



**Twelfth Regional Aviation Safety Group — Pan America Meeting (RASG-PA/12)**

Salvador, Bahia, Brazil, 14 – 15 November 2022

**Second GREPECAS–RASG-PA Joint Meeting**

Salvador, Bahia, Brazil, 15 November 2022 (13h00 local time)

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

**STATUS OF RASG-PA SAFETY INDICATORS**

(Presented by Secretariat)

<b>EXECUTIVE SUMMARY</b>	
<p>This working paper presents the status of the safety indicators (SPI) of the Pan American Region to 2022, and their evolution regarding values of 2021. This information has been generated from data provided by ICAO regional offices SAM and NACC and official ICAO sources.</p>	
<b>Action:</b>	<p>The Meeting is invited to:</p> <ul style="list-style-type: none"> <li>a) Review the content of this working paper and its Appendix;</li> <li>b) Approve the information presented in RASG-PA dashboard.</li> </ul>
<b>Strategic Objectives:</b>	<ul style="list-style-type: none"> <li>• Safety</li> </ul>
<b>References:</b>	<ul style="list-style-type: none"> <li>• RASG-PA Procedural Handbook</li> <li>• RASGs TORs</li> <li>• Doc 10004 – Global Aviation Safety Plan (GASP)</li> <li>• GASP 2023-2025 New Edition</li> </ul>

**1. Introduction**

1.1 According to "General Terms of Reference of the Regional Aviation Safety Groups (SASR)" established by the ICAO Council, RASGs should contribute to the implementation by States of the Global Aviation Safety Plan (GASP, Doc. 10004), as well as monitoring and reporting progress in States' implementation of the GASP and regional objectives and priorities.

1.2 In addition, on the basis of the GASP and SPI and related tools, RASGs should report, as far as possible, on the status of compliance with safety objectives, targets and indicators, including the priorities established by the region in its regional safety plans, considering the use of regional dashboards to facilitate the monitoring of regional progress.

1.3 In order to comply with these provisions, the RASG-PA created the Safety Monitoring and Reporting Team (SMRT), aimed at monitoring and reporting on the level of implementation of the GASP at the regional level, through the analysis of the Safety Indicators approved for this purpose by the RASG-PA.

## 2. Development

2.1 The SMRT, in coordination with the NACC and SAM Regional Offices, has collected data for the six objectives set out by the GASP. This information is presented visually through the safety dashboard for a better and easy understanding of the status of the region with respect to these objectives.

2.2 The dashboard of the RASG-PA indicators allows periodic monitoring of the behavior of the indicators, and in the event that the SMRT detects any situation that goes beyond the previously established goals, it will be communicated to the PA-RAST and the Secretariat so that they can manage it accordingly.

2.3 The **Appendix** to this working paper contains details of the level of implementation by the States of the Pan-American Region of the Global Safety Plan (GASP, Doc. 10004). It also provides the comparison between the current values (2022) of each indicator and the values reported a year ago (2021), during the RASG-PA-11 meeting.

2.4 Implementation gaps and their possible solutions are presented in working paper WP/04, while measures requiring consideration by the Air Navigation Commission and the ICAO Council are described in detail in WP/06.

2.5 Based on the information provided by the aforementioned Appendix, the SMRT puts into consideration of the Meeting the following Conclusion:

CONCLUSION RASG-PA-12/CX/2022		APPROVAL OF THE RASG-PA INDICATORS VALUES	
<b>That:</b> RASG-PA/12 Meeting (Appendix XX of the report) approves of the safety indicators (SPI) on the level of implementation of the GASP in the Pan-American Region.		<b>Expected impact</b> <input checked="" type="checkbox"/> Political/Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	
<b>Why:</b> To include the level of regional implementation of the GASP in the annual report of the RASG-PA to the ANC.			
<b>When:</b> Immediate	<b>Status:</b> Valid		
<b>Who:</b> <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	<b>Responsibles:</b> Secretariat		

2.6 Additionally, in view of the fact that the current edition of the GASP will be replaced by the new 2023-2025 Edition, which contains adjustments to the benchmark indicators to measure the level of implementation of the GASP, the SMRT should review and update the indicators of the RASG-PA to have a harmonized list with the new edition of the Global Plan.

DECISION RASG-PA-12/DX/2022		UPDATING OF RASG-PA INDICATORS	
<b>That:</b>  The SMRT carries out the review and updating of the Safety Indicators (SPI) of the RASG-PA, in accordance with the changes introduced by the new edition of the GASP 2023-2025 no later than the ESC/38 meeting.		<b>Expected impact</b>  <input checked="" type="checkbox"/> Political/Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Enviromental <input checked="" type="checkbox"/> Operational/Technical	
<b>Why:</b> To harmonize the measurement framework for GASP implementation in the Pan-American region with the new edition of GASP 2023-2025			
<b>When:</b> Reviewed indicators will be approved by ESC/38 Meeting	<b>Status:</b> Valid		
<b>Who:</b> <input checked="" type="checkbox"/> ESC	<b>Responsibles:</b> SMRT		

### 3. Suggested Actions

3.1 The Meeting is invited to:

- a) Analyze the content of the present working paper and Appendix; and
- b) Comment and approve Conclusion and Decision proposed in paragraphs 2.5 and of this working paper.

## APÉNDICE / APPENDIX

## Nivel de implementación del Plan Global de Seguridad Operacional/

## Level of implementation of the Global Operational Safety Plan

Goal	Target	SPIs	2021	2022	Diff
<b>Goal 1:</b> Achieve a continuous reduction of operational safety risks	1.1 Maintain a decreasing trend of global accident rate	Number of accidents	15	21	+6
		Number of fatal accidents	0	0	0
		Number of fatalities	0	0	0
		Accident rate per 1 million departures	2.18	1.89	-0.29
		5 year average accident rate	3.1	2.88	-0.22
		% of accidents related to HRCs	0	0	0
<b>Goal 2:</b> 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	74.25	+0.83
		Number of States above 75% EI	23	23	0
		Percentage of States above 75% EI	68	68	0
	2.2 By 2022, all States to reach a safety oversight index greater than 1, in all categories	Percentage of States with al SOI categories above 1	81.8	80	-1.8
<b>Goal 3:</b> 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	77.07	+7.27
		Number of States with 100% SSP foundation	0	0	0
		Number of States with ≥90% SSP foundation	7	10	+3
		Percentage of States with ≥90% SSP foundation	20.6	32.14	+11.54
	3.2 By 2025, all States to implement an effective SSP, as appropriate to their aviation system complexity	SSP Establishment regional average	31.8	33.04	+1.24
<b>Goal 4:</b> 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				N/A
	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	55.03	+12.73
	4.3 By 2022, all States with effective safety oversight capabilities and an effective SSP, to actively lead RASGs' safety risk management activities				N/A
<b>Goal 5:</b> 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)				N/A
	5.2 By 2022, increase the number of service providers participating in the corresponding ICAO-recognized industry assessment programmes	Number of IOSA operators	81	76	-5
<b>Goal 6:</b> 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	66.53	+1.23
		ANS Average Regional EI	69.51	69.38	-0.13
		Number of certified aerodromes	111	122	+11
		Percentage of certified aerodromes	49.5	54.4	+4.84
		Number of ARDM with RST	107	108	+1
		Percentage of ARDM with RST	47.05	47.37	+0.28