



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

IMPLEMENTATION GAPS AND POSSIBLE SOLUTIONS

(Presented by Secretariat)

EXECUTIVE SUMMARY	
<p>This working paper presents the main gaps in the implementation of the GASP in the Pan-American region, based on information obtained from the Safety Indicators (SPI) of the RASG-PA, and proposes possible solutions to reduce them.</p>	
Action:	<p>The Meeting is invited to:</p> <ul style="list-style-type: none"> a) Review the content of this working paper and its Appendix; b) Comment and approved Conclusion and Decision proposed in paragraph 2.3 of this working paper.
Strategic Objectives:	<ul style="list-style-type: none"> • Safety
References:	<ul style="list-style-type: none"> • RASG-PA Procedural Handbook • RASGs TORs • Doc 10004 – Global Aviation Safety Plan (GASP)

1. Introduction

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

1.2 In addition, RASGs should identify common implementation problems identified and propose possible solutions, assistance required and estimated timelines to resolve them.

2. Identification of gaps and possible solutions

2.1 According to the information provided in Appendix to WP/03 (also attached to this note), the RASG-PA Safety Indicators (SPI) showing the lower progress, or even a setback, are:

- a) Number of accidents;
- b) Percentage of States with a safety monitoring index greater than 1 in all categories;
- c) Number of IOSA operators;
- d) Regional average of effective implementation in the area of Air Navigation Services (ANS)

2.2 In this regard, it is worth analyzing individually the reasons behind the behavior of these indicators:

2.2.1 **Number of accidents** – The number of total accidents went from 15 to 58 mainly due to the sustained increase in operations after the Covid-19 pandemic. The recommended solution is to use accident rate instead of absolute figures, and even then it is recommended to use only the average rate of the last 5 years (See WP/08).

2.2.2 **Percentage of States with a safety surveillance index greater than 1 in all categories** – The variation of the indicator is less than 2 percentage points, mainly due to the increase in traffic because of the recovery from the Covid-19 pandemic, and changes in the number of questions in the ICAO USOAP Program evaluation protocol. There is no need for a change in the indicator because it is no longer considered in the 2023-2025 Edition of the GASP, in this sense, it is recommended to eliminate the indicator in alignment with the GASP.

2.2.3 **Number of IOSA Operators** – The indicator in the GASP refers to the use of industry programs. At the moment, the number of operators with unique IOSA certification that the SMRT uses as a reference. Additionally, year-to-year variations are not an adequate measure, because they do not reflect, for example, certified operators that suspended operations or that merged with other operators. It is recommended that an AD-HOC group of industry members make up the RASG-PA, and which have an ICAO recognized evaluation program (ACI LAC, CANSO, IATA, FSF), is recommended to determine the appropriate indicator.

2.2.4 **Regional average of effective implementation in the area of Air Navigation Services (ANS)** – The variation of the indicator is 0.1 percentage points, due to changes in the number of questions of the ICAO USOAP Program evaluation protocol. Additionally, as stated in the report of the RASG-PA/11 meeting, the audit cycles of the USOAP Program do not allow timely capture of changes. See recommendations for the Air Navigation Commission (ANC) and the ICAO Council in working paper WP/06).

2.3 Based on the information provided by this working paper and WP/03 and Appendix, the Secretariat brings to the consideration of the Meeting the following Conclusion:

CONCLUSION RASG-PA-12/CX/2022		INDICATOR ON THE USE OF INDUSTRY PROGRAMS	
<p>That:</p> <p>An Ad-Hoc group is established with industry representatives with ICAO-recognized programs (ACI LAC, CANSO, FSF, IATA) to propose the most appropriate GASP Target 5 indicator(s) on the use of industry programs, as part of the GASP regional implementation measurement.</p>		<p>Expected impact</p> <p><input type="checkbox"/> Political/Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>	
<p>Why: To measure more objectively the level of regional implementation of the GASP of target 5 on the use of ICAO-recognized industry programmes.</p>			
<p>When: The proposal for indicators should be presented during the ESC/38 meeting for consideration</p>	<p>Status: Valid</p>		
<p>Who: <input checked="" type="checkbox"/> Others</p>	<p>Responsibles: Adhoc group (ACI LAC, CANSO, FSF, IATA)</p>		

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
Goal 1: 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
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	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
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	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
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				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
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)				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
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	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