



WORKING PAPER

RASG-PA /11 — WP/03
21/10/21

**Eleventh Plenary Meeting of the Regional Aviation Safety Group — Pan America
(RASG-PA/11)**

Online, October 28, 2021 and November 4 and 5, 2021

Agenda Item 2: Situation on the implementation of the GASP in the Pan-American Region

SITUATION OF THE RASG-PA INDICATORS AND PRESENTATION OF THE DASHBOARD

(Presented by the SMRT)

EXECUTIVE SUMMARY

This Working Paper presents the status of the safety performance indicators (SPI) of the Pan American Region, which has been constructed from the information provided by the ICAO SAM and NACC regional offices.

Action:	The Meeting is invited to: a) Review the content of this Study Note and Appendix A; b) Approve the information contained in the RASG-PA dashboard.
Strategic Objectives:	<ul style="list-style-type: none">• Safety
References:	<ul style="list-style-type: none">• RASG-PA Procedural Handbook• RASGs Terms of Reference• Doc 10004 – Global Aviation Safety Plan (GASP)

1. Introduction

1.1 On August 15, 2020, through Decision RASGP-PA/D1/2020, the new RASG-PA Procedures Handbook was approved, which established the creation of the Safety Monitoring and Report Team (SMRT).

1.2 The SMRT was entrusted with the task of periodically compiling the status of the Safety Performance Indicators (SPI) of the PA-RAST and the NACC and SAM Regional Offices, to produce and keep updated the RASG-PA SPI Data Dashboard.

1.3 At the ESC/36 meeting of the RASG-PA, WP/02 was presented where the quarterly update of the dashboard for the years 2021 and 2022 was proposed by the SMRT. This schedule was approved by the Steering Committee during that same session.

1.4 The SMRT, in accordance with the provisions of the RASG-PA Procedure Manual in its 5th Edition, must also supervise the SPIs and share data with the PA-RAST. If a relevant deviation from the expected performance is observed in the SPIs, it will notify the PA-RAST for its due analysis.

2. Discussion

2.1 The SMRT, in coordination with the NACC and SAM Regional Offices, has compiled the data for the six objectives established by the GASP. This information is presented visually through the safety indicator dashboard for a better and easier understanding of the state of the region with respect to these objectives.

2.2 The RASG-PA indicator dashboard allows periodic monitoring of the performance of the indicators, and if the SMRT detects any situation that deviates from the previously established goals, it will notify the PA-RAST and the Secretariat to manage it accordingly

2.3 **Appendix A** of this Working Paper contains the detail of the level of implementation, by the States of the Pan American Region, of the Global Operational Safety Plan (GASP, Doc. 10004). It also provides information on those aspects of implementation that have not reached, or are expected not to reach the goals set by the end of 2022.

2.4 Based on the information provided by the aforementioned Appendix, the SMRT puts the following Decision and Conclusion for consideration:

CONCLUSION RASG-PA/CX/2021		APPROVAL OF THE DASHBOARD AND ITS DATA	
What: The Plenary Meeting approves the publication of the RASG-PA Safety Indicators Board, which presents information provided by the ICAO NACC and SAM regional offices, these being official data from the Pan American region.		Expected impact <input type="checkbox"/> Political/Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	
Why: To comply with the provisions of the Procedures Manual regarding the creation and monitoring of the dashboard by the SMRT.			
When: RASG-PA 11		Status: Valid	
Who: <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> PA-RAST Co-chairs <input type="checkbox"/> ICAO SAM Office (Secretariat) <input type="checkbox"/> ICAO NACC		Responsible: Secretariat	

DECISION RASG-PA/CX/2021		RASG-PA DASHBOARD ACCESS	
What: The RASG-PA Executive Steering Committee (ESC) coordinates with the Secretariat the access to the Safety Indicators Dashboard, which will be published on the RASG-PA Secure Portal.		Expected impact <input type="checkbox"/> Political/Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	
Why: To regulate access to the dashboard and to protect sensitive safety data.			
When: RASG-PA 11		Status: Valid	
Who: <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> PA-RAST Co-chairs <input type="checkbox"/> ICAO SAM Office (Secretariat) <input type="checkbox"/> ICAO NACC		Responsible: Secretariat	

4. Suggested Actions

4.1 The Meeting is invited to:

- a) Review the content of this Study Note and Appendix A; and
- b) Comment and approve the Conclusion and Decision proposed in 2.2 of this Study Note.

APPENDIX A
Status of the RASG-PA Safety Indicators

Goal	Target	SPIs	PA Value	
Goal 1: Achieve a continuous reduction of operational safety risks	1.1	Maintain a decreasing trend of global accident rate	Total number of occurrences	70
			Number of accidents	15
			Number of serious incidents	55
			Number of fatal accidents	0
			Number of fatalities	0
			Accident rate per 1 million departures	2.18
			5 year average accident rate	3.1
			% of occurrences related to HRCs	19.9
Goal 2: Strengthen States' safety oversight capabilities	2.1	All States to improve their score for the effective implementation (EI) of the critical elements (CEs) of the State's safety oversight system (with focus on priority PQs) as follows: by 2022 – 75 per cent by 2026 – 85 per cent by 2030 – 95 per cent	Average EI	73.42
			Number of States above 75% EI	23
			Percentage of States above 75% EI	68
	2.2	By 2022, all States to reach a safety oversight index greater than 1, in all categories	Percentage of States with all SOI categories above 1	81.8
Goal 3: Implement effective State safety programmes (SSPs)	3.1	By 2022, all States to implement the foundation of an SSP	SSP foundation implementation regional average	69.8
			Number of States with 100% SSP foundation	0
			Number of States with ≥90% SSP foundation	7
			Percentage of States with ≥90% SSP foundation	20.6
	3.2	By 2025, all States to implement an effective SSP, as appropriate to their aviation system complexity	SSP Establishment regional average	31.8
Goal 4: Increase collaboration at the regional level	4.1	By 2020, States that do not expect to meet GASP Goals 2 and 3, to use a regional safety oversight mechanism, another State or other safety oversight organization's ICAO recognized functions in seeking assistance to strengthen their safety oversight capabilities	TBD	TBD
	4.2	By 2022, all States to contribute information on safety risks, including SSP safety performance indicators (SPIs), to their respective regional aviation safety group (RASGs)	National Safety Plan Implementation Average	42.3
	4.3	By 2022, all States with effective safety oversight capabilities and an effective SSP, to actively lead RASGs' safety risk management activities	TBD	TBD
Goal 5: Expand the use of industry programmes	5.1	By 2020, all service providers to use globally harmonized SPIs as part of their safety management system (SMS)	TBD	TBD
	5.2	By 2022, increase the number of service providers participating in the corresponding ICAO-recognized industry assessment programmes	Number of IOSA operators	
Goal 6: Ensure the appropriate infrastructure is available to support safe operations	6.1	By 2022, all States to implement the air navigation and airport core infrastructure	AGA Average Regional EI	65.3
			ANS Average Regional EI	69.51
			Number of certified aerodromes	55.5
			Percentage of certifies aerodromes	49.5
			Number of ADRM with RST	53.5
Percentage of ARDM with RST	47			