



Agenda item 2: Follow-up to the implementation of safety oversight priorities

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

(Presented by the Secretariat)

SUMMARY

This working paper (WP) presents updated information on the follow-up to the goals in the following areas:

- ✓ safety oversight;
- ✓ accidents; and
- ✓ runway excursions.

References

- 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 *Global Aviation Safety Plan (GASP)* (Doc 10004, 2013)
- Report of the Third meeting of Air Navigation and Safety Directors of the SAM Region (Lima, Peru, 22 - 24 August 2016)

**ICAO strategic
objectives:**

A – Safety

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,.

1.4 Once the deadline of the Declaration of Bogota was complied with, the SAM region has continued working in the commitment with the safety goal, which performance is analysed below:

2 Follow-up to the goals

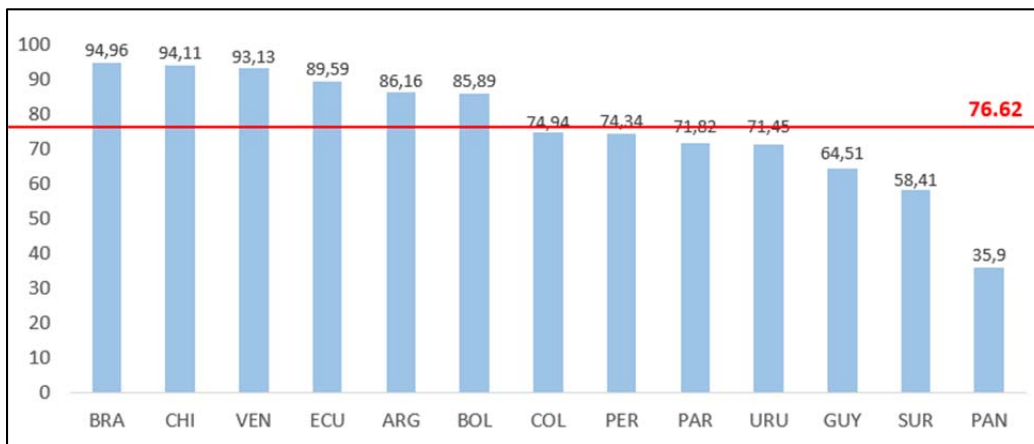
Safety: Attain 80% effective implementation (EI) in the SAM Region

2.1 Between November 2011 and August 2017, ICAO held four (4) CMA audits, 13 ICAO coordinated validation missions (ICVMs) and four (4) off-site activities in the SAM Region. During this period of time, 12 out of the 13 States that had any USOAP CMA activity showed major improvements in the effective implementation of ICAO SARPs.

2.2 Based on the results obtained presented in the table below, the average for the SAM Region increased from de 66.28% a **76.62%** (+10,34%) from November 2011 to August 2017, leaving **3.38 %** still to be improved to achieve de Declaration of Bogota goal established for the end of 2016. With this rate of +10.34, the SAM Region improved its EI in **1.47** annually.

2.3 Up to December 2017, still missing the results from the ICVM Panama that will be carried out from 19 to 28 September 2017.

**Present USOAP CMA situation of the SAM States
(Period January 2011 – August 2017)**



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

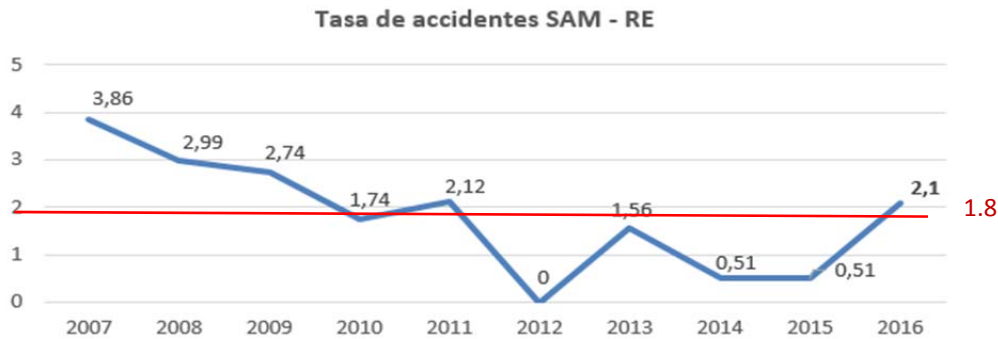
2.4 According to the table below, containing information collected from ICAO iSTARS-3 application, the accident rate in South America for scheduled commercial air transport operations with aircraft of more than 5 700 kg has been gradually dropping until reaching a rate of **1.03** accidents in 2015 for every 1.000.000 departures, quite below the global rate of **2.78**. In spite of the above, in 2016 SAM Region showed a considerable increase by occurrence, pulling up accident rate from **1.03** in 2015 to **3.25** in 2016, maintained below the global rate of **3.74** for a consecutive second year.



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

2.5 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.

2.6 Based on information provided by ICAO iSTARS-3 and presented in the table showed below, the average rate of runway excursions (RE) indicates a gradual decrease of these accidents since 2007, with the exception of 2011 and 2013. In 2016 this rate increased considerably from 0.51 to **2.1**, exceeding the Declaration of Bogota goal for this year.



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.