



ICAO

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North American, Central American and Caribbean Office

WORKING PAPER

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On-line, 25 to 27 August 2021, 09:00 to 13:00 (UTC-5)

Agenda Item 4: Implementation of Air Navigation Issues 4.2 Safety initiatives to be supported by the implementation of ANS

AIR NAVIGATION OPERATIONAL IMPROVEMENT SAFETY STRATEGY

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This working paper presents information about the ICAO NACC Regional Office approach about the safety implementation in the air navigation services.	
Action:	Suggested actions are presented in Section 5.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency
<i>References:</i>	<ul style="list-style-type: none">• https://www.icao.int/airnavigation/pages/ganp-resources.aspx (Global Air Navigation Plan (GANP) - Sixth Edition)• Global Aviation Safety Plan (ICAO DOC. 10004)• North American, Central American, and Caribbean Regional Aviation Safety Plan (NACC-RASP)

1. Introduction

1.1 The North American, Central American and Caribbean (NACC) Regional Office of the International Civil Aviation Organization (ICAO) is committed to enhance aviation safety, to the resourcing of supporting activities and to increasing collaboration at the regional level.

1.2 The Global Aviation Safety Plan or GASP, which supports the prioritization and continuous improvement of aviation safety. The GASP follows an approach and philosophy similar to that of the Global Air Navigation Plan (Doc 9750), also referred to as the GANP. Both documents promote coordination and collaboration among international, regional and national initiatives aimed at delivering a harmonized, safe and efficient international civil aviation system.

2. ICAO strategic objective on safety

2.1 ICAO has established five comprehensive strategic objectives, which are revised on a triennial basis. ICAO has a strategic objective dedicated to enhancing global civil aviation safety. This strategic objective is focused primarily on the State's regulatory oversight capabilities. The objective is set in the context of growing passenger and cargo movements and the need to address efficiency and environmental changes. In line with the strategic objective on safety, the GASP outlines the key activities for the triennium. More information on the Strategic Objectives can be found on the ICAO website at: www.icao.int/about-icao/Pages/Strategic-Objectives.aspx.

2.2 According with the North American, Central American, and Caribbean Regional Aviation Safety Plan (NACC-RASP), were address the issues the following goals in **Air Navigation Services** to enhance safety at the regional level:

Goal	Target
Review of runway safety team performance and implementation of aerodrome safety activities	<ul style="list-style-type: none"> • Number of Aerodrome certifications • Implementation of new RSTs • Conduction of onsite assistance with RST Go-Team • Follow-up and effectiveness review of RST process implemented • For high-density traffic airports and complex airport layouts, the A-CDM • Awareness/implementation may increase aerodrome safety.
Ensure the availability of the appropriate air navigation service and aerodrome infrastructure to support safe operations	<ul style="list-style-type: none"> • Exchange of Air Navigation Data analysis and Safety Data analysis • Enhancement of RASG-PA/GREPECAS coordination on identification and resolution of Safety concerns • Number of States that have implemented the basic air navigation and airport infrastructure • Implementation the GTE and CARSAMMA improvement/ changes • Implementation/agreement for CARSAMMA and NAARMO synergies • Ensure comply of the Target Level of Safety of the RVSM airspace in the CAR Region • Address resolution of identified safety related hotspots in the airspace in the CAR Region

3. GREPECAS and its subsidiary bodies roles and responsibilities

3.1 There are responsibilities for GREPECAS body:

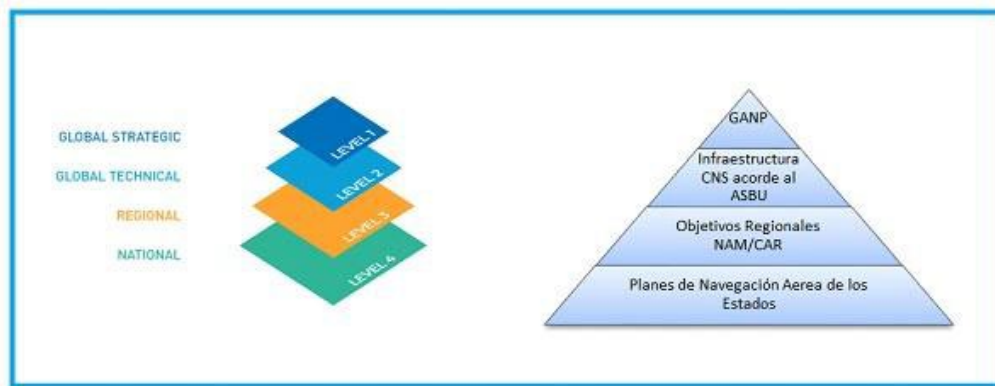
- ✓ Implement safety-related initiatives involving Air Navigation matters
- ✓ The Group’s objectives are to ensure continuous and coherent development of the CAR/SAM Regional Air Navigation Plan and other relevant documentation in a harmonized manner with adjacent regions, to facilitate the implementation of air navigation systems and services as identified in the CAR/SAM Regional Air Navigation Plan, and to identify and address specific deficiencies in the air navigation field.
- ✓ Safety matters are to be coordinated with the RASG-PA Group.

4. Air navigation operational improvement strategy

4.1 Air Navigation Services face important challenges to reach automation goals, homogeneity and development in the region focused on common goals for the States' development and their aviation systems.

4.2 The ICAO NACC Regional Office identifies as a strategy the involvement of all the stakeholders in the regional development of the States, defining common goals, aligned with the activities of ICAO and of the Aviation International Organizations, and other States, inviting them to have common work agendas and involving the aviation industry to reach goals faster.

4.3 According with the GANP, 6th Edition, the ICAO NACC Regional Office summarizes the development of air navigation strategy taking into account four planning levels and the regional objectives that have been formulated:



4.4 The NACC RASP goals related to ANS are (**Appendix**):

- ✓ Goal 4: Increase collaboration at the regional level 4.2 y 4.3
- ✓ Goal 5: Expand the use of industry programmes 5.1 y 5.2
- ✓ Goal 6: Ensure the appropriate infrastructure is available to support safe operations

5. Suggested Actions

5.1 The meeting is invited to:

- a) Evaluate the information of this working paper;
- b) Integrate in the State agendas for air navigations services action to support safety goals;
and
- c) any other action.

APPENDIX

NACC-RASP GOALS AND TARGETS		
GOAL	TARGETS	INDICATORS
<p>Goal 1: Achieve a continuous reduction of operational safety risks</p>	<p>1.1 Maintain a decreasing trend of global accident rate</p>	<ul style="list-style-type: none"> • Number of accidents • Number of fatal accidents • Fatality rates (overall accident data) • Number of accident / rates per HRC – Controlled flight into terrain (CFIT), Loss of control - inflight (LOC-I), Runway excursion (RE), AIRPROX/TCAS alert/loss of separation/near miss collisions/mid-air collisions (MAC) • Number of serious incident / rates (per HRC – CFIT, LOC-I, RE, MAC) • Reduced Vertical Separation Minima or Minimum (RVSM) events / rates built between the RASG-PA with the Caribbean and South America Regional Monitoring Agency (CARSAMMA)

NACC-RASP GOALS AND TARGETS		
GOAL	TARGETS	INDICATORS
<p>Goal 2: Strengthen States' safety oversight capabilities</p>	<p>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</p>	<ul style="list-style-type: none"> • Number of States that met the EI score as per the timelines • Percentage of required Corrective Action Plans (CAPs) submitted by States, using the On-line Framework of USOAP (OLF) • Percentage of completed CAPs per State (using OLF) • Overall regional EI score • Overall regional CE4, CE6, CE7, CE8 EI score • Overall regional AIG EI score • Regional average finding per area vs critical element • Percentage of States maintaining a safety oversight index greater than 1 in all categories
	<p>2.2 By 2022, all States to reach a safety oversight index greater than 1, in all categories</p>	<ul style="list-style-type: none"> • Number of States maintaining a safety oversight index greater than 1 in all categories
<p>Goal 3: Implement effective State safety programmes (SSPs)</p>	<p>3.1 By 2022, all States to implement the foundation of an SSP</p>	<ul style="list-style-type: none"> • Percentage of satisfactory SSP foundational Protocol Questions (PQs) • Percentage of required CAPs related to the SSP foundational PQs submitted by States (using OLF) • Percentage of States having established an SSP • Percentage of States fully integrating AIG data into the States SMS
	<p>3.2 By 2025, all States to implement an effective SSP, as appropriate to their aviation system complexity</p>	<ul style="list-style-type: none"> • Number of States having implemented an effective SSP • Number of States that have implemented a national aviation safety plan

NACC-RASP GOALS AND TARGETS		
GOAL	TARGETS	INDICATORS
Goal 4: Increase collaboration at the regional level	4.1 By 2022, 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	<ul style="list-style-type: none"> • Number of States requiring assistance/support • Number of States offering assistance • Number of States that have a National Aviation Safety Plan
	4.2 By 2023, all States to contribute information on safety risks, including SSP safety performance indicators (SPIs), to their respective regional aviation safety group (RASGs)	<ul style="list-style-type: none"> • Number of States that are sharing their SSP SPIs with RASGs • Number of States forwarding information on safety matters to States, RASGs or other stakeholders
	4.3 By the end of 2022, all States with effective safety oversight capabilities and an effective SSP, to actively lead RASGs' safety risk management activities	<ul style="list-style-type: none"> • Number of States with effective safety oversight capabilities and an effective SSP, leading RASGs' safety risk management activities
Goal 5: Expand the use of industry programmes	5.1 By 2022, all service providers to use globally harmonized SPIs as part of their safety management system (SMS)	<ul style="list-style-type: none"> • Number of service providers using globally harmonized metrics for their SPIs
	5.2 By 2022, increase the number of service providers participating in the corresponding ICAO-recognized industry assessment programmes	<ul style="list-style-type: none"> • Number of service providers participating in the corresponding ICAO-recognized industry assessment programmes
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	<ul style="list-style-type: none"> • Number of States having implemented the air navigation and airport core infrastructure elements • Overall regional % of certified aerodromes • Overall regional % RST implementation