International Civil Aviation Organization
North American, Central American and Caribbean Office

WORKING PAPER

CAR/DCA/OPSAN — WP/05
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Safety and Air Navigation Directors of the CAR Region Meeting (CAR/DCA/OPSAN)
Mexico City, Mexico, 18 to 19 February 2014

Agenda Item 4: **Regional Performance Indicators and Metrics for Implementation of Improvements in Safety and Air Navigation**
4.2 ICAO Regional Performance Dashboards – Safety

REGIONAL SAFETY TARGETS

(Presented by the Secretariat)

EXECUTIVE SUMMARY

The timely and accurate reporting of safety information at the global, regional and State levels is critical to monitoring implementation of ICAO Global Aviation Safety Plan (GASP) initiatives and achievement of GASP objectives.

ICAO, the Regional Aviation Safety Group – Pan America (RASG-PA) and partner organizations publish various reports on safety performance as part of their commitment to monitor safety objective progress.

ICAO has created a public portal on its website called Regional Performance Dashboards to show initial metrics for safety and air navigation. The ICAO NACC Region will select safety targets for the Region.

Action:	The suggested action is presented in Section 6
Strategic Objective:	• Safety
References:	• Doc 9859 - *Safety Management Manual (SMM)* — 3rd Edition 2013 • *GASP* - Doc 10004

1. Introduction

1.1 It is noteworthy that traffic growth projections in the Region are promising. Therefore, a solid strategic planning process for safe and efficient operations, both nationally and regionally, is necessary to accommodate the anticipated traffic growth without increasing risk and affecting efficiency. Such a process will benefit from measurable targets and involve the active participation of States, international and regional organizations, industry partners, and other stakeholders.

1.2 The GASP is intended to guide safety planning and investment by States and industry in all ICAO regions over the next 15 years. States and regions should use the GASP to help develop or update their own planning documents, which are tailored to specific State and regional safety solutions consistent with the global objectives and priorities outlined in the GASP.

1.3 It is vital that all Member States work towards achieving these attainable objectives in accordance with the timetable established in the GASP. The global priorities should also be addressed at global, regional and State levels.

1.4 The GASP provides guidance to States on how to implement the global aviation safety objectives, including best practice guidance material. States and regions should also continue to benefit from increased availability and sharing of safety information.

1.5 Although the GASP has a global perspective, it is not intended that all situations require the same actions in order to improve safety. The development of regional and national safety policies should be adapted to the situation of States concerned.

2. ICAO Regional Performance Dashboards — Safety

2.1 ICAO, RASG-PA and partner organization reports on safety performance monitor progress with achieving safety objectives and provide perspectives that are both global in nature as well as specific to individual aviation areas.

2.2 ICAO and Regional Aviation Safety Groups will continue to identify emerging risks requiring a proactive or predictive response using a data-driven approach.

2.3 Regional Performance Dashboards were created as a public portal to show initial metrics for safety and air navigation. These dashboards will illustrate the status of implementation of the strategic objectives achieved at a regional level based on the indicators for the areas that need improvement. The dashboards will display the regional objective of each selected safety target. The Beta version of the Regional Performance Dashboards for Africa is available at the following link: www.icao.int/safety/pages/regional-targets.aspx?code=icao1234&pass=montreal&region=Africa. They are expected to be on-line by March 2014; see **Appendix.**

3. Regional Safety Targets

3.1 The ICAO NACC Regional Office has identified the following safety targets for the Region:

1. Safety oversight

   - Reach 80% regional average of Effective Implementation (EI) by December 2016

2. Accidents

   - Using a 2010 baseline, reduce fatality risk of Part 121 or equivalent operations by 50% by the year 2020 in the CAR Region.

3. Runway excursions

   - Reduce runway excursions in 20% with regard to the regional average rate (2007-2012) by December 2016

4. Aerodrome certification

   - 20% of selected international aerodromes to be certified by December 2016

5. SSP/SMS Implementation

   - 60% of States to have State Safety Programme (SSP) - Phase 1 implemented by December 2016
   - 60% of key service providers to have Safety Management System (SMS) - Phase 1 by December 2016

4. Monitoring and Reporting

4.1 In order to properly update the Regional Performance Dashboard – Safety and monitor regional safety improvements, States/Territories will be required to agree on the metrics per area. States will also need to collect the necessary data for the chosen metrics and provide the data to the ICAO NACC Regional Office for submission to ICAO Headquarters.

5. Summary

5.1 The ICAO Regional Performance Dashboard – Safety is a tool that will serve to measure and follow-up on effective implementation progress of the GASP by Member States.

5.2 It will also allow the ICAO NACC Regional Office through a collaborative approach with regional organizations, such as Regional Aviation Safety Group – Pan America (RASG-PA) and Regional Safety Oversight Organizations (RSOOs) like CASSOS and COCESNA/ACSA, to assist Member States by providing training and support for improving safety through technical assistance and cooperation projects, technical missions, etc.

6. Suggested Actions

6.1 The Meeting is invited to:

a) take note of the information presented in this working paper;

b) analyze and comment on the regional performance dashboards and proposed regional safety targets presented;

c) note the ICAO plan for online Regional Performance Dashboards scheduled for debut in March 2014; and

d) provide the information/data on performance metrics to the ICAO NACC Regional Office for posting on the ICAO NACC Regional Performance Dashboard.

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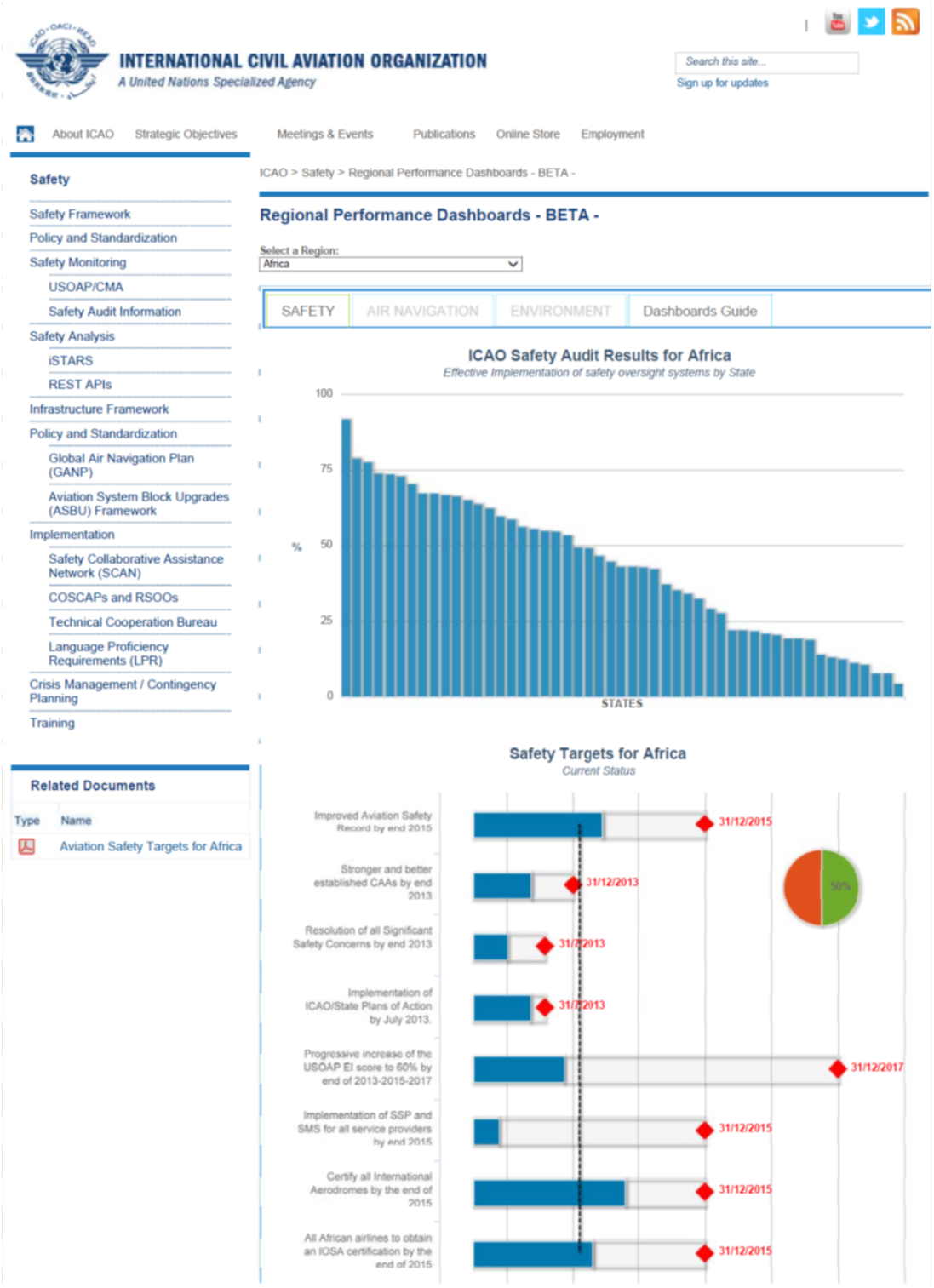
APPENDIX / APÉNDICE



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