NOTA DE ESTUDIO

RASG-PA ESC/26 — NE/07
23/05/16

Vigésima Sexta Reunión del Comité Directivo Ejecutivo del Grupo Regional de Seguridad Operacional de la Aviación — Panamérica (RASG-PA ESC/26)
Lima, Perú, 24 – 25 de mayo de 2016

Cuestión 5 del Orden del Día:	**Plan Estratégico de RASG-PA**

DOCUMENTO REVISADO DEL PLAN ESTRATÉGICO DE RASG-PA

(Presentada por la Secretaría)

RESUMEN EJECUTIVO	
Esta nota presenta la propuesta revisada para el Plan Estratégico de RASG-PA, de acuerdo con las mejoras y comentarios acordados por las Reuniones ESC el último desarrollo del Plan Global de Seguridad Operacional de la Aviación (GASP).	
Acción:	Ver la Sección 3.
Objetivo Estratégico:	• Seguridad Operacional
Referencias:	• Sumario de Conclusiones – Vigésima Tercera Reunión del Comité Directivo Ejecutivo del Grupo Regional de Seguridad Operacional de la Aviación — Panamérica (RASG-PA/ESC/23), Miami, Estados Unidos, 19 al 20 de marzo • Sumario de Conclusiones – Vigésima Cuarta Reunión del Comité Directivo Ejecutivo del Grupo Regional de Seguridad Operacional de la Aviación — Panamérica (RASG-PA/ESC/24), Medellín, Colombia, 22 de junio de 2015 • Sumario de Conclusiones – Vigésima Quinta Reunión del Comité Directivo Ejecutivo del Grupo Regional de Seguridad Operacional de la Aviación — Panamérica (RASG-PA/ESC/25), Long Beach, Estados Unidos, 10 al 11 de diciembre de 2015

1.   Introducción

1.1   La Reunión ESC/23 de RASG-PA adoptó la siguiente decisión que invalidó la RASG-PA/ESC/1|8/D/2:

DECISIÓN
RASG-PA/ESC/23/D/2   *PLAN ESTRATÉGICO DEL RASG-PA*

Que RASG-PA revise el borrador del Plan Estratégico de RASG-PA presentado por Brasil para desarrollar el documento consolidado sobre el Plan Estratégico de RASG-PA, el cual será realizado por el Grupo de Trabajo de Planeación Estratégica de RASG-PA (RSP-TF).

1.2   El RSP-TF se reunió en 2015 y presentó uno de los entregables a la Reunión RASG-PA ESC/25, el Manual de Procedimientos de RASG-PA revisado.

1.3   La Reunión ESC/25 de RASG-PA adoptó la siguiente decisión:

DECISIÓN
RASG-PA/ESC/25/D/3   *ENMIENDA DEL MANUAL DE PROCEDIMIENTOS DE RASG-PA BAJO EL PLAN ESTRATÉGICO DE RASG-PA*

El RASG-PA/ESC aprobó los principios de diseño de la versión borrador del Manual de Procedimientos de RASG-PA presentada por el Grupo de Trabajo de Planeación Estratégica de RASG-PA (RSP-TF) que incluye:

a)   *La nueva Misión, Visión y Objetivos de RASG-PA;*
b)   *la nueva estructura de RASG-PA;*
c)   *los Términos de Referencia (TOR) enmendados del PA-RAST que incluyen los TOR del Equipo de análisis de información (IAT) y del Equipo de Instrucción de Seguridad Operacional de la Aviación (ASTT); y*
d)   los nuevos TOR del Equipo del Informe Anual de Seguridad Operacional.

2.   Discusión

2.1   En relación con el segundo entregable, mismo que es el documento del Plan Estratégico de RASG-PA, el RSP-TF no se ha reunido como se tenía previsto para revisar y actualizar el borrador propuesto.

2.2   Por lo tanto, considerando la evolución del documento referido, la versión revisada del Manual de Procedimientos de RASG-PA, el nivel de madurez del Grupo, y que algunos aspectos del documento borrador original ya están incluidos en el nuevo GASP de la OACI, la Secretaría presenta el borrador actualizado del Plan Estratégico de RASG-PA para consideración de la Reunión. Ver el **Apéndice** *(disponible únicamente en inglés).*

2.3   El período considerado para el Plan Estratégico de RASG-PA cambió a 2016 – 2019.

2.4   La Secretaría está de acuerdo en que el Plan debería de ser un documento vivo, y que los desarrollos futuros del mismo puedan ser monitoreados por un grupo Ad hoc convocado por el ESC según sea necesario.

2.5   La Secretaría también está de acuerdo en que una vez que el Plan Estratégico de RASG-PA esté aprobado, ayudará a los procesos internos del Grupo y para difundir su rol en el desarrollo de un sistema más seguro, mediante el fomento de la implementación efectiva de las Iniciativas de RASG-PA para mejorar la seguridad (SEI), la promoción de la seguridad operacional por medio de un plan de Comunicación de RASG-PA armonizado.

2.6   La Secretaría reconoce la dedicación y el trabajo del RSP-TF.

3.   Acción de la Reunión

3.1   Se invita al ESC a considerar y aprobar el documento del Plan Estratégico de RASG-PA.

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International Civil Aviation Organization
Regional Aviation Safety Group - Pan America (RASG-PA)

INTERNATIONAL CIVIL AVIATION ORGANIZATION REGIONAL AVIATION SAFETY GROUP – PAN AMERICA (RASG-PA)

RASG-PA STRATEGIC PLAN 2016-2019
DRAFT VERSION

RASG-PA STRATEGIC PLAN 2016-2019

1. ICAO Regional Aviation Safety Groups (RASGs) Background

The ICAO RASGs support the implementation of the ICAO Global Aviation Safety Plan - GASP and address global aviation safety matters from a regional perspective; serving as the focal point to coordinate all regional efforts and programmes aimed at mitigating safety risks, and eliminating duplication of effort through the establishment of cooperative regional safety programmes to reduce both financial and human resource burdens on States while delivering measurable safety improvements.

2. The Regional Aviation Safety Group – Pan America (RASG-PA) Introduction

The Regional Aviation Safety Group – Pan America (RASG-PA) was established in November 2008 to use the framework provided by the ICAO Global Aviation Safety Plan (GASP) and the Global Aviation Safety Roadmap (GASR) to support the establishment and operation of a performance-based aviation safety system in the Pan American Region.

RASG-PA supports implementation of the ICAO GASP and complies with ICAO Council approval of Regional Aviation Safety Groups (RASGs) with the objective to address global aviation safety matters from a regional perspective. Further, the RAGS-PA supports NAM/CAR and SAM Regions in establishing objectives, priorities, indicators and the setting of measurable targets to address safety-related deficiencies in each region while ensuring consistency of action and coordination of efforts.

3. RASG-PA Vision

The RASG-PA vision is to remain ahead of any risks to commercial aviation, seeking to achieve the highest level of safety in the Pan American Region.

4. RASG-PA Mission

The RASG-PA vision is to reduce fatality risk in commercial aviation by ensuring prioritization, coordination and implementation of data-driven safety enhancement initiatives in the Pan American Region through the active involvement of all civil aviation stakeholders.

5. RASG-PA Objective

The RASG-PA goal is using 2010 as a baseline, to reduce fatality risk* for Part 121 or equivalent operations by 50% by the year 2020 in Latin America and the Caribbean. (*Fatality risk is the full loss passenger load equivalents per million departures)

6. RASG-PA Strategies

The RASG-PA Risk Management strategy consists of:

- Reactive: apply the risk reduction formula to accident set to prioritize SEIs
- Proactive: implement SEIs targeting specific high fatality risk areas
- Predictive: verify effectiveness of SEIs using precursor trends in FOQA

In order to perform the risk management strategy RASG-PA uses different types of safety data/information from different sources to produce safety intelligence as follow:

- Reactive: safety analysis based upon past occurrences (accidents and incidents)
- Proactive: analysis of States' existing conditions (ICAO SARPs implementation, traffic variations) and service providers (IATA Operational Safety Audits - IOSA, ramp inspections, etc.)
- Predictive: based upon analysis of Flight Operations Quality Assurance (FOQA) de-identified data, oriented towards identifying potential future hazards for initiating corresponding mitigation actions

The RASG-PA safety management process consists of various recurrent stages. The RASG-PA Annual Safety Report is not only the first stage, but also a key component, gathering safety data and information in order to produce safety intelligence, showing a consolidated vision of aviation Safety using sources from Regional stakeholders. Further stages of the process use this Safety Intelligence as the foundation for the development of improvement actions such as the Safety Enhancement Initiatives (SEIs).

RASG-PA develops SEIs for the top current accident categories in Pan America Region:

- Runway Excursion (RE)
- Controlled Flight Into Terrain (CFIT)
- Loss of Control-Inflight (LOC-I)

As part of the monitoring safety activities RASG-PA considers emerging regional risks such as:

- Mid-Air Collision (MAC)

7. RASG-PA Action Plan

The RASG-PA work programme is data-driven developed and supports the regional performance framework for safety management. RASG-PA deliverables are available for all the aviation stakeholders.

States will continually progress in the implementation of ICAO Standards and Recommended Practices (SARPs) in order to achieve the GASP objectives and priorities, and comply with their national and regional safety goals.

Considering that the current level of SARPs implementation varies at the regional and national levels, in order to support the GASP objectives and their timelines, as well as the safety performance enablers such as Standardization, Resources, Collaboration and Safety Information Exchange set in the GASP framework, RASG-PA needs to be dynamic and adapt its work programme accordingly to deliver measurable safety improvements despite the above mentioned variation.

Therefore, the RASG-PA activities are divided in three main blocks in line with the GASP timelines:

- Near term (2017)

  - General activities:
    - Support/follow-up the implementation of the GASP
    - Coordination of regional safety activities
    - Identify top regional safety risks and determine/prioritize areas of safety concern
    - Develop RASG-PA Safety Enhancement Initiatives (SEIs)
    - Promote the implementation of SEIs as applicable
    - Monitor the implementation of SEIs
    - Measure the effectiveness of the implementation of SEIs
    - Track and report regional safety performance indicators (SPIs) to ICAO
    - Designate local RASG-PA Action Team Leaders
    - Establish a RASG-PA ATS Incidents Analysis Team (AIAT)
    - Deploy RASG-PA Tactical Go-Teams as needed
    - Develop/support safety projects as deemed necessary
    - Other activities
  - Additional activities with States above 60% EI USOAP CMA
    - Assist in the establishment of Runway Safety Teams (RST)
    - Assist in the establishment of local Commercial Aviation Safety Teams (CAST)
    - Assist in the establishment of local Aviation Safety Teams (AST)
    - Assist in the establishment of local Helicopter Safety Team (HST)
  - Additional activities with States below 60% EI USOAP CMA
    - Promote/support the establishment and sustainability of an effective safety oversight system

- Mid term (2022)

  - General activities:
    - Support/follow-up the implementation of the GASP
    - Coordination of regional safety activities
    - Identify top regional safety risks and determine/prioritize areas of safety concern

- ▪ Develop RASG-PA Safety Enhancement Initiatives (SEIs)
- ▪ Promote the implementation of SEIs as applicable
- ▪ Monitor the implementation of SEIs
- ▪ Measure the effectiveness of the implementation of SEIs
- ▪ Track and report regional SPIs to ICAO
- ▪ Deploy RASG-PA Tactical Go-Teams as needed
- ▪ Develop/support safety projects as deemed necessary
- ▪ Other activities
  - o Additional activities with States:
    - ▪ Assist in the establishment of Runway Safety Teams (RST)
    - ▪ Assist in the establishment of local Commercial Aviation Safety Teams (CAST)
    - ▪ Assist in the establishment of local Aviation Safety Teams (AST)
    - ▪ Assist in the establishment of local Helicopter Safety Team (HST)

- • Long term (2027)

  - o General activity:
    - ▪ Support/follow-up the implementation of the GASP
    - ▪ Coordination of regional safety activities
    - ▪ Track and report regional SPIs to ICAO
    - ▪ Support the sustainability of the ICAO State Safety Programme (SSP) as the advanced safety oversight system, including predictive risk management

The required RASG-PA safety promotion activities will be supported by the RASG-PA Communication Plan.

Appendix

1- State safety performance indicators (SPI)

#	Indicators and metrics	Type	Usage
1.	**Effective implementation of State safety oversight system** *Metrics:* • USOAP EI Scores overall • USOAP EI Scores by technical area • USOAP EI Scores by critical element	Predictive	Target
2.	**Progress in SSP implementation** *Metrics:* • Percentage of completed gap analysis questions • Percentage of implemented gap analysis questions overall • Percentage of implemented gap analysis questions by element	Predictive	Target
3.	**Progress in SMS implementation** *Metrics:* • Percentage of completed gap analysis questions by operator • Percentage of implemented gap analysis questions overall by operator • Percentage of implemented gap analysis questions by element and by operator	Predictive	Target
4.	**Frequency and severity of accidents and incidents** *Metrics:* • Number and distribution of occurrences by severity level (accident, serious incidents, etc.) and the ICAO Accident/Incident Data Reporting System (ADREP) occurrence category • Number and distribution of fatalities by ADREP occurrence category • Occurrence per number of departures (rate) *Note.— Occurrences should be limited to specific categories of aircraft and operations, such as aircraft above 5,700 kg operating scheduled commercial flights.*	Reactive/ proactive	Target

#	Indicators and metrics	Type	Usage
5.	**Certification of aerodromes** *Metrics:* • Number and percentage of certified international aerodromes overall and by airspace	Predictive	Target
6.	**Significant safety concerns** Metrics: • Number and duration of USOAP CMA significant safety concerns by technical area	Predictive	Target
7.	**Presence of notable hazardous conditions** *Metrics:* • Number, duration and distribution of safety-related NOTAMs by the *Procedures for Air Navigation Services — ICAO Abbreviations and Codes* (PANS-ABC, Doc 8400)*,* Q-code categories	Predictive	Monitor
8.	**Fleet modernization** *Metrics:* • Average age of all registered and operated aircraft and their distribution by operator • Percentage of all registered and operated aircraft above 20 years and their distribution by operator	Predictive	Monitor
9.	**Effectiveness of foreign operator safety assessment programmes** *Metrics:* • Compliance scores by foreign and national operator	Predictive	Monitor
10.	**Industry certification** *Metrics:* • Number and percentage of operators holding industry certificates by type (IOSA, IS-BAO, ISAGO, IS-BAH, etc.)	Predictive	Monitor
11.	**Extent of environmental hazards** *Metrics:* • Average terrain elevation around airports • Percentage of METARs indicating low ceiling or visibility by month and location	Predictive	Be aware

2- State level of activity indicators

#	Indicators and metrics	Type	Usage
1.	**Fleet size** *Metrics:* • Number and distribution of aircraft models overall • Number and distribution of aircraft models by operator • Number of aircraft registered and operated and their distribution by operator	Level of activity	Monitor
2.	**Traffic volume** *Metrics:* • Number of monthly and annual departures by operator, airport and route • Number of destinations overall and by airport • Number of departures per destination overall and by airport • Number of flights handled by airspace	Level of activity	Be aware

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