



**Thirty-fifth Meeting of the Executive Steering Committee of the Regional Aviation Safety Group - Pan America (ESC/35)**

Lima, Peru, 19-20 November 2020

**Agenda Item 1: Items related to RASG-PA’s internal operation**

**List of RASG-PA Indicators**  
(Presented by Secretariat)

<b>EXECUTIVE SUMMARY</b>	
This document presents the RASG-PA’s list of indicators for consideration and approval by the ESC.	
<b>Suggested action:</b>	The Meeting is invited to: a) Take note of the content of this document and its Attachment and make comments that are considered pertinent; and b) Approve the content of Appendix A.
<b>Strategic Objective:</b>	<ul style="list-style-type: none"> <li>Safety</li> </ul>
<b>Reference:</b>	<ul style="list-style-type: none"> <li>Global Aviation Safety Plan</li> <li>RASG-PA Handbook</li> </ul>

**1. Introduction**

1.1 ICAO’s Doc 10004 – Global Aviation Safety Plan, in relation to monitoring role of the RASG’s mentions the following:

*2.5.3 The role of the RASGs within the GASP includes the following:*

*a) supporting and monitoring progress towards the achievement of the GASP goals at the regional level;*

*5.2.1 The RASGs play a key role in measuring safety performance and evaluating the success of the GASP.*

*Through the regional aviation safety plans, RASGs set regional goals and targets and determine a series of SEIs to help them achieve these goals and targets. RASGs also use the GASP indicators related to the targets to measure if the SEIs attain their desired outcomes.*

#### 5.4 RESPONSIBILITIES FOR EVALUATION

*RASGs are responsible to continuously evaluate the progress of the GASP goals and targets, as presented in the regional aviation safety plans, to determine if these were met within the allotted timeframe.*

1.2 The GASP mandate was included into the RASG-PA Handbook as follows:

##### 3. RASG-PA Objectives

3.1 *The RASG-PA has two objectives:*

*b) to support, monitor and report implementation by States of the Global Aviation Safety Plan (GASP, Doc 10004) considering the Regional Aviation Safety Plans, and by fostering cooperation between all States and stakeholders;*

3.2 *In order to meet the objectives of 3.1, the group shall:*

*d) monitor and report the progress of implementation by States of the GASP and the regional objectives and priorities;.*

1.3 Furthermore, the SMRT was established in order to:

##### 1. Purpose of the Safety Monitoring and Reporting Team (SMRT)

*1.1 In order to track GASP implementation and Regional safety performance, the SMRT will periodically review the RASG-PA Safety Performance Indicators (SPI) status from the PA-RAST and from NACC and SAM Regional Offices, to produce and keep updated the RASG-PA SPI Dashboard, which will be continuously available for all RASG-PA members.*

*Note.- PA-RAST tracks performance of GASPs Objective 1, while NACC and SAM ROs track performance of GASPs Objectives 2 to 6.*

## 2. Contents

2.1 In order to implement the GASP, RASG—PA aligned its handbook for implementing a process for the development of safety indicators (SPIs) in a coordinated manner among SMRT, ICAO NACC and SAM Regional Offices and PA-RAST. This set of indicators will make it possible to monitor safety performance in the region, monitor the implementation of the GASP, and provide a data-based framework for informed decision-making and prioritization of activities.

2.2 Additionally, the PA-RAST developed a list of administrative and internal indicators which will facilitate the monitoring of the progress of the team's activities, and will provide a framework for reporting the status of its projects and safety initiatives to the ESC.

2.3 Refer to **Appendix A** for the complete list of the proposed RASG-PA Safety Performance Indicators (SPIs), and the administrative and internal indicators from the PA-RAST.

**3. Suggested action**

3.1 The Meeting is invited to:

- a) Take note of the content of this document and its Attachment and make comments that are considered pertinent; and
- b) Approve the content of **Appendix A**.

- END -

## RASG-PA List of indicators

### **PART A – Safety Performance Indicators (SPIs) to be used on the SMRT Dashboard**

#### **Goal 1 – Achieve a continuous reduction of operational safety risks**

- Fatality rates (overall accident data)
- Number of accident / rates (per HRC – CFIT, LOC-I, RE, MAC)
- Number of serious incident / rates (per HRC – CFIT, LOC-I, RE, MAC)
- RVSM events / rates (built with the CARSAMMA)

#### **Goal 2 – All States to strengthen their safety oversight capabilities**

- Overall regional EI score
- Overall regional CE4 EI score
- Overall regional CE6 EI score
- Overall regional CE7 EI score
- Overall regional CE8 EI score
- Overall regional AIG EI score
- Regional average finding per area vs critical element
- Percentage of unofficial accident and incident reports
- Percentage of States maintaining a safety oversight index greater than 1 in all categories

#### **Goal 3 – Implementation of effective SSPs**

- Percentage of States having established an SSP
- Percentage of satisfactory SSP foundational PQs
- Percentage of States fully integrating AIG data into the States SMS

#### **Goal 4 – Increase collaboration at the regional level to enhance safety**

- Number of States that are sharing their SSP SPIs with RASGs
- Number of States that have a National Aviation Safety Plan

#### **Goal 5 – Expand the use of industry programmes**

- Number of service providers participating in the corresponding ICAO-recognized industry assessment programmes

#### **Goal 6 – Ensure the appropriate infrastructure is available to support safe operation\***

- Overall regional AGA EI score
- Overall regional ANS EI score
- Overall regional % of certified aerodromes
- Overall regional % RST implementation

*\*Goal 6 indicators subject to change based on changes to the GASP and/or GANP.*

**PART B – PA-RAST Administrative indicators** – To be to track project status and to report to the ESC  
(Not to be included in the SMRT dashboard)

- Total number of projects/risk areas
- Number of active projects
- Number of proposed RSA
- Total number of “safety opportunities”
- Number of resolved “safety opportunities”
- RSA Recommended Actions/CST awareness (follow-up metric)
- Total number of established, pending CSTs (map)
- Number of participating CSTs in the PA-RAST

**PART C – PA-RAST internal risk assessment indicators** – (Not to be included in the SMRT dashboard)

- EGPWS/TAWS alerts trends (CFIT)
  - [5-year rolling average] reduction, period over period, per location
  - Regional aggregate under the global average
- Compiled/unidentified data on undesired states/upset alerts (LOC-I)
  - [5-year rolling average] reduction, period over period
  - Regional aggregate under the global average
- Upper airspace incidents (MAC) – coordination with the GTE/GREPECAS
  - Location of incidents (per type - FIR transfer, uncoordinated flights, etc.)
- Loss of separation events TCAS-RA (MAC)
  - [5-year rolling average] reduction, period over period, per location
  - Regional aggregate under the global average
- Compiled/unidentified data on unstable approaches (RE)
  - [5-year rolling average] reduction, period over period, per location
  - Regional aggregate under the global average
  - Additional (possible assessment): go-around rates (at specific locations)

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