



International Civil Aviation Organization
Second Regional Aviation Safety Group - Pan American Meeting
(RASG-PA/02)
(Bogota, Colombia, 3 – 6 November 2009)

RASG-PA/02 – WP/05
12/10/09

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

FUNDING

(Presented by the Secretariat)

SUMMARY

This working paper presents to the Second Regional Aviation Safety Group – Pan America Meeting (RASG-PA/2) different alternatives for funding RASG-PA projects. Likewise, it describes actions taken for obtaining funding sources.

References:

- RASG-PA/01 Report
- RASG-PA ESC Report
- Global Aviation Safety Roadmap (GASR)

1. Introduction

1.1 At different events held in the Regions to advance implementation of GASR objectives at the global level, the GASR methodology has been used to analyse 4 of the 12 focus areas. As result of analysis of Focus Area 5 or Global Safety Initiative 5 (GSI # 5), the RASG-PA was created. For the other 3 areas, GSI # 3, GSI # 12 and GSI # 7, different recommended actions have been agreed; subsequently, 3 plans of action or projects have been developed.

1.2 The initial activities of these projects can be implemented without requiring additional resources. However, funds will be required for subsequent project activities.

1.3 In the case of project GSI # 3, an important contribution of USD\$ 50,000 was obtained from the Boeing Company and deposited into an account of the ICAO South American Regional Office. With these funds, it has been possible to cover the cost of missions for legal specialists to develop a draft model for modification of civil aviation laws for States of the region in order to protect operational safety hazard information sources.

2. Funding alternatives and administrative tools

2.1 ICAO has diverse administrative mechanisms to mobilize funds for the implementation of projects, including the following options, which can be mentioned here:

Deposit to ICAO Regional Office(s) bank accounts

2.2 This mechanism permits ICAO Regional Offices to receive funding to develop specific activities within its work programme. The donor may require the signature of a Memorandum of Understanding before depositing the funds. Once the activity is executed, a breakdown of expenditures incurred is presented and unused funds are returned to the donor.

2.3 This mechanism is fast and has the advantage that it does not represent additional administrative charges. However, in the case of receiving funds from different sources, a mechanism must be defined for the use of these resources that clearly identifies the specific activity of each project being funded by the donor.

2.4 As indicated in paragraph 1.3, this mechanism is being used for Project GSI # 3 funds received from the Boeing Company.

Definition of an ICAO technical cooperation regional project

2.5 This mechanism makes it possible to receive funds from different funding sources for project activities approved by RASG-PA. Its implementation is a bit more complicated than the above-mentioned, and an administrative overhead expense should be added to cover the costs of the ICAO Technical Cooperation Bureau, which generally is approximately 10%.

2.6 A project document needs to be developed and signed by the States and/or organizations that wish to participate in funding the project. The project document must also be signed by the ICAO Secretary General.

2.7 It is important that the project document clearly defines the mechanism for activities coordination and implementation.

Request for subsidy to the International Fund for Aviation Operational Safety (IFFAS)

2.8 The IFFAS is a voluntary donors contribution fund administered by ICAO, which is non-profit and operates as a mechanism to render financial assistance to operational safety projects for States that neither have the funding for nor any other means to obtain necessary financial resources. This assistance is principally applied to projects aimed at remedying or mitigating deficiencies relative to operational safety detected through the ICAO Universal Safety Oversight Audit Programme (USOAP) as an integral element of the ICAO Global Aviation Safety Plan (GASP).

2.9 Donors interested in supporting the RASG-PA projects can deposit their contributions in the IFFAS. RASG-PA could then make the subsidy requests to the IFFAS programme for the corresponding projects contribution.

2.10 In order to explore this mechanism, a draft of the request form was prepared (*Attachment A*), which must be submitted by one State or a group of States, identifying one of the ICAO Regional Offices as the Executing Agency.

Other funding sources

2.11 Additionally, during the different teleconferences and meetings held by the RASG-PA Executive Steering Committee, other funding sources were explored without any favorable results.

3. Suggested action

3.1 The Second Regional Aviation Safety Group – Pan American Meeting (RASG-PA/2) is requested to:

- a) take due note and comment on the information provided in this working paper;
- b) analyse the progress obtained for funding RASG-PA projects; and
- c) urge RASG-PA members to motivate States and industry to support the funding of RASG-PA projects using the financial mechanism used by the Boeing Company.

APPENDIX

**INTERNATIONAL FINANCIAL FACILITY FOR AVIATION SAFETY
(IFFAS)**

APPLICATION FORM FOR FINANCIAL ASSISTANCE*

Please attach the following documentation to this application, which should be duly signed and completed:

- 1. an official letter requesting financial assistance*
- 2. a complete outline of the project, including detailed budget estimates*



This form may be completed manually or electronically on-line.
If completed on-line, please save the form and return by email to:

wamaro@icao.int

Otherwise

please return the form by fax or mail following the details below:

Secretary, IFFAS

International Civil Aviation Organization

999 University Street

Montreal, QC, Canada H3C 5H7

Fax: (514) 954-6744

*In accordance with the administrative IFFAS Charter, the primary form of assistance shall be by way of loans, in which case a guarantee may be provided. Grants may only be awarded *in exceptional cases*, on the basis of the demonstrable inability of the State concerned to repay even a zero-interest loan.

A. APPLICATION

1. Applicant State (or group of States) and address for correspondence:

The application is being made by the Chairman of the Regional Aviation Safety Group- Pan America (RASG-PA) collectively on behalf of the XXX States of the CAR/SAM regions, including xxx States of North and Central America, xxx States of the Caribbean region and xxx States of South America.

Address: Civil Aviation Authority, 4 Winchester Road, Kingston 10, Jamaica, W.I.

2. Name and position of the person authorized to apply for, negotiate and sign a loan/grant agreement (if different persons, please indicate):

Name: Oscar Derby
Position: Director General, Civil Aviation Authority of Jamaica
Telephone: +876.920.2250
Fax: 876.920.0194
E-Mail address: jcivav@jcaa.gov.jm

3. If application is being presented on behalf of a group of States, does the applicant State or person have legal status and authority to contract a loan on behalf of these States (please substantiate with details):

IFFAS grant is sought by the Chairman of the recently established Regional Aviation Safety Group- Pan America (RASG-PA) in order to provide funding to the xxx States of concerned region for effective implementation of the projects approved by RASG-PA , as action plans for implementing best practices of the Global Aviation Safety Plan of ICAO. These activities will be closely monitored by the ICAO Regional Offices of Lima and Mexico.

Copies of the project(s) are included in **Attachments XXXX**.

4. Reasons as to why the project for which assistance is sought cannot be funded through conventional means:

RASG-PA members comprise not only States but several sectors from the aviation industry. The funding of a RASG-PA project by conventional means might be difficult to be achieved with such a diverse group of aviation organizations which includes airlines, airport operators, aircraft manufacturers, CAAs, IATA, IFALPA, RSOOs, etc.)

ICAO needs to play a leadership role in this group and needs to provide an effective solution for resource mobilization that could guarantee timely and results-oriented project implementation.

5. **Can it be demonstrated that financial assistance from IFFAS will attract additional financing and thereby be conducive to the successful implementation of the whole project? (please provide details):**

RASG-PA is a newly established group in charge of coordinating the implementation of the GASP. RASG-PA results and the strategy of working on projects with clear deliverables rather than forming other sub-groups is a remarkable example that might be followed by other regions in the world. RASG-PA projects offer an excellent opportunity for IFFAS visibility and expansion.

6. **Have any steps been taken by the applicant to obtain financial assistance (other than IFFAS) for this project? If so, please give details:**

The RASG-PA Executive Steering Committee has explored without success other sources of financial resources. Only the Boeing Company has contributed with financial resources deposited directly to the SAM ICAO Regional Office. Further resources will be required to cover the full scope of the project.

B. SPECIFIC DETAILS OF THE PROJECT

1. Essential features of the Project

- (a) Title and brief description of the Project (Please attach details separately)

Project Title: Effective Flow of Hazard Information

(Detailed Documentation is at **Attachments I and II**)

Brief Description:

The objective is to assist States with incorporating changes into their Civil Aviation laws and regulations and also develop programmes to promote the effective flow of information on safety hazards.

Global Safety Initiative (GSI) # 3 of the GASP-*Impediments to Reporting of Errors and Incidents*.

- (b) Is this project a result of the shortcomings detected by ICAO's Universal Safety Oversight Programme? If so, please provide relevant details

This project is as an action plan following the recommended actions drafted at the First Workshop on the Global Aviation Safety Plan where gap analysis of GSI # 3 of GASP was performed.

- (c) Is this project a result of the shortcomings detected by other means? If yes, please provide relevant details

Please see (b) above.

- (d) Place of execution of the planned project

All activities of this project are planned to be carried out in the ICAO Regional Offices of Lima and Mexico.

- (e) Relevant phases of the project – the implementation approach

See attached Gantt chart in Attachment XXX.

- (f) Schedule of Work involved in carrying out the project

See attached Gantt chart in Attachment XXX.

2. Expected results of the project, in particular in relation to the objectives of IFFAS

- (a) Concerning improvement of aviation safety (Please relate responses to shortcomings, if any, identified under USOAP):

The success for the implementation of the concept of safety management lies heavily on avoiding a blame culture. Error and incident reporting are essential elements of the free flow of safety hazard data that is required to assess aviation system safety on a continuous basis and to correct deficiencies when warranted. The reporting typically comes from voluntary reports by aviation professionals that may be self incriminating or from recordings that are intended to be used only for safety purposes. It is essential to protect such safety information from inappropriate use in order to ensure its continued availability. The use of safety information for other than safety-related purposes can inhibit the future availability of such information with an adverse effect on safety.

The Best Practices of the GASP recommends that State legislation must include provisions which protect privacy, prevent self incrimination and properly apportion criminal liability for actions. Without these basic features, full disclosure of safety related information will be extremely difficult.

The results of a survey carried out by the ICAO Regional Offices of Lima and Mexico showed that the majority of States do not have any type of legislation, regulations or programs to promote the effective flow of information on safety hazards.

-A5-

- (b) Concerning conformity with ICAO Standards and Recommended Practices and Regional Air Navigation Plans:

The project is directly related to the new SARPS implemented into Annexes 1, 6, 8, 11 and 14 that require States to implement a State Safety Programme and service providers to implement Safety Management Systems.

3. Specific elements to be funded by IFFAS

See Attachment XXX with the activities and items to be financed.

4. Monitoring of the Project

5. The project will be monitored by RASG-PA Executive Steering Committee and the ICAO Regional Offices of Lima and Mexico.

6. Budget (in US dollars) -

1. Expert Missions	\$ XXXX
2. Fellowships	\$ XXXX
3. Interpretation and translation	\$ XXXX
4. Miscellaneous	\$ XXXX
Total	\$ XXXX

(Attachment XXX shows yearly breakdown of costs)

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