29/09/08	Safety data analysis group in coordination with ICAO)
WP/03	1	Review status of RASG-PA/01 Conclusions and Decisions	29/09/08	Secretariat

Agenda Item 1: Review status of RASG-PA/01 Conclusions and Decisions

1.1 The Executive Steering Committee (ESC) was informed on the progress of the pilot SMS implementation project for approved maintenance organizations (AMOs). States and AMOs participating in the program were required to nominate focal points to begin implementation of SMS using LAR 145, Version 3, as model regulations and report on any implementation difficulties in order to provide information for a “Question and Answer” data base that could be used as raw material for improving the guidance material already developed. The first training/workshop on LAR 145, Version 3, and the pilot implementation project will be held in Lima, Peru, from 18 to 22 May 2009. A procedures manual for the pilot implementation project is under development; COCESNA/ACSA is assisting as member of the Regional System.

1.2 The ESC discussed the current situation in which AMOs are required to have multiple certifications by the various States of Registry whose air operators use their services. The ESC noted that two of the regional safety oversight organizations (RSOOs) in the region have established a system that allows for multi-lateral recognition of an AMO issued by one of the participating States. The ISSG/Boeing representative referred to CASE (Coordinating Agency for Supplier Evaluation), which is an organization that establishes standardized protocols for auditing AMOs and parts suppliers used by airlines as a means to pool resources. The ESC concluded that:

Conclusion RASG-PA ESC/2/1 Working Paper on Multi-National Recognition of AMOs

A working paper should be developed and presented at RASG-PA/02 that supports multi-national recognition of certification and surveillance of AMOs throughout the Pan-American Regions.

1.3 The ESC also discussed the establishment of a system to exchange safety information resulting from ramp inspections conducted in accordance with Article 16 of the Convention. The ESC reached the following conclusion:

Conclusion RASG-PA ESC/2/2 Ramp Inspection Results Data Sharing

That States in the Pan-American Regions should be encouraged to share data concerning ramp inspections through the web-based system known as IDISR developed by the Latin American RSOO (SRVSOP) as a means of identifying hazards and trends using the standard format as provided in ICAO Doc 8335.

Action Item RASG-PA ESC/2/3 Multi-National Recognition of AMOs and Ramp Inspection Data Sharing

- a) ICAO Lima Office/FS Officer to prepare working papers in coordination with ICAO Headquarters that address the above conclusions; and
- b) working papers to be coordinated with members of the ESC.

1.4 Use of Performance Framework Forms (PFFs)

1.4.1 During the first meeting of the RASG-PA, it was agreed that PFFs should be used to establish RASG-PA overarching objectives, track the progress in achieving the objectives of the Global Safety Initiatives (GSIs), and used as documentation to attain funding from outside sources and in-kind support. The ESC discussed the practical application of the forms and made the following conclusions:

Conclusion RASG-PA ESC/2/4 Use of Performance Framework Forms (PFFs)

That:

- a) the forms be revised in accordance with the form presented during the teleconference of 12 February 2009, attached as **Appendix A** to this part of the report;
- b) the forms be used to establish time-frames and align Safety Enhancement Initiatives (SEIs) in relation to the objectives of Global Safety Initiatives (GSIs) that the RASG-PA has already progressed through the establishment of projects;
- c) the forms also be used as a high-level summary of the progress made with existing projects; and
- d) contemporary project management software that is sufficiently robust should be used as the means to manage individual projects.

Action Item RASG-PA ESC/2/5 Use of Performance Framework Form (PFFs)

PFFs will be updated to include time-frames for the completion of the objectives of the GSIs already progressed by RASG-PA through a drafting group consisting of:

Oscar Quesada, ICAO SAM Office
Gerardo Hueto, ISSG/Boeing
Mauricio Morán, IATA
Carlos Eduardo Magalhaes da Silveira Pellegrino, Brazil
Mitch Fox, ICAO HQ

Project # 3				
Pilot programme for the development of operations oversight using new Technologies				
Project Team Leader – Jorge Vargas, ACSA (JVargas@cocesna.org)				
Project Team Members – name, ACSA, e-mail; others?				
ICAO Project Support Coordinator – Oscar Quesada (oq@lima.icao.int)				
GASP GSI-2: Consistent Regulatory Oversight				
Objectives				
2a	States ensure that their Regulatory Authority is independent in the conduct of its safety functions, competent and adequately funded.			
2b	States establish appropriate systems to ensure continued effectiveness of their regulatory function.			
Benefits				
<ul style="list-style-type: none"> • States can license and certify in accordance with ICAO Standards and best practices. • States can conduct safety oversight of all air operators and approved maintenance organizations. • States can oversight foreign air operations in their territories. • States can resolve safety issues in a timely manner. 				
Strategy				
	TIME FRAME FOR OBJECTIVES	START-END	RESPONSIBILITY	STATUS
	Objective 2a:	September 22 nd 2009 – July 31 st 2010	ACSA	OPEN
	Objective 2b	September 22 nd 2009 – continues		
	TASKS			
Short term	<ul style="list-style-type: none"> • Select the subregion (e.g. Banjul Accord) or State for analysis. <p style="margin-left: 20px;">Central American Region (COCESNA member States)</p>	February 4 th 2009	ACSA	OPEN
	<ul style="list-style-type: none"> • Identify key stakeholders <p style="margin-left: 20px;">AAC's and Industry</p>	February 4 th 2009	ACSA	OPEN

RASG-PA ESC/2
Appendix A to Agenda Item 1

1A-2

	<ul style="list-style-type: none"> Outline the safety strengths and enablers <ul style="list-style-type: none"> The AAC's have a well established regulatory frame to support the surveillance. Verification of the implementation. Procedures are elaborated in order to carry out the certification, oversight tasks and the resolution of safety issues. Verification of the implementation and the actions take to solve safety issues. 	<p>September 22nd 2009 — February 26th 2010</p> <p>September 22nd 2009 — February 26th 2010</p>	ACSA	OPEN
	<ul style="list-style-type: none"> Identify the existing and emerging risks. Operator refuses to comply with the regulations and slow down the implementation process. 	September 22 nd 2009 — February 26 th 2010	ACSA	OPEN
	<ul style="list-style-type: none"> Perform a gap analysis <p>The region is at level 3 Update of the regulation according to the estates needs.</p> 	September 22 nd 2009 – continues	ACSA	OPEN
	<ul style="list-style-type: none"> Develop prioritized recommended actions Establish the activities to be developed in the action plan. 	March 1 st 2010– continues	ACSA	OPEN
	<ul style="list-style-type: none"> Develop an action plan. Elaborate the action plan to be implemented 	March 1 st 2010– continues	ACSA	OPEN
Medium term	<ul style="list-style-type: none"> Implement the action plan Carry out the action plan according to what was established 	March 1 st 2010– continues	ACSA	OPEN
References	GASP GSI-2 and GASR Focus Area 2			

Attachment: Project Schedule (GANNT chart showing tasks, responsibility, time-frame, deliverable milestones, dependency links between activities, critical path, progress reports) – to be prepared and attached

Conclusion RASG-PA ESC/2/8 FOQA Data Sharing

That:

- a) COCESNA/ACSA consult with other States whose air operators share FOQA data; and
- b) the successful outcome of this project is intrinsically linked with the legal aspects and outcomes of Project 1 – Protection of Safety Information.

Action Item RASG-PA ESC/2/9 ATOS Information to COCESNA/ACSA

The U.S./CAST member will forward applicable ATOS information to COCESNA/ACSA with special emphasis on de-identification of data.

2.4 Sharing Safety Information – March 3 Telecon

2.4.1 During the teleconference of 3 March 2009, Boeing, IATA, CAST and ALTA explained the type of safety data available within their organizations that could be used to identify trends and safety risks and be useful to RASG-PA members in making decisions concerning safety enhancement initiatives. In order to have more productive discussions available at the ESC Meeting in Lima, a working paper was prepared on safety data analyses. The results of three of the organizations' data analysis were included as appendices to the paper. In addition, the ISSG/Boeing member presented the results of Boeing analysis through 2008. The ESC reviewed the data in the appendices, as well as the data made available during the presentation. The ESC agreed that this was a very useful approach in analyzing trends and safety risks and could be used as the basis for future work programmes of the RASG-PA. The ESC concluded the following:

Conclusion RASG-PA ESC/2/10 Working Paper on Safety Information

That:

- a) the working paper should continue as a "living document" to assist RASG-PA in the development of future work programmes and to prioritize RASG-PA efforts based upon data-driven identified risks. Moreover, this document will form the basis for a future RASG-PA annual safety report;
- b) in the future, the data gathered and analyzed should create a more proactive and predictive approach towards risk analysis;
- c) the Regions should increase the rate of reporting accidents and serious incidents through the use of ECCAIRS; and
- d) RASG-PA members will use the CAST/ICAO Taxonomy.

2.4.2 ALTA advised the ESC that it had been mandated by its Board of Directors to determine a prioritized list of safety concerns. ALTA advised that it would soon be meeting with the Chief Executive Officers and safety directors of its airlines to establish this list. While the list would not be based upon a hard data approach, it was felt that the conclusions of the ALTA members would be very useful to RASG-PA. The inherent difficulty in protecting safety information from smaller States was also discussed.

Action Item RASG-PA ESC/2/11 ALTA Safety Meeting Results

The ALTA member will provide the results of the ALTA Safety Meeting to the RASG-PA Secretary for distribution to the ESC.

2.4.3 The ESC made a comparative analysis of the categories of accidents and incidents that occurred most often using the four data sets as presented to the meeting (see Table 1). The results showed a degree of commonality. However, it was agreed that further analysis would be required to prioritize the work of the RASG-PA, and it was also agreed that this analysis should continue in preparation for the RASG-PA/02 meeting and would include the results from the upcoming ALTA safety meeting. The work will be further advanced through correspondence and telcons, as necessary.

**Table 1.
Main Aviation Hazards for the NAM/CAR/SAM Regions**

	ICAO	IATA	BOEING	CAST
1	Runway Excursions	Runway Excursions	Runway Excursions	LOC-I
2	Airworthiness SCF-PP	CFIT	CFIT	CFIT
3	En Route	In-flight Damage	LOC-I	Runway Excursions

2.4.4 Based on the data provided, the ESC concluded the following:

Conclusion RASG-PA ESC/2/12 Determination of Top 3 Data-Driven Risk Areas

The top three data-driven risk areas based on the data presented by ICAO, IATA, BOEING and CAST were:

1. Runway Excursions
2. CFIT (controlled flight into terrain)
3. LOC-I (loss of control in flight)

The next risk area was identified as En Route.

2.5 Project 2 – Elimination of Gaps through the Use of Technology to Enhance Safety (GSI/12)

2.5.1 The ESC reviewed progress to date on Project 2 and noted that the technological solutions identified were already being addressed by other regional bodies. As such, the ESC agreed that the Project identified through the first gap analysis was being acted upon through existing regional activities and the process of identifying trends and hazards as described in paragraph 2.4 above would be the natural continuation of this project following the safety enhancement development process of the GASR. Emphasis was placed on finding some short-term solutions to mitigate identified risks through the use of materials that have already been produced by other safety organizations such as CAST. However, the ESC recognized that further study was required to identify the short-term measures, as well as the medium and long-term measures.

2.5.2 The ESC also discussed the numbering system for the projects and agreed that the present system was confusing (i.e. Project “2” addresses GSI “12”). The ESC concluded the following:

Conclusion RASG-PA ESC/2/13 Revision of Project on GSI/12 and Numbering System for RASG-PA Projects

That:

- a) Project 2 be redefined with focus on the identification of trends and hazards; FS Officer/ICAO Lima will be the focal point for this effort;
- b) future projects under GSI/12 be focussed on mitigating identified risks;
- c) short, medium and long-term mitigating measures be identified through this process; and
- d) the numbering system for projects be revised to a more user friendly system that pairs each project with its associated GSI with the project phases identified by letters. Consequently, Project 1 will be referred to as Project GSI/3A, Project 2 will be referred to as Project GSI/12B, and Project 3 will be referred to as Project GSI/2A – GSI/12C.

2.5.3 During the discussion of Project GSI/12B (formerly Project 2) the means of advancing work through the ESC was discussed. It was agreed that the ESC should establish working groups on an as needed basis and each of these groups should be led by a member of the ESC. In this respect, the following actions were taken:

Action Item RASG-PA ESC/2/14 Targeted Training, Working Groups, and Working Paper on Accident and Incident Trends

Available training, seminars, courses, etc. will be aligned against identified risks in accordance with the GSIs through an ESC working group. The working group will be led by Mr. Glenn Michael, U.S./CAST; ICAO will provide support through Mr. Mitch Fox.

The working paper presented to the ESC on accident and incident trends within the Pan-American Regions will be further developed by Gerardo Hueto, ISSG/Boeing, supported by Mitch Fox, ICAO Headquarters, and Glenn Michael, U.S./CAST, as focal points with support from other ESC members as required. The resulting paper will become the basis for a future RASG-PA annual safety report. Moreover, the paper will identify short, medium and long-term goals and safety enhancement initiatives that will be aligned with GSIs.

2.6 Costa Rica Global Aviation Safety Roadmap Workshop – GSI/7

2.6.1 The ESC was briefed on the actions taken thus far in response to the recommendations for the implementation of State Safety Programmes (SSPs) and Safety Management Systems (SMSs) formulated during the Global Aviation Safety Roadmap (GASR) Workshop conducted in Costa Rica during RASG-PA/01 in October 2008. The highest level recommendation of the workshop was “*Using the ICAO framework that RSOOs develop model regulations and guidance material to support the implementation of SSPs in States and SMSs for service providers, within the Pan-American Regions.*” The ESC was informed that model regulations had already been formulated through the SRVSOP RSOO States. The SRVSOP conferred with ICAO Headquarters in formulating these model regulations and thus the new regulations took into consideration the most recently adopted standards for SMS and SSP frameworks that would become effective in July 2009. The SRVSOP offered these model regulations to all States in the Pan-American Regions free of charge; however, they are presently available in Spanish only.

2.6.2 The next priority was the provision of a self-sustaining capability for the Pan-American Regions to be able to train all required personnel in the components and implementation aspects of a SSP and SMS. The members agreed that there were numerous SMS courses available, including those offered by ICAO. The ESC noted that the target population for the SSP courses was much smaller; however, the availability of the courses was still quite limited. It was explained that the SSP courses only recently began, and that the availability of such courses would expand with time. The ESC agreed to the following conclusion:

Conclusion RASG-PA ESC/2/15 Plan for SMS Training Capabilities

That:

- a) a plan should be developed to establish self-sustaining SMS training capabilities within the Regions using the ICAO developed course materials; and
- b) Civil Aviation Authorities should avail themselves of the ICAO SSP courses as a means to develop a harmonized implementation approach.

Action Item RASG-PA ESC/2/16 Presentations on SMS and SSP at RASG-PA/02

Presentations for the RASG-PA/02 meeting will be organized to update the members on the status of implementation of SMS/SSP. The presentations will comprise the following:

- a) Presentation on the part of an air operator with extensive experience in SMS – American Airlines, to be organized by Boeing;
- b) Presentation by an experienced regulator overseeing air operator SMSs – Transport Canada, initial contact will be made by ICAO Headquarters;
- c) Status of RSOOs in implementing the Costa Rica GASR Workshop recommendations within the Pan-American area;
- d) Update by ICAO on the implementation of SSPs, including any lessons learned; and

- e) Air operators SMS implementation status, to be given by ALTA

Agenda Item 3: Briefings by Executive Steering Committee Members

3.1 CAST Analysis of the GASR

3.1.1 The ESC member from U.S./CAST presented an analysis showing the relationship between CAST Safety Enhancements (SEs) and GASR GSIs. During his presentation, it was emphasized that CAST fully supports GASR implementation and that some CAST initiatives may not be applicable to the GSIs. The CAST approach to identifying risks was also described. Information from industry, operators and manufacturers is gathered and analyzed by Mitre Corporation using a sophisticated computer based system. Through this process, CAST identifies risks, determines what SEs to implement to mitigate those risks, and then measures the results of the actions using well-defined metrics.

3.1.2 The ESC recognized that several of the CAST SEs might be useful in mitigating potential safety risks that were identified in the ESC's review of the accident and incident data included in WP/02. The ESC agreed to the following conclusion:

Conclusion RASG-PA ESC/2/17 CAST Safety Enhancements

CAST Safety Enhancements should be identified in support of each prioritized data-driven risk area.

Action Item RASG-PA ESC/2/18 Analysis of CAST Safety Enhancements (SEs)

Mr. Glenn Michael will review the list of CAST SEs against the safety trend analysis to be conducted in preparation for RASG-PA/02 and recommend where the CAST SEs may be useful in mitigating identified risks. This will be included in the working paper that presents the accident/incident data and the analysis of that data being led by Mr. Gerardo Hueto, ISSG/Boeing.

3.2 Results of the Last Industry Safety Strategy Group (ISSG) Meeting

3.2.1 An overview of the last ISSG meeting was presented by ISSG/Boeing and the ICAO HQ representative. There were three major outcomes of the last meeting. First, a plan was developed for the GASR Workshops to be conducted during 2009 as follows:

May 2009 – Brazzaville, Republic of the Congo
June 2009 – Moscow, Russian Federation
India – Location and date to be determined
November – Colombia – RASG-PA/02
December – Khartoum, Sudan

3.2.2 Second, the ISSG also planned for the next amendment to the GASR. Part II of the GASR will be revised to more closely align the GASR and ICAO GASP, as well as to include best practices for State Safety Programmes. In addition, it is envisioned that a Part III will be added to the GASR. While the GASR gives a complete description of the development process for a regional safety enhancement plan, it does not include practical tools that have been developed in carrying out the full process. Thus, Part III of the GASR will include the tools that have been developed and tested in the workshops, including some practical examples of their application.

3.2.3 Third, the ESC was advised that given the current economic environment, there was increasing pressure on the part of the industry partners to show concrete results from their support of the GASR. While the process of globally implementing the GASR had only begun recently, it was agreed that the successes in each ICAO Region should be documented and communicated by the ISSG to the senior management of its members. Continued support by the ISSG was viewed as essential to the success of the GASR/GASP.

Agenda Item 4: Future Venues for RASG-PA Marketing

4.1 The ESC discussed several future opportunities for the RASG-PA to publicize its activities. The need to publicize RASG-PA activities had been discussed at previous meetings and it was felt that this was important to gain the “buy in” of members and support of potential donors. The ESC agreed that it was important that future publicity include the names of the ESC industry members in articles. In addition, the ESC agreed that it would also be important to develop “standardized” descriptions of the RASG-PA and its activities so that this information could be used in articles by members, as well as presentations/press conferences.

Action Item RASG-PA ESC/2/19 Standard Article on RASG-PA

ICAO will develop a “standard” article describing the RASG-PA and its activities for members to use in publications and for presentations/press conferences.

Agenda Item 5: RASG-PA/02 Meeting Venue, Events, Dates and Agenda

5.1 The ESC was advised that Colombia had agreed to host the RASG-PA/02 either in Bogota or Cartagena during the first week of November. The RASG-PA plenary meeting will again include a GASR workshop. However, it was agreed that the workshop would be limited to one day as the participants will already be experienced in the methodology, and the process could begin at step 5 in the 7-step process. The ESC also agreed that the results of the accident and incident trend analysis and recommended safety enhancements should be presented during the plenary of the meeting. The ESC agreed that an ESC meeting will be held on the Monday prior to the RASG-PA/02 as a means to prepare for the plenary and review administrative arrangements. On Tuesday, the RASG-PA/02 will meet as plenary to begin its work. The workshop will be conducted on Wednesday and the plenary will reconvene on Thursday to complete the work of the meeting. The draft report of the meeting will be provided Friday morning for review by the plenary. Once the report is reviewed by the plenary, RASG-PA/02 will adjourn and be followed by a meeting of the ESC to review the results of the RASG-PA/02. The detailed agenda will be prepared by the Secretariat within the next two months for review by the ESC members.

Action Item RASG-PA ESC/2/20 Draft Agenda for RASG-PA/02

A draft agenda will be prepared by the Secretariat by mid-May and forwarded for review by all ESC members. The review of the agenda by members of the ESC should be completed by the end of May so that the preliminary agenda can be circulated to all RASG-PA members on a timely basis.

Agenda Item 6: Next Executive Steering Committee Meeting and/or Telecons

6.1 The ESC agreed that an additional ESC meeting would not be necessary prior to the RASG-PA/02 meeting in November. However, the ESC members will convene teleconferences on an as needed basis to discuss the organization of RASG-PA/02 and advance established action items.

Agenda Item 7: Other Business

7.1 A briefing was given by the ISSG/Boeing representative on the activities of the Coordinating Agency for Supplier Evaluation Group or "CASE." CASE is a not-for-profit organization based in Oregon that is supported by airline members. The objective of CASE is to create a system of mutually acceptable inspections among members to reduce the total number of inspections that any given member airline would have to conduct on approved maintenance organizations (AMOs) and suppliers. Airlines are required to conduct inspections of AMOs and suppliers that they use, which can be a very costly endeavour. CASE members work together to establish high standards for AMOs and suppliers; a standardized audit protocol; and qualification requirements for CASE auditors. Each member of CASE is required to conduct a minimum number of audits per year; audits conducted by members are recognized by all other members. It was noted by the ESC that this was not a substitute for the certification that a regulator would need to conduct on an AMO. Nevertheless, the mutual recognition of airline audits conducted within the CASE system represents a significant savings to airline members.

7.2 Another briefing was given concerning the use and sharing of FOQA data. The presentation focussed on how FOQA data could be used in a predictive manner in safety management and how the information was presently being shared. Following this presentation, the meeting was adjourned at 1330 hrs.

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