



**Agenda Item 3: Results of the 39<sup>th</sup> Session of the Assembly (A/39)**

**RESULTS OF THE ANALYSIS OF WORKING PAPERS ON SAFETY SUBMITTED BY THE  
SAM REGION TO THE A/39**

(Presented by the Secretariat)

<b>SUMMARY</b>	
This working paper presents information on the results of the analysis of the working papers on safety submitted by the SAM Region to the A/39.	
<b>References:</b>	
<ul style="list-style-type: none"><li>• Working papers related to safety submitted by the SAM Region to the A/39</li><li>• Report of the 39<sup>th</sup> Session of the ICAO Assembly.</li></ul>	
<i>ICAO strategic objectives:</i>	<i>A - Safety B – Air navigation capacity and efficiency D – Environmental protection</i>

**1 Introduction**

1.1 The ICAO Assembly is the sovereign body of the Organization and meets at least every three years, summoned by the Council, which is the governing body of ICAO. The Assembly may also hold extraordinary sessions at any time upon the call of the Council or at the request of not less than one-fifth of the total number of contracting States addressed to the Secretary General (Rule 2 of the Standing Rules of Procedure of the ICAO Assembly, Doc 7600/8).

1.2 The 39<sup>th</sup> Session of the ICAO Assembly (A39) was held from 27 September to 7 October 2016 at ICAO Headquarters in Montreal, Canada, the main task of which was to establish the global aviation policy for the triennium 2017-2019. For this event, ICAO invited the 191 ICAO member States and a large number of international organisations.

1.3 The agenda for the A39, as well as the working papers and conclusions of the meeting can be found at: <http://www.icao.int/Meetings/a39/Pages/default.aspx>.

## **2 Preparation and presentation of SAM working papers (WPs) on safety**

2.1 In order to help SAM States prepare for the A39, the SAM Office organised web teleconferences on safety. These teleconferences were held between the Safety Officer, and the Safety Directors and their representatives on behalf of the States.

2.2 The SAM Region prepared and submitted the following WPs to the A39:

### ***Establishment and management of the AIG Regional Cooperation Mechanism (ARCM) of South America (WP/102)***

2.3 This working paper addressed the establishment of the AIG Regional Cooperation Mechanism (ARCM) of South America, as well as the progress attained in conforming this as a body in support of aircraft accident and incident investigation and the improvement of safety in the Region. In this regard, the Assembly was invited to:

- a) take note of the creation of the AIG Regional Cooperation Mechanism (ARCM) of South America;
- b) urge States and regional organisations worldwide to subscribe agreements with the ARCM to strengthen global AIG cooperation; and
- c) support the ARCM in achieving its objectives aimed at improving effective implementation (EI) by its member States and reducing aircraft accident and incident rates in the Region.

### ***Strategy for the implementation of the SSP within the safety management framework (WP/109)***

2.4 In this WP, the SAM Region presented an analysis of the progress made in the implementation of the SSP, its challenges and the impact it would have on effective implementation (EI) results in the SAM Region, taking into account that ICAO set the date of 1 January 2018 to begin auditing the 91 PQs of the SSP. In this regard, the Assembly was invited to:

- a) analyse the arguments presented in the WP in order to assess the possibility of postponing the start-up of audits covering the 91 PQs of Annex 19.

### ***Protection of safety information (WP/110)***

2.5 In this WP, the SAM Region submitted to the Assembly an analysis of opportunities for improvement relating to the need to take a closer look at aspects of safety information protection. In this regard, the Assembly was invited to:

- a) review the arguments put forward in this working paper and request ICAO to consider incorporating the Region's suggestions into Amendment 1 to Annex 19.

***Assessment of the GASP amendment (WP/111)***

2.6 In this WP, the SAM Region proposed a six (6)-year GASP review cycle, eliminating the existing rigidity and taking account of the specific maturity level of each State's SSP. In this regard, the SAM Region invited the Assembly to:

- a) analyse the relevance of maintaining a referential milestone of 60% effective implementation (EI) of SARPs;
- b) extend the GASP amendment deadline to at least 6 years, given that it takes time for States to be able to achieve the strategic objectives. During the interim three-year period, ICAO could ask for comments, in order to be able to make an appropriate amendment every 6 years; and
- c) promote this new vision in the corresponding fora.

***Compliance with the Declaration of Bogota (WP/113)***

2.7 In this WP, the SAM Region presented the progress made by its States in the attainment of the safety and air navigation goals set in the Declaration of Bogota for 2016. In this regard, the Assembly was invited to:

- a) take note of the information provided and request ICAO to review the methodology for classifying accidents in the Regions

***Recognition of multinational certifications (WP/115)***

2.8 In this WP, the Assembly took note that the SRVSOP, as a regional safety oversight organisation (RSOO), shared the need to reduce duplication of activities concerning certification and oversight of approved maintenance organisations (AMOs) and approved training organisations (ATOs), so as to contribute to the global development of the aeronautical industry and strengthen safety through the application of standards consistent with the SARPs contained in the Annexes to the Chicago Convention for the conduction of these activities. In this regard, the Assembly was invited to:

- a) support ICAO in the implementation of actions for the establishment of a global framework for the certification and oversight of AMOs and ATOs, based on the regional harmonisation of regulatory requirements and procedures for conducting these activities;
- b) urge States and regional organisations at global level to sign agreements for mutual recognition of approved maintenance and training organisations in order to avoid duplication of efforts and contribute to the development of the global aviation industry; and
- c) urge States to set deadlines for the harmonisation of their regulations, based on the SARPs contained in the Annexes to the Convention, in order to allow for the standardisation and to facilitate multinational processes of certification and oversight of the aforementioned organisations.

**3 Results of the review of safety-related working papers submitted by the SAM Region to the A/39**

3.1 In WP/102, the ICAO A/39 took note of, and supported, the work being carried out by the AIG Regional Cooperation Mechanism (ARCM) of South America. Through the Assembly, the ARCM has obtained international recognition and it is possible that it might receive funds that would contribute to its strengthening. The ARCM is currently analysing the formulation of mitigation plans to reduce the rate of accidents and incidents related to runway excursions (RE). It is also strengthening its

safety data collection and processing system (SDCPS), fed by the ADREP/ECCAIRS systems of each member State, and is assisting its States to improve effective implementation in the AIG area and reduce the accident and incident rates in the South American Region.

3.2 Regarding the SSP implementation strategy submitted to A/39 through WP/109, requesting ICAO to review the date of 1 January 2018 set for the commencement of audits related to the 91 PQs on the SSP, the date was postponed to 1 January 2020.

3.3 Regarding the suggestions concerning Amendment 1 to Annex 19 on the protection of safety information, submitted by the SAM Region in WP/110, most of these were incorporated into the second edition of Annex 19, with which South America made a positive contribution to the enhancement of said Annex.

3.4 Notwithstanding the proposal submitted by the SAM Region in WP/111, proposing a six (6) year GASP review cycle, removing the existing rigidity and taking account of the specific level of maturity of each State's SSP, the GASP will continue to be reviewed every three (3) years.

3.5 Regarding compliance with the Declaration of Bogota as presented by the SAM Region to the A/39 in WP/113, the Assembly took note of the progress made by SAM States in the attainment of safety goals and of the request for ICAO to review the methodology for classifying accidents in its Regions.

3.6 Regarding the work being carried out by the SRVSOP on the recognition of multinational certifications, as presented to the A/39 in WP/115, it was widely endorsed by the participants at the 39<sup>th</sup> Assembly. ICAO Headquarters is currently working on an amendment to its Annexes for the recognition of multinational certifications of AMOs.

#### **4. Suggested action**

4.1 The Meeting is invited to:

- a) take note of the information contained in this working paper; and
- b) examine and discuss the participation of the SAM Region in:
  - ✓ safety enhancement; and
  - ✓ events organised by ICAO.

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