



Agenda Item 3: RASG-PA Project(s) Status:

Use of Performance Framework Forms (PFFs)

(Presented by the Secretariat)

SUMMARY

This working paper presents to the Second Regional Aviation Safety Group - Pan America Meeting (RASG-PA) the framework for GSIs 3, 7 and 12 as a tool for planning medium and long-term global objectives in accordance with Global Aviation Safety Roadmap (GASR) objectives.

References:

- RASG-PA/01 Report
- RASG-PA ESC Report

1. Introduction

1.1 During RASG-PA/01 Meeting, it was recalled that the GASR implementation should be done systematically and following established steps. A management tool was also proposed where global objectives and estimated implementation dates would be defined, known as Performance Framework Forms (PFF).

1.2 This tool, developed by ICAO, is widely used in the air navigation area to assist the regions of the world in the development of air navigation plans in accordance with the Global Air Navigation Plan (GANP).

1.3 RASG-PA/01 concluded that this form should be also used as a management tool to establish a general framework to align RASG-PA activities consistent with the global and regional plans, including estimated dates for these activities.

2. Proposal for Performance Framework Forms for GSIs 3, 7, and 12

2.1 As an initial exercise, the Secretariat prepared a PFF for each of the three GSIs that have been analysed by the Region. In **Appendixes A, B and C** these forms are being included for consideration, comments and review by RASG-PA/02.

3. Suggested action

3.1 The Second Regional Aviation Safety Group - Pan America Meeting (RASG-PA/02) is urged to:

- a) take note and comment on the information being provided in this working paper; and
- b) analyse the three draft PFFs developed by the Secretariat as an initial proposal, and identify opportunities for improvement.

APPENDIX A

GSI-12 USE OF TECHNOLOGY TO ENHANCE SAFETY				
Objectives				
12a	Define proven technology gaps. Industry works together to identify areas where technology might provide significant safety benefits.			
12b	Deploy proven technologies that have been developed to enhance safety.			
12c	Integrate measures to close technology gap.			
Benefits				
<ul style="list-style-type: none"> States and industry with clear guidance on targeted technology to improve aviation safety 				
<i>Strategy</i>				
<i>Short Term (2008-2010)</i>				
<i>Long Term (2011-2015)</i>				
Task	Description	START-END	RESPONSIBILITY	STATUS
GSI # 12a)	12a1) Reactive, proactive and predictive safety information gathered and shared annually from different institutions/industry and consensus reached on the main safety concerns for the region	2008-2015	RASG-PA	In progress
	12a-2-3 Available technologies to target safety concerns identified and informed to all stakeholders	2010-2015	RASG-PA	
GSI # 12 b)	12 b 1-2-3 Business cases and financial sources made available to industry/service providers to implement proven technologies needed to enhance safety.	2011-2015	RASG-PA	
GSI 12 c)	12 c GREPECAS, ICAO Regional Offices, Regional Technical Cooperation Projects, ALTA and IATA forums, aircraft and air navigation equipment manufacturers inform on events and media about technology available to improve safety	2010-2015	All stakeholders	
	12 c) Working papers presented at RASG-PA meetings informing on technology implementation that enhance safety	2010-2015	RASG-PA members.	
References	GSI-12; and Focus Area 12 of the GASR			

APPENDIX B

(GSI-7) CONSISTENT USE OF SAFETY MANAGEMENT SYSTEMS (SMS)				
Objectives				
7a	ICAO SMS standards published. Confirm need for formal (mandated) SMS across all sectors and disciplines of the industry.			
7b	Develop a plan for incorporation of SMS into audit processes.			
7c	Develop audit processes to assess operation of SMS function.			
7d	Implement review of SMS during audits.			
7e	Define interface points between industry focus areas and develop a plan for SMS program integration across all interface points.			
Benefits				
<ul style="list-style-type: none"> • Every aviation professional will understand the operation and importance of Safety Management Systems • Safety is continuously enhanced by consistent use of SMS 				
<i>Strategy</i>				
<i>Short Term (2008-2010)</i>				
<i>Long Term (2011-2015)</i>				
Task	Description	START-END	RESPONSIBILITY	STATUS
GSI 7 a)	Incorporation of SMS ICAO Framework required by SARPS into national aviation regulations	2009-2010	States	
GSI 7 b-c-d	Next stage of ICAO USOAP incorporates the auditing of SMS standards as per ICAO SARPS	2010-2015	ICAO	
GSI 7 b-c-d	IOSA incorporates auditing of SMS implementation per State of Operator Aviation Standards	2010-2015	IATA	
GSI 7 b-c-d	Civil Aviation Authorities define the new profile and competence requirements of Safety Inspectors to properly assess the affectivity of an SMS	2010-2015	CAAs	

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Task	Description	START-END	RESPONSIBILITY	STATUS
GSI 7 d	Operators and Service providers required to implement SMS mechanisms to share safety information.	2013-2015	Industry	
References	GSI-7 and Focus Area 7 of the GASR.			

APPENDIX C

GSI-3: Effective Errors and Incidents Reporting				
Objectives				
3a	States introduce legislative changes to support the “just culture,” encourage open reporting systems and protect data collected solely for the purpose of improving aviation safety.			
3b	ICAO implement a review of States’ activities to identify gaps in their legislation to encourage open reporting systems. Develop a plan to address gaps.			
3c	Collate regional safety data.			
3d	Implement international sharing of a data/global data reporting system.			
Benefits				
<ul style="list-style-type: none"> • Encourages personnel to report errors. • A free flow of data will exist that is required to assess aviation system safety on a continuous basis and correct deficiencies when warranted. • Proactive and predictive approach towards safety management implemented. 				
<i>Strategy</i>				
<i>Short Term (2008-2010)</i>				
<i>Long Term (2011-2015)</i>				
Task	Description	START-END	RESPONSIBILITY	STATUS
GSI # 3 a)	3a1) Development of a model proposal for amendment of Civil Aviation Act/Civil Aviation Law including clauses for the protection of safety data.	2008-2009	RASG-PA	In progress
	3a2) CAAs appoint an officer in charge of developing the national amendment proposal.	2009/2010	CAAs	
	3a3) CAAs create national teams (including various stakeholders) in charge of moving the amendment proposal forward.	2009-2011	CAAs	
	3a4) National teams lobby to attain congressional approval.	2011-2015	CAAs	
	3a5) Regional awareness Seminar for implementing legislative changes.	2011	ROs	

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Task	Description	START-END	RESPONSIBILITY	STATUS
GSI # 3b3)	3b1) RASG-PA approves implementation plan of legislative changes.	2009	RASG-PA	
	3b2) RASG-PA plenary meetings review implementation plan status.	2010-2015	RASG-PA	
	3b3) ICAO ROs prepare and distribute recurrent surveys about plan implementation	2010-2015	ROs-CAAs	
	3b4) States inform ROs on implementation difficulties.	2010-2015	CAAs-ROs	
	3b5) Regional solutions to implementation difficulties defined.	2010-2015	RASG-PA	

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Task	Description	START-END	RESPONSIBILITY	STATUS
GSI 3 3c3)	3c1) Sources of safety data to be collated identified and categorized as reactive, proactive and predictive.	2010-2015	RASG-PA-ESC	
	3c2) Agreements on mechanisms for regional sharing and collection of safety data avoiding the duplication of efforts.	2010-2015	ROs, RASG-PA ESC	
	3c3) Owners of safety data share information on agreed routine basis.	2010-2015	RASG-PA members	
	3c4) Safety data results incorporated into the RASG-PA Annual Safety Report.	2010-2015	RASG-PA ESC	

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Task	Description	START-END	RESPONSIBILITY	STATUS
GSI 3 d)	BP 3d-1-2 – CAAs and industry implement common taxonomy for safety data bases and exchange information in an open environment.	2015	CAAs-Industry	
	BP 3d-1-2-3 International agreements among States for sharing of de-identified safety data using a common taxonomy.	2016	CAAs	
	BP 3 d-4 Implementation of a Seminar/Workshop to assist States and industry and share experiences with analysis of safety data in an objective and scientifically sound manner.	2014	RASG-PA	
	BP 3 d-4 States and industry with a developed capacity for analysing safety data in an objective and scientifically sound manner.	2015	CAAs-Industry	
	BP 3d-4 An open environment implemented for national and regional sharing of safety data.	2016	CAAs-Industry	
References	GSI-3; and Focus Area 3 of the GASR			