



**Thirty-Ninth Regional Aviation Safety Group—Pan America
Executive Steering Committee Meeting (ESC/39)
Mexico City, May 29 and 30, 2024**

Agenda Item 2: RASG-PA Safety Management Process

New RASG-PA Projects

(Presented by: Secretariat)

| RESUMEN EJECUTIVO | |
|---|---|
| This Working paper presents information regarding new RASG-PA projects for consideration and approval by the ESC. | |
| Action: | 2.1 2.1 The Meeting is invited to: a) Take note of the information provided in this study note, and b) Approve the proposed Decisions detailed in 2.1 (a) and (c) |
| <i>Strategic Objective:</i> | <ul style="list-style-type: none"> • Safety |
| <i>References:</i> | <ul style="list-style-type: none"> • RASG-PA/13, ESC/38 |

1. Background

1.1 In accordance with the RASG-PA Procedures Manual, the work program will be data-driven and implemented through project management methodology. The Executive Steering Committee (ESC) will be the authority to report and review the progress of each of the projects.

1.2 Project proposals as a result of a data-driven process will be submitted to the ESC for consideration when specific issues, stakeholders, activities, resources and timelines can be clearly identified to support the ESC decision-making process.

1.3 To conserve limited RASG-PA resources, project proposals must be supported by data analysis. Projects that cannot be supported or prioritized using data may be considered outside the scope of the RASG-PA.

1.4 PA-RAST projects and other RASG-PA projects involving States as stakeholders must ensure that interactions on behalf of RASG-PA directly involve the relevant ICAO Regional Office. ICAO will coordinate the appropriate participation of States depending on the nature of the projects approved by the ESC.

1.5 Each project approved by ESC (PA-RAST or other), will have a member of ESC as project representative. The ICAO Regional Office should lead and monitor GASP objectives that are more related to compliance rather than analysis based on safety data.

2. New Projects

2.1 For consideration at the ESC/39 meeting, PA-RAST is preparing 3 projects, one of which is ready for approval, and 2 more that require additional authorization to continue with the preparation of the final project proposal. The projects referred to in this paragraph are the following:

- a) **Approval of resources for document translation.** – The documents produced by PA-RAST from 2022 to date are only available in English. Additionally, other industry-relevant safety publications could reach a larger audience if they were available in Spanish. Considering that 20 of the 32 member states of the RASG-PA have Spanish as their main language, it is important that the information produced by the group is also available in this language.

The Secretariat requested quotes from different technical translation services, obtaining proposals that varied from 12 USD to 20 USD per page. As an example, at an average of 16 USD per page, the translation of all published RASG-PA circulars would cost 1,600 USD. Without taking into account additional technical documents, which are not from RASG-PA, but whose availability in Spanish would directly benefit risk mitigation activities.

In this sense, according to the purpose of the funding request form attached as Appendix A to this Note, PA-RAST requests authorization to have up to USD 10,000 annually to contract translation services for documents produced by the RASG-PA, and other documents whose availability in Spanish is considered relevant by the PA-RAST. If the requirement for funds is greater, an express request will be made to the ESC.

To this end, the ESC/39 region is proposed to consider the following Decision:

| DECISION RASG-PA ESC/39/XX | | FUNDS FOR THE TRANSLATION OF RAGS-PA DOCUMENTS AND OTHER TECHNICAL DOCUMENTS | |
|---|--|--|--|
| What: The use of RASG-PA funds is approved for the translation into Spanish of its own documents and other documents that the PA-RAST considers relevant to risk mitigation activities. | | Expected impact: | |
| How much: Up to 10,000 per year | | <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: So that all RASG-PA documents related to risk mitigation are available in Spanish. | | | |
| When: Immediately | | Status: Valid | |
| Who: <input checked="" type="checkbox"/> Secretariat <input checked="" type="checkbox"/> PA-RAST | | | |

- b) Production of a video for the prevention of injuries associated with turbulence.** – In 2023, the ESC approved the allocation of resources to carry out the RASG-PA Safety Day focused on Turbulence, its effects and possible prevention strategies. The Safety Day allowed PA-RAST to create a working group on “Adverse Weather”, which worked on the implementation of the RASG-PA Turbulence Toolkit: <https://www.icao.int/RASGPA/Pages/TurbulenceToolkit.aspx> and the identification of industry best practices for mitigating risks associated with these phenomena. Among the best practices, a video prepared by American Airlines to raise awareness among its crews was identified, which meant for said company a 50% reduction in injuries caused by turbulence. PA-RAST has explored different possibilities from finding ways to make use of the American Airlines video to producing its own video.

To this end, we have summoned a representative of American Airlines to the ESC/39 meeting, so that he can show the video once again, and share with us the possibilities we have to have the product and make it available to our members and Safety. Partners.

- c) Investigation into the causes of the lack of progress in the implementation of the SSP in the Region.** – The RASG-PA/13 Plenary meeting approved the development of a project aimed at identifying the causes of the low level of SSP implementation in the Pan American region.

The lack of implementation of the SSP in the Region directly affects the safety risk management capacity of the States, limits access to safety information, and therefore directly affects the work of the RASG-PA.

In this sense, the Secretariat has prepared a statement of the problem and a hypothesis, so that it can be validated or rejected by a recognized and independent academic entity, which allows defining the actions required for a better implementation of the SSP in the region.

Once the concept is approved, the project document will be prepared, to be approved by the ESC and subsequent identification of the academic organization that will carry it out.

This approach is attached to this Note as Appendix B, and consequently the following Decision is proposed to the ESC/39 Meeting:

| DECISION RASG-PA ESC/39/XX | | APPROVAL OF THE CONCEPT OF THE PROJECT ON THE IMPLEMENTATION OF THE SSP | |
|--|---|--|-------|
| What: The concept proposed by the Secretariat for the development of the project to identify the cause of the low implementation of the SSP in the Region is approved. | 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. | How much: TBD | |
| Why: | To continue with the development of the project. | | |
| When: | Immediately | Status: | Valid |
| Who: | <input checked="" type="checkbox"/> Secretariat | | |

3. Suggested action

3.1 The Meeting is invited to:

- a) Take note of the information provided in this study note, and
- b) Approve the proposed Decisions detailed in 2.1 (a) and (c).

RASG-PA Resources Request Form

The RASG-PA Resources Request Form is designed to provide the RASG-PA ESC members with the information necessary to better understand a project

1. Request date *

DD MM AAAA

21 / 05 / 2024

2. Name of requester *

ICAO on behalf of the PA-RAST

3. State or Organization of the requester *

RASG-PA Secretariat on behalf of the PA-RAST

4. E-mail address of the requester *

jpunte@icao.int

5. RASG-PA ESC Champion of the project/activity *

ICAO (Secretariat)

6. List of RASG-PA members supporting the project *

PA-RAST members

7. Name of the project, activity or initiative *

RASG-PA and other documents translation

8. Description of the project, activity or initiative *

Once the PA-RAST produced documents are approved by the ESC and ready to be published, they will be translated into Spanish so that they are available in both languages. The Champions of each HRC or PA-RAST working group may identify additional documents from other different sources to be translated.

9. Identification of the problem to be solved *

62% of RASG-PA Member States are Spanish-speaking, however most products are only available in English.

10. Project/activity objective *

Ensure availability of RASG-PA products, where applicable, in English and Spanish

11. Expected benefits of the project/activity *

All publications related to risk mitigation prepared by the RASG-PA and, when appropriate, other States/Organizations will be available to Civil Aviation Authority personnel and Spanish-speaking service providers.

12. What are the deliverables and the estimated date of completion *

All existing RASG-PA documents translated by the end of 2024, and all future documents translated upon release/approval.

13. Does this activity already have ESC/RASG-PA approval? *

Yes

No

14. How would the initiative support the RASG-PA mission to reduce fatality risk in commercial aviation? *

By making our risk mitigation products readily available to all Spanish-speaking CAA and Service providers personnel.

15. Please check the HRC linked to the project/initiative *

Los of Control In-Flight (LOC-I)

Controlled Flight Into Terrain (CFIT)

Runway Excursion (RE)

Mid-Air Collision (MAC)

Other risk (Specify below)

16. If "Other risk" was selected above, please specify *

All of the above

17. List the GASP target it affects: *

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

18. Indicate the financial requirement amount for the project *

Up to 10,000 USD each year

19. Describe in detail how the requested funds will be used *

Once the RASG-PA documents are approved by the ESC and ready to be published, they will be translated into Spanish so that they are available in both languages. The Champions of each HRC or PA-RAST working group may identify additional documents from other different sources.

20. Is additional funding available to support the project? (If so please describe) *

No

21. Please rate your experience filling this form *

| | | | | | | |
|-----------|----------------------------------|-----------------------|-----------------------|-----------------------|-----------------------|----------------|
| | 1 | 2 | 3 | 4 | 5 | |
| Very easy | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | Very difficult |

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APÉNDICE B / APPENDIX B**Problem statement:**

What prevents States from implementing SSP and managing aviation risks effectively and efficiently, despite the availability of standards, guidance material, training programs, and assistance available?

Background:

Risk management standards (SMS and SSP) were created in 2006 to ensure the appropriate allocation of resources to mitigate operational safety risks, based on a simple premise: that service providers identify safety hazards; ensures that remedial action is implemented; continuously monitor and regularly assess safety levels, and aim for continuous improvement; and that States establish a safety program in order to achieve an acceptable level of safety. In short, ICAO was pursuing data-driven risk management and resource allocation.

ICAO then developed guidance material, training programs and specialist training, as well as technical assistance missions that were quickly put at the service of States.

Although SMS and SSP are performance-based concepts, the implementation process in the guidance material was conceived under traditional compliance framework. To implement an SSP, States must develop policies, structures, procedures, processes, training programs, audits, create complex databases, and others, in a phased process, fully complying with the content of checklists.

The mechanism described in the previous paragraph could make sense in large and complex State, but it does not resolve the inability of average and smaller than average States to adequately manage aviation safety risks, in an environment of low resources, low institutional strength, high turnover and political instability, which are increasingly common conditions.

The FAA's International Aviation Safety Assessment (IASA) program, established in 1992, and the ICAO's Universal Safety Oversight Audit Program (USOAP), initiated in 1999, are the most widely used audit programs, and are both compliance-based frameworks. Despite the passage of decades, they remain the predominant methods for evaluating whether a State has effective systems in place to oversee aviation safety.

It is perceived, however, that regardless of the availability of standards, guidance material, training programs, and assistance available, most States have not been able to either implement the SSP or adequately manage the safety risks, and have concentrated their attention, efforts, resources, and time, in developing evidence of compliance in the form of policies and documents since 2006, with little results. RASG-PA Region reported 28.55% average SSP establishment in 2023.

Complexity is the enemy of execution, and, in this case, might be as well of implementation.

Hypothesis:

If States are provided with a different approach to develop their capacity to manage aviation safety risks, in a simple, efficient, effective, and measurable way, which is centered in data-driven/risk-based resource allocation, then States will be able to progress faster towards the implementation of an effective SSP, even if this new approach implies moving away from the existing compliance-based concept.