



*International Civil Aviation Organization*  
**Fifth Meeting of the Regional Aviation Safety Group**  
**– Pan America (RASG-PA/5)**  
Santiago, Chile, 22 – 24 October 2012



**Agenda Item 3: RASG-PA Working Groups**  
**3.2 Third Edition of the RASG-PA Annual Safety Report**

**RASG-PA ANNUAL SAFETY REPORT (ASR)**

(Presented by the Secretariat)

<b>SUMMARY</b>	
<p>This working paper presents to the Fifth Meeting of the Regional Aviation Safety Group – Pan America (RASG-PA/5):</p> <ul style="list-style-type: none"><li>• progress of the Annual Safety Report (ASR) Third Edition; and</li><li>• considerations for the ASR Fifth Edition structure</li></ul>	
<b>References:</b>	
<ul style="list-style-type: none"><li>• RASG-PA/02 Meeting Report</li><li>• RASG-PA Annual Safety Report</li><li>• RASG-PA/04 Meeting Report</li><li>• RASG-PA/ESC/14 Meeting Report</li><li>• ICAO Global Aviation Safety Plan (GASP)</li><li>• ISSG Global Aviation Safety Roadmap (GASR)</li></ul>	
<i>Strategic Objective</i>	<i>This working paper is related to Strategic Objective A – Safety</i>

**1. Introduction**

1.1 The ICAO Global Aviation Safety Plan (GASP) highlights that “a most effective quantitative risk management programme would be one in which information sharing is the norm.”

1.2 The RASG-PA/02 Meeting agreed that RASG-PA should take a proactive and/or predictive approach to risk assessment and formulate safety strategies based on collected and analyzed safety-related data.

1.3 The Meeting also concluded that a RASG-PA Annual Safety Report must be developed for presentation at the regular annual meetings of RASG-PA to support a data-driven approach using reactive, proactive, and predictive information for the identification, prioritization, and implementation of safety risk mitigation measures within the Region.

## **2. Progress of the RASG-PA Annual Safety Report Third Edition**

2.1 The RASG-PA Annual Safety Report, Third Edition, draft was approved during the Fourteenth Meeting of the Regional Aviation Safety Group-Pan America Executive Steering Committee (RASG-PA/ESC/14), held in Seattle from 15 to 16 August 2012, after incorporating the contributions of team members with regard to:

- clarification that flight safety data included in the report for each State reflects the status at the time the State received an ICAO audit. However, it is very possible that the status has changed since the audit was performed; and
- modification of data referring to Mexico; a request was made by the State in order to reflect the current status observed following the ICAO Coordinated Validation Mission (ICVM) conducted from 7 to 11 May 2012.

2.2 It should be recalled that the draft ASR contains data provided by ICAO, Boeing and IATA, and continues to identify the following occurrences as the main categories of fatal accidents for the period 2002-2011:

- Loss of Control – In Flight (LOC-I)
- Control Flight Into Terrain (CFIT)
- Runway Excursions (RE)

2.3 It is worth noting that LOC-I and CFIT occurrences present a decreasing trend over the last several years, while REs show an increasing trend, which makes it necessary to continue monitoring these trends in order to be able to determine the impact of mitigation strategies.

2.4 Traffic information provided by States was entered into the iSTARS site by ICAO on 7 June 2012. The availability of this information in June each year should be taken into consideration by the RASG-PA Executive Committee as a limit for producing the ASR earlier in the year.

2.5 Presently, the RASG-PA ASR, Third Edition, is being translated into Spanish in order to proceed with its design, publication and distribution in the Region, jointly with the English version.

2.6 The ASR's current format will be continued through the fourth edition. Starting with the fifth edition, some charts considered redundant may be eliminated and others added.

### 3. ASR Fifth edition

Regarding the ASR's fifth edition structure, the RASG-PA ESC/14 Meeting agreed on the following:

- maintain the report structure based in sections – reactive, proactive, and predictive information;
- keep its volume to 30 pages and establish a maximum of 10% additional space in order to incorporate new information; and
- incorporate new safety graphics/metrics/information as far as the information is sustainable.

3.2 The principal challenge faced by RASG-PA for the production of the ASR fifth edition is to strengthen the predictive process. In this regard, it should be noted that some industry associations are presently producing, storing, and generating safety-related predictive information, which is not currently being shared.

3.1 On several occasions, opinions regarding the need to develop intelligent flight safety information in the field of general aviation have been expressed. In case RASG-PA considers this initiative appropriate, separate analysis could be performed for commercial air transport aviation and general aviation starting with the ASR fifth edition.

### 3. Suggested action

3.1 RASG-PA is invited to:

- a) take note of information being provided in this working paper; and
- b) approve the RASG-PA Annual Safety Report, Third Edition, presented in the **Appendix** to this working paper.

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