International Civil Aviation Organization
Regional Aviation Safety Group - Pan America (RASG-PA)

WORKING PAPER

Ninth Regional Aviation Safety Group — Pan America Plenary Meeting (RASG-PA/9)
Panama City, Panama, 23 June 2016

Agenda Item 2: **RASG-PA Report**

RESULTS OF THE REVIEW OF THE RASG-PA/8 REPORT BY THE ICAO AIR NAVIGATION COMMISSION (ANC)

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This paper presents the action taken by the ICAO Air Navigation Commission (ANC) on reviewing the Report of the RASG-PA/8 meeting.	
Action:	Action by the meeting is at paragraph 3.
Strategic Objectives:	• Safety
References:	• RASG-PA/8 Meeting Report Medellin, Colombia, 25 June 2015 • AN-WP/8987 • AN-WP/8993 • Minutes of the ANC 10th and 11th Meetings of the 200th Session • C-WP/14459

1.   Introduction

1.1   The ANC Working Group of the Whole for Strategic Review and Planning (AN-WG/SRP) reviewed the Report of the RASG-PA/8 meeting on 4 November 2015. The AN-WG/SRP presented its review of the Report to the ANC during its Eleventh Meeting (200th Session) on 12 November 2015 through AN-WP/8987, which includes the analysis of the Conclusions and Decisions and the recommendations of the WG/SRP to the ANC.

1.2   The ANC approved the actions recommended in the Report as proposed in the Appendix to AN-WP/8987.

2. **Discussion**

2.1 The WG/SRP recollected from previous reviews of RASG-PA reports that some decisions/conclusions do not provide the necessary detail for review but instead refer to specific working papers of the meeting. However, the WG/SRP did note the inclusion of text for Executive Steering Committee (ESC) decisions as recommended when the ANC reviewed the previous RASG-PA/7 meeting report. It is anticipated that the new ANC guidelines (**Appendices A** and **B**) will have a positive impact on future reports, including documenting the coordination between the region's PIRG and RASG; which seems absent in this report.

2.2 In relation to conclusion RASG-PA/8/2, the WG/SRP expressed concern that the issuance of safety advisories may conflict with Standards and Recommended Practices (ICAO) (SARPs) and Regional Safety Oversight Organization (RSOO) requirements and requested clarity on the process. The Secretariat advised that the purpose of the safety advisories in the region was to announce the completion of a Detailed Implementation Plan (DIP) deliverable as part of a Safety Enhancement Initiative (SEI).

2.3 The WG/SRP noted the region has identified a fourth emerging risk, namely Mid-Air Collision (MAC). It was queried why this was a particular risk in this region, suggesting it may be related to the number of large height deviations and TCAS RAs. The Secretariat stated that the MAC emerging risk might not be limited to the PA region and more details might be found in the Regional Annual Safety Report. It was suggested that reports of Regional Safety Oversight Organizations, like EASA's Annual Safety Reports, other bodies like Flight Safety Foundation, and industry might also be consulted.

2.4 In relation to conclusion RASG-PA/8/6, the WG/SRP noted the use of a "*tactical go-team*" and requested further information, noting that this may be an emerging best practice to address specific targeted safety deficiencies. The Secretary advised that the RASG-PA ESC had endorsed the tactical go-team concept as an effective way to target, manage and monitor safety improvements at particular locations. RASG-PA "*Tactical Go-Team*" procedures are to be included in the next version of the RASG-PA procedural handbook, which will be presented for approval at the next ESC meeting in December 2015. The WG/SRP also noted this conclusion as a good example of how the sharing of FOQA data can identify specific hazards and assist the implementation of mitigating strategies.

2.5 The WG/SRP reviewed the conclusion RASG-PA/8/7, and suggested this information may be useful for inclusion in the GASP roadmaps. It was also suggested that the metric should be considered in the context of an overall safety strategy and of the USOAP CMA protocol questions related to effective implementation of an appropriate organisational structure. A query was raised about the appropriateness of a RASG performing this task as it was considered more of an oversight role and appropriate for a RSOO to perform. The Secretariat advised that they have started reviewing this conclusion and how the methodology could benefit overall safety objectives.

2.6 The work and progress made by RASG-PA in the implementation of the original Global Aviation Safety Roadmap was commended, notably on how they actively identified and dealt with unforeseen hazards in the region. It was suggested that a briefing could be coordinated on how the steps taken by RASG-PA could provide useful information when considering updates to the GASP.

2.7   While acknowledging the work of RASG-PA, the discussion also drew attention to the insufficient detail in their meeting reports, which included the issue of coordination with the region's PIRG, as was pointed out in paragraph 2.1. In response, the Secretariat stated that the information was available in the meeting working papers and the RASG-PA/8 meeting report included the Executive Steering Committee (ESC) conclusions as had been requested by the ANC when reviewing the previous meeting report, while the meeting reports of the RAST-PA, a subsidiary body, featured the work on Detailed Implementation Plans (DIPs) under the Safety Enhancement Initiatives (SEIs). Summaries of RASG-PA activities were also available in the Regional Annual Safety Reports.

2.8   On the insufficient coordination between the RASG and the PIRG, as noted in paragraph 2.1, and on which the President commented might be attributed to the way the meetings were organized, the Secretariat assured that coordination between the GREPECAS PPRC and RASG-PA ESC did occur in the region and was reported elsewhere but not in the plenary meeting report, unlike in some other regions. The proposed guidance for future PIRG and RASG meeting reports and their presentation would provide further harmonization and standardization between the meeting reports of the two groups in the future.

2.9   Concluding its consideration of AN-WP/8987, the Commission approved the actions recommended in Appendix A to AN-WP/8987 (**Appendix C**).

3.   Suggested Action

3.1   The meeting is invited to note the actions taken by the ANC on the RASG-PA/8 Report; and take action, as appropriate.

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APPENDIX A

<u>Guidance on format and content for PIRG/RASG Meeting reports</u>:

1. **Report Summary**: In order to support the analysis by the ANC of the report, the Secretariat is requested to prepare a brief summary of the main conclusions of the PIRG/RASG meeting report. This summary is normally informal and not a part of the report. It should be available five working days prior to the SRP meeting in which they will be discussed. The report summary should contain the following:

    a. A summary of the main conclusions of the meeting, including current progress and specific concerns and challenges[1] of the regions in the context of the discussions of the meeting.

    b. Why are these of specific concern and what actions are being taken?

Any other points that the Regional Office/ANB specifically wishes to draw to the attention of the ANC, such as inter-regional and intra-regional PIRG/RASG coordination issues, SARP implementation issues, specific items for ANC consideration and the implementation of best practices or matters that could be of a global nature.

2. **Drafting of Conclusions and Decisions**

    a. Conclusions should be clear and understood stand-alone. They should be developed applying the principles of specifying **W**ho, **W**hat and by **W**hen of the action in the Conclusion text. They should be preceded by a paragraph that includes a <u>brief rationale</u> for the conclusion – the **W**hy.

    b. The text of Conclusions and Decisions should be summarised separately in a table which includes the Who, What and by When. Conclusions that were considered by the meeting to require action from ICAO HQ should thus be clearly identifiable. Examples of such conclusions are those considered to require action on SARPs, require feedback from the ANC, merit Council attention or have relevance for other regions.

    c. Draft Conclusions and Decisions proposed by contributory bodies which are subsequently accepted by the PIRG/RASG plenary meeting should be included in the PIRG/RASG meeting report and the table summarising the Conclusions and Decisions.

3. **Publication of report**

    a. The final report and supporting documentation should be published within 45 days of the meeting in the languages used at the meeting and should be made available on the ICAO web site without password protection.

    b. In cases where the PIRG/RASG plenary does not meet on an annual basis, the ANC should receive from the Secretariat an annual update on the PIRG/RASG (e.g. GREPECAS PPRC meeting reports).

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[1] These could be in the areas of Safety, Efficiency, Capacity or Interoperability.

APPENDIX B

Process for ANC review of PIRG/RASG meeting reports

Presentation of PIRG/RASG meeting reports:

a) The report summary is a way for the Secretariat to present the reports and support the analysis of the contents as well as any additional information relevant to the ANC review.

b) Regional Offices and PIRG/RASG Chairpersons will be invited to provide a short (15 minute[2]) summary to the ANC Working Group (SRP meeting) via remote participation. Typical content would include a verbal summary and a Regional Office view of the region's 'State of Affairs' in terms of Safety and Air Navigation in the context of the PIRG and RASG reports.

Discussion and analysis:

1. The ANC studies the reports in a SRP meeting. If the regional offices and /or PIRG/RASG Chairpersons can participate, the meeting will be held using the remote conferencing facility installed in the ANC Chamber. If remote participation is not feasible, HQ Secretariat will present the summary.

2. Particular attention should be given by the SRP to items where it is suggested by the report summary that ICAO HQ should take action and where significant implementation or planning difficulties are highlighted.[3]

3. Regional Offices will be offered the opportunity to discuss (via remote participation) the above and the main outcomes of the PIRG/RASG meetings with the SRP. Remote participation meetings will not be interpreted and may be held at a time that best suits all participants.

4. **Amendments to Air Navigation Work Programme (ANWP):** Based on suggestions from the meeting reports (ref summary table) and the discussion, the SRP will consider whether any action should be proposed (e.g. Amendments to the ANWP or Job Cards). The SRP Chair will note those in the SRP report.

5. **ANC meeting:** A subsequent ANC meeting will include an agenda item to review the SRP report without going through the PIRG/RASG meeting report in detail. This will ensure that any actions are contained in the ANC minutes (such as changes to the AN-WP, job-cards, information to Council, feedback to PIRG/RASG, information to other PIRG/RASGs). Progressing efforts and developments by the PIRGs/RASGs should also be noted in the minutes. Feedback to the Regions will be via the discussion in the SRP, the SRP report and the ANC minutes, made available to the Regional Office by the ANB.

6. **ANC Annual report:** On an annual basis, the ANC will review all SRP reports pertaining to PIRG/RASG meeting reports and provide a consolidated report to Council. The meeting report summary will be referenced in preparing the consolidated report. Significant issues common to multiple regions will be highlighted.

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[2] The summary should not exceed 15 minutes per meeting, or 30 minutes for a combined PIRG/RASG summary.
[3] If ANC members wish to discuss an issue which is not highlighted in the summary, a brief 'heads-up' would be appreciated by the Secretariat to ensure a meaningful response.

APPENDIX A: LIST OF DECISIONS AND CONCLUSIONS

Number RASG-PA/8	Title	SRP Recommendation to ANC
D/1	RASG-PA/ESC/21, 22 and 23 Meetings Summaries of Discussions Approval	To Note
C/2	RASG-PA Members to Report to RASG-PA Secretariat the Adoption of RASG-PA Safety Advisories (RSAs) as Applicable and their Results	To request the next consolidated PIRG/RASG report include explanatory information on the use of safety advisories in the regions
D/3	PA-RAST/18 and 19 Meetings Summaries of Discussions Approval	To Note
D/4	RASG-PA Annual Safety Report (ASR) – Fifth Edition Approval	To Note
D/5	RASG-PA/ASTT/6 Meeting Summary of Discussions Approval	To Note
C/6	"RASG-PA Tactical Go-Team" Visit to Costa Rica to Assist the Civil Aviation Authority with the Mitigation Strategy for Reducing Unstabilized Approaches at San Jose International Airport (MROC)	To request additional information on 'tactical go-teams' and highlight this conclusion as a good example of how sharing of FOQA data can identify and address a safety hazard
C/7	Development of a Metric on Institutional Strength of Civil Aviation Authorities	To consider the metric as appropriate material for inclusion in the GASP safety roadmaps.
C/8	Assistance to States in Effective and Sustained Compliance to Safety Oversight Obligations	To Note

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