



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

Performance Framework Forms (PFFs)

(Presented by the Rapporteur of the Ad-hoc Working Group)

1. Introduction

1.1 On 3 November 2009, the RASG-PA/02 Meeting referred the proposed Performance Framework Forms (PFFs) for GSIs 3, 7 and 12 to an Ad-hoc Working Group of the Meeting for a detailed review. The Ad-hoc Working Group met on 3 November 2009 and amended the forms in **Appendixes A, B and C** to this working paper.

2. Action Proposed

2.1 The Meeting is invited to adopt the Performance Framework Forms as amended by the Ad hoc Working Group of the RASG-PA/02 Meeting at Appendixes A, B and C

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	TIMEFRAME	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-Updated annually June each year.	RASG-PA	In progress
	12a-2-3 Available technologies to target safety concerns identified and informed to all stakeholders	2009-Updated annually at RASG-PA	RASG-PA	In progress
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.	2009-Updated	RASG-PA	In progress
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-On going	All stakeholders	
	12 c) Working papers presented at RASG-PA meetings informing on technology implementation that enhance safety	2009-On going	RASG-PA members.	In progress
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	TIMEFRAME	RESPONSIBILITY	STATUS
GSI 7 a)	Incorporation of SMS ICAO Framework required by SARPS into national aviation regulations	2009-2010	States	
GSI 7 a)	All States from the Region have received ICAO SSP training and ICAO Regional Offices organized workshops for sharing experiences in SSP implementation.	2009-2011	ICAO	
GSI 7 b-c-d	Next stage of ICAO USOAP incorporates the auditing of SMS standards as per ICAO SARPS	2010-2015	ICAO	Completed
GSI 7 b-c-d	IOSA incorporates auditing of SMS implementation per State of Operator Aviation Standards	2010-2015	IATA	

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Task	Description	TIMEFRAME	RESPONSIBILITY	STATUS
GSI 7 b-c-d	RASGPA to develop a model safety inspector competency requirements support the implementation of SMS/SSP.	2010-On going	RASG-PA	
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 implements 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>				
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Task	Description	TIMEFRAME	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.	2008-2010	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.	2009-2010	CAAs	
	3a4) Regional awareness Seminar for implementing legislative changes	2010	CAAs	
	3a5) National teams supports congressional decision making process.	2011-2015	ROs	

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

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Task	Description	TIMEFRAME	RESPONSIBILITY	STATUS
GSI 3 3c3)	3c1) Sources of safety data to be collated identified and categorized as reactive, proactive or predictive.	2010-2015	RASG-PA-ESC	Addressed by RASG-PA Annual Safety Report
	3c2) Agreements on mechanisms for regional sharing and collection of safety data	2010-2015	ROs, RASG-PA ESC	
	3c3) Owners of safety data share information on agreed routine basis.	2010-2015	RASG-PA members	

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Task	Description	TIMEFRAME	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			