



**Thirteenth Plenary Meeting of the Regional Aviation Safety Group – Pan America  
(RASG-PA/13)**

Santo Domingo, Dominican Republic – November 13 and 14, 2023

**Agenda item 2: Status of GASP implementation in the Pan American Region**

**STATUS OF RASG-PA SAFETY INDICATORS**

(Presented by the Secretariat)

<b>EXECUTIVE SUMMARY</b>	
This Working Paper presents the situation of the safety indicators (SPI) of the Pan American Region as of June 2023. This information has been generated from the data provided by the ICAO SAM and NACC regional offices.	
<b>Suggested Action:</b>	The Meeting is invited to: a) Take note of the content of this Working Paper; b) Make any comments you deem appropriate; and c) Approve the proposed Decision detailed in 2.4
<i>Objective:</i>	<ul style="list-style-type: none"> <li>• Safety</li> </ul>
<i>Reference:</i>	<ul style="list-style-type: none"> <li>• RASG-PA Procedures Manual</li> <li>• Terms of Reference for RASGs</li> <li>• Doc 10004 – Global Aviation Safety Plan (GASP)</li> <li>• RASG-PA Dashboard</li> </ul>

**1. Introduction**

1.1 In accordance with the "Terms of Reference for the Regional Aviation Safety Groups (RASG)" established by the ICAO Council, the RASGs must contribute to the implementation by the States of the Global Aviation Safety Plan (GASP, Doc. 10004), as well as to monitor and notify the progress in the implementation of the GASP by the States.

1.2 Additionally, based on the GASP, the SPIs and related tools, the RASGs must report, to the extent possible, on the status of compliance with the safety objectives, targets and indicators, including the priorities established by the region in their plans. regional safety plans, exploring the use of regional dashboards to facilitate monitoring of regional progress.

1.3 To comply with these provisions, the RASG-PA created the Safety Monitoring and Reporting Team (SMRT), with the objective of monitoring and reporting the level of implementation of the

GASP at the regional level, through the analysis of the Safety Indicators approved for this purpose by RASG-PA.

**2. Development**

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 indicators Dashboard for a better and simple understanding of the state of the region with respect to these objectives.

2.2 The RASG-PA Dashboard allows for periodic monitoring of the behavior of the indicators, and in the event that the SMRT detects any situation that deviates from the previously established goals, it will notify the PA-RAST and the Secretary to manage it accordingly.

2.3 **Appendix** of 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).

2.4 Based on the information provided in the Appendix, the following Decision is submitted to the Meeting for consideration:

<b>DECISION</b> <b>RASG-PA/13/DXX</b>		<b>APPROVAL OF THE STATUS OF RASG-PA SAFETY INDICATORS</b>	
<b>What:</b> The RASG-PA/13 Meeting approves the Status of RASG-PA Safety Indicators as presented in Appendix to this working paper for presentation to the Air Navigation Commission (ANC) and the Air Navigation Council. ICAO.		<b>Expected impact:</b> <input type="checkbox"/> Political/Global <input type="checkbox"/> Interregional <input type="checkbox"/> Economic <input type="checkbox"/> Enviromental <input checked="" type="checkbox"/> Operational/Technical.	
<b>How much:</b> No resources needed			
<b>Why:</b> To comply with the reporting procedure to the Air Navigation Commission and the ICAO Council.			
<b>When:</b> Immediate		<b>Status:</b> Valid	
<b>Who:</b> <input checked="" type="checkbox"/> Secretariat			

**3. Suggested action**

3.1 The Meeting is invited to:

- a) Take note of the content of this working paper;
- b) make any comments you deem appropriate; and
- c) approve the proposed Decision detailed in 2.4.

## APPENDIX

## Status of RASG-PA Safety Indicators

Indicator	Target	2021 Value	2022 Value	Difference
5 year accident rate	Maintain a decreasing trend of global accident rate.	3.21	<b>3.09</b>	-012
Accident rate		2.8	<b>2.97</b>	+0.17
Fatal accidents		0	<b>2</b>	+2
Fatal accident rates		0	<b>0.17</b>	+0.17
Fatality risk		0.23	<b>0.11</b>	-12
Average EI	By 2024, all States to reach 75% EI	72.16	<b>71.7</b>	-0.46
Percentage of States above 75% EI		72.2	<b>65.56</b>	-6.64
SSP foundation implementation regional average	By 2023, all States to implement the foundation of an SSP.	70.44	<b>79.6</b>	+0.16
SSP establishment regional average		31.73	<b>28.55</b>	-3.18
Percentage of States that have submitted their National Safety Plans	By 2024, all States to publish a national aviation safety plan (NASP).	43.32	<b>75.53</b>	+30.21
Number of IOSA operators	Maintain an increasing trend in industry's contribution in safety information sharing networks to States and regions to assist in the development of NASPs and RASPs.	81	<b>78</b>	-3
AGA average regional EI	By 2025, maintain an increasing trend of States with air navigation and aerodrome infrastructure that meet relevant ICAO Standards.	63.89	<b>64.38</b>	+0.49
ANS average regional EI		67.68	<b>66.96</b>	-3
Percentage of Certified Aerodromes		53.14	<b>58.85</b>	+5.71
Percentage of aerodromes with Runway Safety Teams (RST)		46.54	<b>45.67</b>	-0.87

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