



International Civil Aviation Organization

South American Regional Office

Second Meeting of Air Navigation and Safety Directors of the SAM Region

(Lima, Peru, 14 to 16 September 2015)

AN & FS/2-WP/13

07/09/15

Agenda Item 5: Safety and air navigation implementation priorities 2017 - 2019

Safety implementation priorities - Period 2017-2019

(Presented by the Secretariat)

SUMMARY	
This working paper contains a proposal of safety implementation priorities for the period 2017-2019, taking into account the status of implementation of the priorities specified in the Bogota Declaration for the end of 2016, as well as new safety priorities in response to foreseen requirements at regional and global level.	
References:	
<ul style="list-style-type: none">• Global aviation safety plan (GASP) (Doc 10004)• Bogota Declaration	
ICAO strategic objectives:	<i>A - Safety</i> <i>E – Environmental protection</i>

1 Background

1.1 The Thirteenth Meeting of Civil Aviation Authorities (RAAC/13) approved Conclusion RAAC/13-8 – *Implementation of air navigation and safety priorities*, urging SAM States to implement air navigation and safety priorities pursuant to the regional goals agreed in the Bogota Declaration for the period 2014-2016, and international organisations to support the priorities of the States.

1.2 Implementation priorities respond to the requirements of the SAM Region to meet the objectives of the global aviation safety plan (GASP) and the goals established in Bogota Declaration. In this regard, although the progress made shows that an effective way has been found to manage the implementation of the required safety improvements, it is necessary to establish clear goals for the triennium 2017-2019 and secure the commitment of States to their attainment.

2 Discussion

2.1 Under agenda item 2 of this Meeting, detailed information is provided on the status of implementation of safety priorities.

2.2 Bearing in mind that some safety implementation priorities foreseen for the end of 2016 might not be attained, these have been considered for the period 2017-2019. **Appendix A** to this working paper contains a table showing the current status of safety priorities.

2.3 The priorities defined in the Bogota Declaration respond to the requirements of the Region for the period 2014-2016, thus the need to review these priorities in order to confirm their validity and, if necessary, give continuity to the established goals.

2.4 Regional safety planning is aimed at improving effective implementation (EI), reducing total accident and runway excursion rates, promoting the certification of international aerodromes, and implementing the State safety programme (SSP) and the safety management system (SMS) in the SAM Region. This regional planning has taken into account the global trend in air traffic volume, which has been doubling every 15 years since 1977. It is estimated that this trend will continue in the next few years. Although this growth is a boost for regional and global economy and illustrates how investment in aviation can be a key factor in the economic recovery of the States, it introduces a risk factor in air operations that must be taken into account in safety planning.

2.5 The GASP and the Bogota Declaration define objectives and goals for improving safety indicators. Such objectives and goals have been developed based on extensive consultations with the stakeholders and serve as the basis for the adoption of harmonised measures at regional and national level.

2.6 In this regard, **Appendix B** to this working paper shows the main safety activities for the period 2017-2019 based on the goals of the Bogota Declaration.

2.7 Implementation priorities for the period 2017-2019 respond to regional and global safety requirements, ICAO strategic objectives, and sustainable development objectives established by the United Nations for the next 15 years following 2015.

3 Suggested action

3.1 The Meeting is invited to:

- a) take note of the information presented herein; and
- b) review the main safety activities for the period 2017-2019, presented in Section 2 and in Appendix B to this working paper.

-END-

APPENDIX A

STATUS OF IMPLEMENTATION OF SAFETY PRIORITIES FOR THE PERIOD 2014-2016

Indicators		SAM	
		Current value 2015	Goal December 2016
1. Safety oversight	% effective implementation (EI)	72.08%	80%
2. Accidents	Reduce the gap in the accident rate in the SAM Region by 50% with respect to the global accident rate	0	50% of the 2015 GAP
3. Runway excursions	Reduce the rate of runway excursions by 20% with respect to the average rate of the SAM Region (2007-2012)	0	1.8*
4. Aerodrome certification	% of international aerodromes certified	12%	20%
5. Implementation of SSP and SMS	% of SSP implementation	42%	67%
	% of SMS implementation	83%	100%

*Accident rate = Number of accidents per million departures

APPENDIX B

SAFETY IMPLEMENTATION PLAN 2017- 2019

INDICATOR	SCOPE	PROPOSED GOALS	% / Dates	CURRENT STATUS
1. Safety oversight	All States	Reach 84.5% effective implementation (EI) in the SAM Region by 2019, with the following annual percentages	81.5 % by 2017 83.0 % by 2018 84.5 % by 2019	72.08%
2. Accidents	All States	Reduce the accident rate 25% below the 2011-2015 global average accident rate, which was 3.2 until August 2015. 3.2 – 0.8 (25% of 3.2) = 2.4	25% below the 2011-2015 global average rate by 2017-2019	0%: Aug-2015 2011-Aug 2015 3.5*: SAM average 3.2*: global average
3. Runway excursions	All States	Reduce the rate of runway excursions by 50% below the average rate of the SAM Region for the period 2011-2015, which was 0.84 until August 2015. 0.84 – 0.42 (50% of .84%) = 0.42	50% below the 2011-2015 global average rate by 2017-2019	0.84*: SAM average (2011-Aug 2015)
4. Aerodrome certification	All States	Reach 100% aerodromes certified or initially certified in the SAM Region by the end of 2019	100% by 2019	12% (June 2015)
5. Implementation of SSP and SMS	All States	Reach 100% of SSP implementation	100% by 2019	42%
		Reach 100% of SMS implementation	100% by 2019	83%

*Accident rate = Number of accidents per million departures