



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 6: Specific recommendations to the ICAO Council to improve future editions of the GASP

HARMONIZATION OF REGIONAL IMPLEMENTATION INDICATORS OF THE GASP FOR THE ANC ANNUAL REPORT

(Presented by Secretariat)

EXECUTIVE SUMMARY	
This working paper presents a RASG-PA recommendation to improve the follow-up to the GASP regional implementation by the Secretariat and ICAO Council RASGs.	
Action:	The Meeting is invited to: <ul style="list-style-type: none"> a) Review the content of this working paper; b) Comment and approved conclusions 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

1. Introduction

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

1.2 Annually, each SRSR reports to the NCA on the progress of implementation of the GASP in its respective region, however, because there is no harmonized framework on which indicators should be used for such reporting, each SRSR has defined its own way of doing so, based on the list of indicators offered by the GASP itself.

1.3 While the "Manual for Monitoring the Implementation of Regional and National Safety Plans" (Doc 10162)" offers additional guidance on data sources, calculation formula and other aspects related to the correct interpretation of each indicator contained in the GAP list, Not all data to feed such indicators are available. Finally, the list of GASP indicators is provided only as an example and its use is not mandatory.

1.4 The RASG-PA, for example, has selected only the indicators from this list, for which it has easy, continuous and reliable access to those data that feed them. For some of the targets, the RASG-PA has determined its own indicators due to the impossibility of using some of the GASP indicators due to lack of access to data.

1.5 As each RASG can define which indicators to use, or create its own indicators, its reporting obligation is greatly facilitated, but it affects harmonization, and prevents other bodies such as the ANC, the ICAO Council and Secretariat from comparing novice implementation and identifying implementation barriers that affect one, some or all RASGs.

2. **Harmonization of regional implementation indicators for reporting to the ANC**

2.1 The Global Aviation Safety Plan (GASP) Doc 10004, and the Manual on Monitoring Implementation of Regional and National Aviation Safety Plans (Doc 10162), contain a list of indicators, and guidance for use and interpretation, that can be used for the development of National and Regional Plans, however, it is not contemplated in these or other documents, the indicators that should be used for the annual report of the RASGs to the ANC.

2.2 The possibility of having a harmonized and simple framework for this report, offers countless sales, among which are:

- a) Uniformity in the reporting process of all RASGs;
- b) Easy to compare data between regions;
- c) Ability to compare regional and global trends;
- d) Opportunity to identify best practices;
- e) Opportunity to develop regional dashboards;
- f) Opportunity to establish shorter reporting periods, for example semi-annual;
- g) Simplification of the reporting process to the ANC by the RASGs.

2.3 In view of the information presented in this working paper, the following conclusion is proposed to the ICAO Council:

CONCLUSION RASG-PA-12/CX/2022		HARMONIZATION OF INDICATORS FOR THE REPORT TO ANC	
That: Request ICAO Council, through the GASP Study Group (GASP-SG) and coordination among the RASGs, to establish a uniform criterion, including safety indicators, for the annual reporting of RASGs to the ANC.		Expected impact <input type="checkbox"/> Political/Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Enviromental <input checked="" type="checkbox"/> Operational/Technical	
Why: To facilitate the data collection process and identify regional and global trends that simplify or hinder the implementation of the GASP.			
When: As part of the next RASGs annual report to the ANC.	Status: Valid		
Who: <input checked="" type="checkbox"/> (Secretariat)	Responsibles: Javier Puente		

3 Suggested actions

3.1 The Meeting is invited to:

- a) Analyze the content of the present working paper; and
- b) comment and approve Conclusion proposed in paragraph 2.3 of this working paper.