

**Thirty Third Regional Aviation Safety Team – Pan America
Executive Steering Committee Meeting (RASG-PA ESC/33)**

Summary of Discussions

| | |
|-------------------------|--|
| Date | 11 and 12 September 2019 |
| Location | ICAO SAM Regional Office, Lima, Peru |
| Meeting Opening | <p>The Meeting was attended by 18 participants from 4 States and 8 International Organizations and industry. (Appendix A refers).</p> <p>Mr. Tomas Isausti, Administrator of the National Civil Aviation Agency of Argentina, Co-Chairperson representing States, welcomed the participants to the meeting, and highlighted the importance of aviation safety. He briefed the meeting on the intensive reforms in Argentina in all civil aviation areas, and expressed that this would be not possible without a project-based/collaborative approach. Mr. Melvin Cintron, Regional Director of the NACC Regional Office, recognized that some changes need to be done, and he recalled himself asking the meeting the benefit of the doubt when he first assumed the Secretariat. He expressed that he supports the SAM meeting regarding such changes and challenges. Fabio Rabbani, Regional Director of the SAM Regional Office addressed the meeting and recalled the need for data-driven strategic information from the RASG-PA. He also mentioned that the Secretariat has a clear mandate from the GASP that needs to follow. Finally, he asked the meeting to get consensus, and recalled the importance to get clear results.</p> <p>Mr. Rabbani served as Secretary of the Meeting and was assisted by Mr. Oscar Quesada, Deputy Regional Director of the SAM Regional Office, and Mr. Javier Puente, Safety Implementation Regional Officer of the SAM Regional Offices.</p> |
| Discussion Items | <p>Approval of the Provisional Agenda (WP/01)</p> <p>Under WP/01 the Meeting approved the agenda and tentative work programme for the ESC Meeting.</p> |
| Agenda Item 2: | <p>Safety management Process within RASG-PA</p> <p><i>PA-RAST Results presentation (WP/06)</i></p> <p>2.1 PA-RAST presented the status of their work on the four High-Risk Categories (LOC-I , CFIT, MAC and RE), following the team’s work plan. The RASG-PA accident analysis information was presented regarding fatality risk, while also mentioning that the current RASG-PA objective based on the reduction of the fatality risk expires in 2020. To this regard, the PA-RAST will conduct the work to propose to the ESC a set of targets and objectives for the next 10 years. A brief presentation on the concept of “value for statistical life”, about which the meeting agreed to better evaluate in a future moment.</p> <p>2.2 During this subject, ATR mentioned that a Working Paper (WP/271) was being presented at the ICAO 40th Assembly by ICCAIA, IATA, IBAC and IFALPA, regarding the fact that turboprop operations have an accident rate notably higher than jet operations, and that this issue should be addressed by ICAO and the States.</p> |

2.3 Comments were made by the meeting regarding availability of the DIPs in the RASG-PA website and the process to follow-up on the implementation of the DIPs. It was agreed that the availability of sensitive documents has suffered in the past, while transitioning to the new RASG-PA website. The PA-RAST co-chairs agreed to find an alternative to the current RASG-PA website/ICAO Portal and bring the topic to the attention of the ESC if official RASG-PA resources are needed. On the follow-up to previous and current DIPs results, the PA-RAST has presented the process but has not concluded the follow-up results on some past DIPs. The meeting concluded that especially the most recent LOC-I DIP developments should be evaluated and considered to be consolidated into a RASG-PA Safety Advisory (RSA).

2.4 A specific situation regarding complex approaches was also brought to attention, based on a presentation made during the PA-RAST/37 meeting. Different possibilities on the best way to approach the States where the issue was identified were discussed, and it was agreed that ICAO NACC Office, supported by RASG-PA will, address the issue with the States.

2.5 PA-RAST informed that at this moment is gathering information regarding LOC-I, and recommends this category as top priority. Data on CFIT and MAC was also showed, indicating positive safety trends. An action item was taken by the PA-RAST Co-Chairs to coordinate with COCESNA a follow-up on the EGPWS database and software updates awareness for inspectors. Another action item was for the MAC activities, for the PA-RAST to take safety information to the GREPECAS/GTE to start a data-driven approach with the regional PIRG.

2.6 The PA-RAST also presented information on the top safety issues for each area in the region that need to be Tactically Targeted to reduce risks, for which the meeting noted the importance of the PA-RAST monitoring role, as well as the importance to adequately communicate safety issues to the States to allow for prompt action. In this regard, the ESC took note on the need review a communication process with States, especially those noted on the conclusions of the PA-RAST.

2.7 Finally, the PA-RAST Co-Chairs the presented a draft of the decision-making process based on data triggers and the Team's next steps to develop the data-driven analysis on the five Additional Risk Categories (ARC): (1) Collect Data, (2) Identify possible indicators/precursors and (3) finalize the ARC Project Charters. ***Visual to PBN Project update (IP/01)***

2.8 A brief update on the "Visual to PBN Project" was presented, to report that confirmation from both Colombia and Brazil was received. Brazil has the intention to implement the project at three airports in 2020, while Colombia will select one airport to begin the project before the end of 2019.

Aimed harmonization update (WP/08)

2.9 The meeting agreed that aspects of harmonization that are not based, or that are not associated with a specific risk, could be discussed in other forums, such as the Latin American Civil Aviation Commission (CLAC). The Secretariat also informed that the SRVSOP has begun to expand the scope of its Industry-State feedback Meetings, to include, in addition to the Airworthiness area, the Operations areas (OPS), Personnel Licensing (PEL), Air Navigation Services (ANS) and that ALTA has manifested its intention to support the SRVSOP feedback activities. Finally, NACC Office also informed the harmonization situation with Central America and the Caribbean and asked the industry to join this effort.

Agenda Item 3:

Items related to RASG-PA internal operation

Governance structure of RASG-PA and Improving efficiency and effectiveness of the RASG-PA (WP07 and WP10)

3.1 Brazil and USA presented WPs 07 and 10 regarding RASG-PA governance structure and its efficiency and effectiveness. There was an overall agreement on the strength and the importance of the group as a collective body getting together ICAO, States, International Organizations and Industry, and the possibilities that this represents for safety improvement.

3.2 Participants expressed their opinions regarding the best ways to improve the effectiveness and efficiency of the group. Several aspects were addressed such as the type, format and number of meetings; Secretariat support to PA-RAST; Project Based Approach; the best way to address the new Terms of Reference for PIRGs and RASGs; the new version of the GASP; the importance on focus deeper on less activities; and above all, the need to agree on a way forward that fits the group’s members expectations, capabilities and limitations.

3.3 While most members support the idea to keep the current number of meetings, the Secretariat manifested that there’s a need to review the role of the Secretariat at the RASG-PA official meetings and administrative support for the RASG-PA activities (PA-RAST, etc.), and asked the ESC to consider alternative approaches. One mentioned example is that holding some PA-RAST Meetings at the ICAO Regional Offices could facilitate side-by-side meetings with other regional initiatives technical groups (GTE of the GREPECAS, SRVSOP Panels, etc.).

3.4 It was mentioned that most, if not all, of what is expected from the group, is already being made in one way or another, and that the group should focus on risk identification and reduction, and to link all other tasks to current efforts already being done, for example, by the Regional Offices.

3.5 Based on the previous exchange of comments, the meeting agreed on the following decisions:

| DECISION | | PA-RAST Administrative support | |
|--------------------------|--|---|---|
| RASG-PA ESC/33/D1 | | | |
| What: | <p>PA-RAST will internally designate one or more persons responsible for coordinating the meeting logistics with the meeting host; develop the meeting agenda; develop meeting documents and reports; and monitor action items. Reports will be coordinated with the Secretariat.</p> <p>Secretariat will ensure meeting invitation, agenda, documentation and reports are provided to members (timelines dependent anticipated information is provided); provide un updated list of registered participants to PARAST Co chairs (as is); ensure meeting summaries, notices, and related documents are posted on a timely manner on the RASG-PA website.</p> | Expected impact: | <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Tech.</p> |
| Why: | | To more precisely define the Secretariat mandate on the RASG-PA Procedural Handbook regarding the provision administrative support. | |
| When: | Immediately | Status: | Valid |

| | |
|--|--|
| Who: <input type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> PARAST Cochairs <input checked="" type="checkbox"/> ICAO SAM Office (Secretariat) | Daniel Soares Gabriel Acosta Javier Puente |
|--|--|

| DECISION PA-RAST meetings venue | |
|---|---|
| RASG-PA ESC/33/D2 | |
| What: PA-RAST meetings will be held twice a year in Miami, and unless a specific invitation by a State exists, remaining meeting will occur at the NACC or SAM Regional Offices. | Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Tech. |
| Why: To facilitate integration of the PA-RAST with technical groups of other regional initiatives. | |
| When: From PA-RAST/37 | Status: Valid |
| Who: <input type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> PA-RAST Cochairs <input checked="" type="checkbox"/> ICAO SAM Office (Secretariat) | Daniel Soares Gabriel Acosta Javier Puente |

| DECISION Participation of ICAO in PA-RAST Meetings | |
|---|---|
| RASG-PA ESC/33/D3 | |
| What: Participation of the Secretariat in PA-RAST meetings will be of a technical nature (accomplishment of the related GASP goals). The Secretariat will participate in PA-RAST meetings, either in person or by teleconference. | Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Tech. |
| Why: To more precisely define the Secretariat technical contribution to the safety enhancement projects of the PA-RAST, in contrast to only providing administrative support. | |
| When: From PA-RAST/37 | Status: Valid |
| Who: <input type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> PA-RAST Co chairs <input checked="" type="checkbox"/> ICAO SAM Office (Secretariat) | Daniel Soares Gabriel Acosta Javier Puente |

3.6 Additionally, the following commitments were agreed:

- a) ICAO members to guarantee that their contributions and the information gathered in PA-RAST supports the GASP goals;
- b) PA-RAST project proposals are expected to be made when specific problem(s), stakeholders, activities and timelines can be identified, in order to support the ESC decision-making process;
- c) PA-RAST monitoring activity is a continuous process and do not constitute projects. The data presented and the discussions on their statistical relevance should be continuously evaluated;
- d) PA-RAST projects that involve the States as stakeholders must guarantee that the interactions on behalf of RASG-PA involve directly the corresponding ICAO RO;
- e) ICAO will coordinate adequate States participation based on ESC-approved projects nature; and

- f) Every ESC approved project (PA-RAST or other), will have an ESC member as “Project champion”.

3.7 As per the analysis of the new GASP, and the Terms of Reference for the PIRGs and RASGs mandate, the group agreed the distribution of responsibilities for each GASP target as identified on the following table. A status reports will be provided to the ESC at each ESC meeting to determine either compliance, support request, or implementation difficulty that needs to be forwarded to ICAO. Details on each target can be found on **Appendix B** to this report.

| GASP Target | Responsible |
|---|--------------------|
| 1.1 Maintain a decreasing trend of accident rate | PA-RAST |
| 2.1 All States to improve Effective Implementation | NACC and SAM ROs |
| 2.2 States to reach a positive Safety Margin | NACC and SAM ROs |
| 3.1 States to implement SSP foundation | NACC and SAM ROs |
| 3.2 States to implement effective SSP | NACC and SAM ROs |
| 4.1 States to look for support on their safety margins | NACC and SAM ROs |
| 4.2 States to provide safety information to RASG-PA | NACC and SAM ROs |
| 4.3 States with effective SSP to actively participate in RASG-PA | NACC and SAM ROs |
| 5.1 Service providers to use globally harmonized SPIs | NACC and SAM ROs |
| 5.2 increase the number of SPs participating in industry programs | NACC and SAM ROs |
| 6.1 States to implement basic air navigation and airport infrastructure | NACC and SAM ROs |

Regional Aviation Safety Plan (WP/03)

3.8 Regarding the Regional Aviation Safety Plan, the meeting exchanged some comments and analyzed the best to address the issue. The meeting noted that both NACC and SAM Regional Offices already have a GASP-compliant plan in place, and there is no need to develop an additional plan.

RASG-PA Handbook

3.9 Based on the agreements reach during the meeting, it was deemed necessary to update the contents of the RASG-PA Handbook, to adequately reflect the new procedures and to align it to the new Terms of Reference:

| DECISION | | Amendment of the RASG-PA Handbook | |
|--------------------------|--|--|---|
| RASG-PA ESC/33/D4 | | | |
| What: | Secretariat will develop a draft amendment of the RASG-PA Handbook, to include agreed changes during ESC/33, and ICAO Assembly-approved RASG Terms of Reference, for, and present it for discussion and further actions at ESC/34. | Expected impact: | <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input type="checkbox"/> Operational/Tech. |
| Why: | To more precisely define the Secretariat mandate on the RASG-PA Procedural Handbook regarding the provision administrative support. | | |
| When: | At ESC/34 | Status: | Valid |

| | |
|---|---------------|
| Who: <input checked="" type="checkbox"/> ICAO SAM Office (Secretariat) | Javier Puente |
|---|---------------|

Nomination of States Co-chair person and ESC membership (WP/05)

3.10 Regarding the election of RASG-PA Co-chair persons, Brazil accepted their nomination by the ESC, which will be fast-tracked to the RASG-PA Plenary for approval. Canada was nominated as vice Co-chair for the States.

| DECISION RASG-PA Co-chair person approval | |
|---|---|
| RASG-PA ESC/33/D5 | |
| <p>What:</p> <p>Secretariat will arrange for a fast track approval of the ESC proposal for Brazil to serve as RASGPA States Co-chair as per the approved handbook.</p> | <p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input type="checkbox"/> Operational/Tech.</p> |
| <p>Why: To provide the RASG-PA with a State Co-Chair for the 2020-2022 period in compliance with the RASG-PA Procedural Handbook.</p> | |
| <p>When: Before ESC/34</p> | <p>Status: Valid</p> |
| Who: <input checked="" type="checkbox"/> ICAO SAM Office (Secretariat) | Javier Puente |

Agenda Item 4:

Other business

4.1 The Secretariat informed that, with support of the United States, a specialist will be hired for a period of 6 months to work on the update of the RASG-PA webpage.



ICAO

International Civil Aviation Organization
South American Office

Appendix A

Thirty Third Regional Aviation Safety Group – Pan America Executive Steering Committee Meeting Trigésima Tercera Reunión del Comité Directivo Ejecutivo del Grupo Regional de Seguridad Operacional de la Aviación Panamérica (RASG-PA ESC/33)

Lima, Peru, 11 to 12 September 2019/ Lima, Perú, 11 al 12 septiembre de 2019

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7. Santiago Saltos
8. David Zwegers

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9. Virginio Corrieri

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11. Don Hallock

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12. Javier Vanegas

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Appendix B

GASP 2020-2022 Goals and Targets

- 1.1 The 2020-2022 edition of the GASP contains six goals. Some of the goals are derived from the three objectives contained in the previous, 2017-2019 edition of the GASP, which called for States to implement effective safety oversight systems and SSPs, and move towards predictive risk management. During the consultation process to update the GASP, ICAO received feedback from States and non-governmental organizations, asking for a greater emphasis on the management of operational safety risks in the GASP goals. As a response to this feedback, the goals address organizational challenges (ORG) and operational safety risks (OPS). These goals supersede the objectives presented in the 2017-2019 edition of the GASP.
- 1.2 **Goal 1** of the GASP is to achieve a continuous reduction of operational safety risks. This reduction is achieved by a series of actions targeting the HRCs. It addresses operational issues which States, regions and industry may face, as well as operational safety risks that must be mitigated as part of national and regional aviation safety plans. The target associated with this goal (Target 1.1) is the decrease of the global accident rate for commercial scheduled operations. Several indicators are linked to this target including number of accidents, fatal accidents and fatalities by State, region or globally, as well as accident, fatal accident and fatality rates (i.e. number of occurrences per million departures). GASP indicators also include the percentage of occurrences related to the HRCs.
- 1.3 **Goal 2** is aimed at States individually and seeks to strengthen their safety oversight capabilities. This goal calls for all States to progress in their implementation of the eight CEs and address organizational challenges faced by States when implementing a safety oversight system. There are two targets associated with this goal.
- 1.3.1 **Target 2.1** calls for all States to improve their score for the EI of the CEs of the State's safety oversight system in a progressive manner that would result in incremental increases, until a high overall EI score is reached. As part of this target, States should focus primarily on the priority PQs. GASP indicators related to this target look at: the overall EI score; activities by States, such as the number of them having fully implemented the priority PQs; and the percentage of required corrective action plans (CAPs) submitted by States to ICAO via the online framework (OLF) to address findings from USOAP continuous monitoring approach (CMA) activities.
- 1.3.2 **Target 2.2** calls for all States to reach a positive safety oversight margin in all categories by 2022. GASP indicators related to this target include the percentage of States maintaining a positive safety oversight margin in all categories and the percentage of each category with positive safety oversight margin at the global level.
- 1.4 **Goal 3** is also aimed at individual States and calls for the full implementation of effective SSPs. The goal addresses organizational challenges faced by States when implementing an SSP and includes the implementation of SMS by service providers within individual States, in accordance with Annex 19. Two targets are linked to this goal and they represent a phased approach to SSP implementation.
- 1.4.1 **Target 3.1** calls for all States to implement the foundation of an SSP by 2022. GASP indicators related to the foundation of an SSP include the number of States having implemented the foundation of an SSP as well as the percentage of PQs deemed satisfactory related to the SSP foundation.
- 1.4.2 Once States have reached Target 3.1, they can then progress into **Target 3.2**, which calls for the implementation of effective SSP by 2025. An "effective SSP" refers to an SSP that actually achieves the objectives that it is intended to achieve. Effectiveness of an SSP will be measured by the SSP-related PQs which will be included as part of the USOAP CMA activities to assess States' implementation of ICAO safety management provisions. The target for an effective SSP encompasses SMS implementation amongst service providers. GASP indicators for an effective SSP include safety management-related activities, such as the number of States that require applicable service providers under their authority to implement an SMS and the number of States that have implemented a national aviation safety plan.
- 1.5 **Goal 4** is aimed at the regions as defined in the GASP. It calls for States to increase collaboration at the regional level to enhance safety. Three targets are associated with this goal.
- 1.5.1 **Target 4.1** urges States that have a negative safety oversight margin in any category (e.g. operations) to use an RSOO, another State, or other safety oversight organization with ICAO-recognized functions in assisting them to achieve positive safety oversight margins. GASP indicators related to this target include the number of States requiring assistance (as demonstrated by negative safety oversight margins) as well as the number seeking that assistance. States should seek

assistance with sufficient lead time to reach the other targets in the GASP related to safety oversight capabilities, set for 2022.

- 1.5.2 **Target 4.2** under regional collaboration calls for all States to contribute information on safety risks, including SSP SPIs, to their respective RASGs by 2022. This target aims at building up each RASG's safety risk management capabilities. GASP indicators for this target include the number of States and service providers contributing information on safety risks to RASGs, as well as the number of States that are sharing their SSP SPIs with the RASGs.
- 1.5.3 **Target 4.3** calls for all States with a positive safety oversight margin and an effective SSP to actively engage in RASGs' safety risk management activities by 2022. The intent behind this target is to call upon "Champion States" in each region to lead the RASGs' safety risk management activities. As these States have positive safety oversight margins and a functioning SSP, they are in the best position to contribute to regional safety management activities, including hazard identification. GASP indicators for this target encompass activities such as the number of SEIs developed and implemented by each RASG.
- 1.6 **Goal 5** of the GASP is directed at industry and aims to expand the use of industry programmes. Two targets are linked to this goal.
 - 1.6.1 **Target 5.1** calls for all service providers to use globally harmonized SPIs as part of their SMS, taking into account operational needs. The term "globally harmonized SPIs" refers to the use of globally harmonized metrics for the development and monitoring of service providers' SPIs. The GASP indicator related to this target involves the number of service providers using globally harmonized metrics for their SPIs by 2020. The use of these harmonized metrics facilitates safety risk management at the regional and international levels.
 - 1.6.2 **Target 5.2** under this goal relates to the increase in the number of service providers participating in the corresponding ICAO-recognized industry assessment programmes, such as the Airports Council International (ACI) Airport Excellence (APEX) in Safety programme, the Civil Air Navigation Services Organisation (CANSO) and European Organisation for the Safety of Air Navigation (EUROCONTROL) maturity assessment within the Standard of Excellence in Safety Management Systems, the International Air Transport Association (IATA) Operational Safety Audit (IOSA), and the International Business Aviation Council (IBAC) International Standard for Business Aircraft Operations (IS-BAO). While such programmes do not replace the need for safety oversight by States, ICAO recognizes the benefits of these programmes, which have a positive effect on operational safety amongst service providers. The GASP indicator related to this target focuses on the number of service providers participating in the corresponding ICAO-recognized industry assessment programmes.
- 1.7 **Goal 6** focuses on the need to ensure the appropriate infrastructure is available to support safe operations. Its associated target calls for all States to implement the air navigation and airport core infrastructure by 2022. The GASP indicator for this target is the number of States having implemented the air navigation and airport core infrastructure elements. This is linked to the activities outlined in the GANP.
