



Agenda Item 2: Declaration of Bogota: Follow-up to the implementation of safety priorities

**FOLLOW-UP ON GOALS CONCERNING SAFETY OVERSIGHT, ACCIDENTS, AND
RUNWAY EXCURSIONS**

(Presented by the Secretariat)

SUMMARY	
<p>This working paper (WP) presents updated information on the follow-up to the safety goals established in the Declaration of Bogota in the following areas:</p> <ul style="list-style-type: none"> ✓ safety oversight; ✓ accidents; and ✓ runway excursions. 	
References	
<ul style="list-style-type: none"> • Report of the First meeting of Air Navigation and Safety Directors of the SAM Region (Lima, Peru, 21-22 October 2013) • Report of the Second meeting of Air Navigation and Safety Directors of the SAM Region (Lima, Peru, 14-16 September 2015) • First edition of the revised version of the ICAO <i>Global Aviation Safety Plan (GASP)</i> (Doc 10004, 2013) 	
ICAO strategic objectives:	<i>A – Safety</i>

1 Introduction

1.1 ICAO has incorporated methods for measuring the performance of its various strategic objectives into all its processes, through the establishment of a set of indicators and metrics and performance dashboards for each Region. The performance dashboard of the SAM Region allows States to manage safety based on measurements.

1.2 This approach is based on the essential safety principles: work by results, and measures to manage.

1.3 At their thirteenth meeting (RAAC/13) held in Bogota, Colombia on 4-6 December 2013, the South American Civil Aviation Authorities declared their commitment to attain, *inter alia*, the goals in the following safety areas by 2016: safety oversight, accidents, and runway excursions, the performance of which is analysed below:

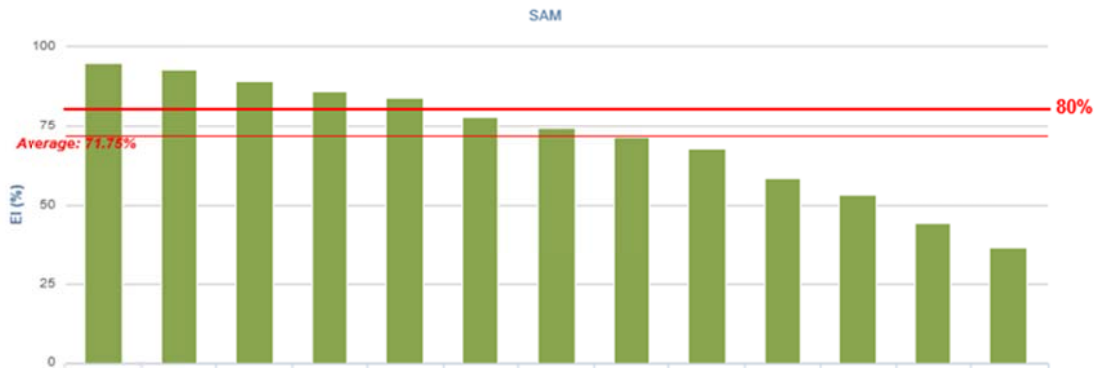
2 Follow-up to the goals agreed in the Declaration of Bogota

Safety: Attain 80% effective implementation (EI) in the SAM Region

2.1 Between November 2011 and May 2016, ICAO held nine (9) ICAO coordinated validation missions (ICVMs), (3) CMA audits, and three off-site activities in the SAM Region. During this period of time, 8 out of the 10 States that had any USOAP CMA activity showed major improvements in the effective implementation of ICAO SARPs.

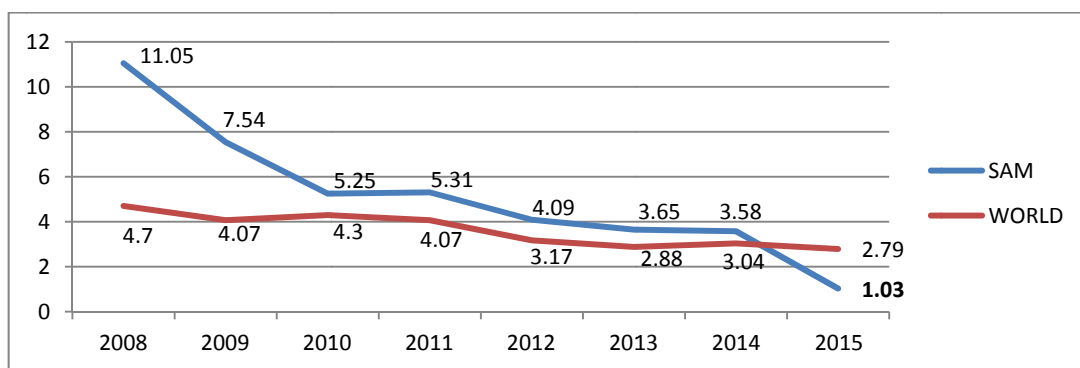
2.2 Based on the results obtained, the average for the SAM Region increased from 66.31% in 2011 to **71.75%** (+5.44%) in May 2016, leaving **8.25%** still to be improved in order to attain the goal by the end of 2016.

2.3 The results from 3 ICVMs that ICAO scheduled starting in June 2016 would still need to be included. In this regard, the Region expects to achieve the 80% goal in 2016.



Accidents: Reduce the accident rate gap of the SAM Region by 50% with respect to the global accident rate.

2.4 The following table shows that the accident rate in South America (blue line) for scheduled commercial air transport operations with aircraft of more than 5 700 kg has been gradually dropping until reaching a rate of **1.03** accidents in 2015 for every 1.000.000 departures. Based on this performance, the established goal was exceeded in 2014, and for the first time, the SAM rate was lower than the average global rate (red line) in 2015.



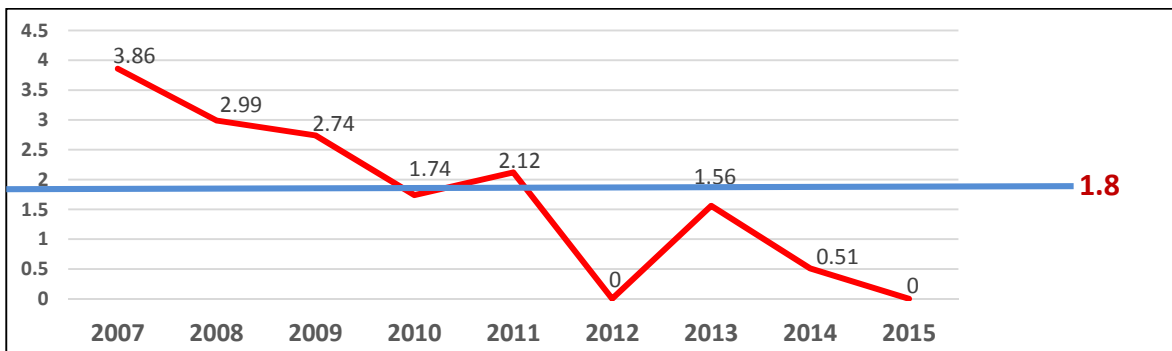
2.5 Regarding the allocation of accidents by State of occurrence, registry or operator, it should be noted that data on accidents occurred in scheduled commercial air transport in the SAM Region from 2008 to 2016, obtained using the ICAO iSTARS 3.0 ADREP application, shows that 92 accidents involved aircraft of more than 5700 kg, 14 of which involved aircraft from non-SAM States of registry and operators, which accounts for 15% of total accidents.

2.6 In this regard, the Region is requesting ICAO to review the way in which accidents are classified in the States and in the Regions after defining the causes thereof, so that they are assigned to the State of registry or operator and their respective Regions when the State where the accident occurred (State of occurrence) has no responsibility.

2.7 This is based mainly on the fact that accidents of extra-regional operators occurring in the Region increase the perceived insecurity, although the SAM Region has no responsibility for the causes of such accidents. Even more so when the number of extra-regional operators exceeds by far the number of operators of the region.

Runway excursions: Reduce the rate of runway excursions by 20% with respect to the average rate of the SAM Region (2007-2012)

2.8 The average rate of runway excursions between 2007 and 2012 was 2.24 accidents per million departures. The 20% reduction goal represents 1.8 accidents per million departures. The following table shows that the performance of the SAM Region exceeded the goal set in 2014 and 2015.



3. Suggested action

3.1 The Meeting is invited to:

- a) take note of the information presented in this working paper; and
- b) discuss and comment on:
 - ✓ the performance of indicators;
 - ✓ the status of attainment of safety performance goals; and
 - ✓ the proposals to improve performance in each area analysed.

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