



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

**FOLLOW-UP TO 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 goals concerning: ✓ safety oversight; ✓ accidents; and ✓ runway excursions.	
References	
<ul style="list-style-type: none">• Report of the Fourth meeting of Air Navigation and Flight Safety Directors of the SAM Region (Lima, Peru, 2-4 October 2017)• ICAO Global aviation safety plan (GASP) (Doc 10004, 2017-2019)	
ICAO strategic objectives:	<i>A – Safety</i>

1 Introduction

1.1 The Civil Aviation Authorities of South America, at their Thirteenth meeting (RAAC/13) held in Bogotá, Colombia, on 4-6 December 2013, declared their commitment to achieve, *inter alia*, the goals of the following safety areas by 2016: safety oversight, accidents, and runway excursions.

1.2 Upon expiration of the Declaration of Bogotá, the SAM Region has continued to work in the fulfilment of the safety goals, whose performance is analysed below:

2 Follow-up to goals

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

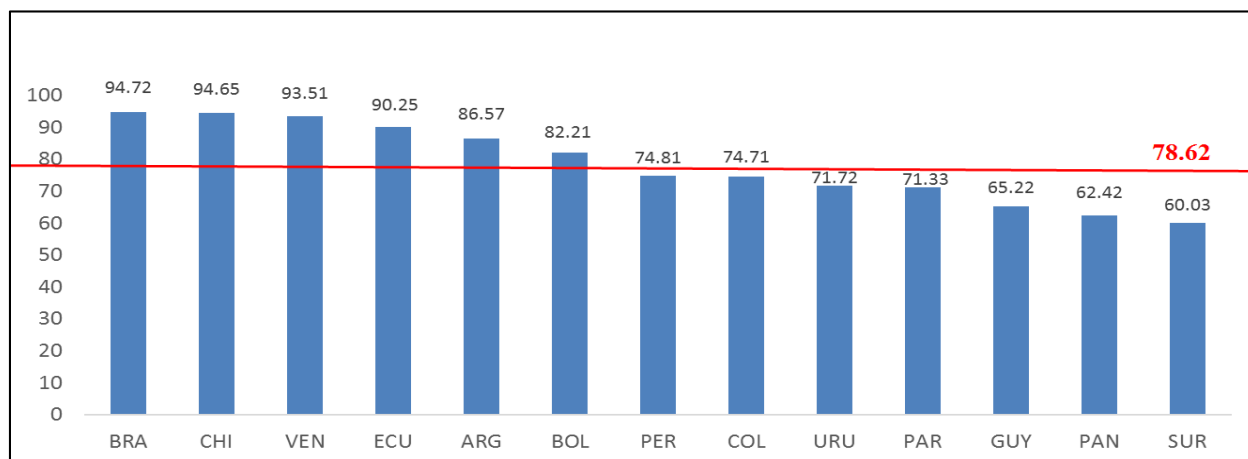
2.1 Between November 2011 and 31 July 2018, ICAO has conducted 5 CMA audits, 14 coordinated validation missions (ICVMs), 2 integrated validation activities (IVAs) and 5 off-site monitoring activities in the SAM Region. During this period, 12 of the 13 States that had had some USOAP CMA activity showed significant improvement in effective implementation (EI) of ICAO standards and recommended practices (SARPS).

2.2 Based on the results obtained and shown in the following table, the average for the SAM Region increased by **12.34 %**, from 66.28% in November 2011 to **78.62 %** in July 2018, still pending **1.38**

% to reach the goal of the Declaration of Bogotá established in late 2016. With this average of + 12.34, the SAM Region improved its EI by **1.76 %** per year.

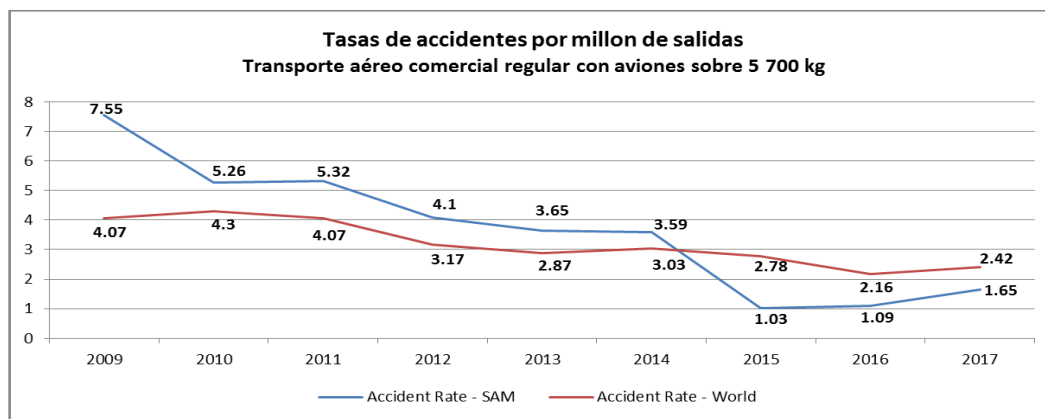
2.3 As of 31 August, the results of the ICVM to Peru carried out on 7-14 August 2018 would still need to be included.

Results of the USOAP CMA in SAM States (January 2011 – July 2018)



Accidents: Reduce by 50% the gap between the SAM accident rate and the global accident rate.

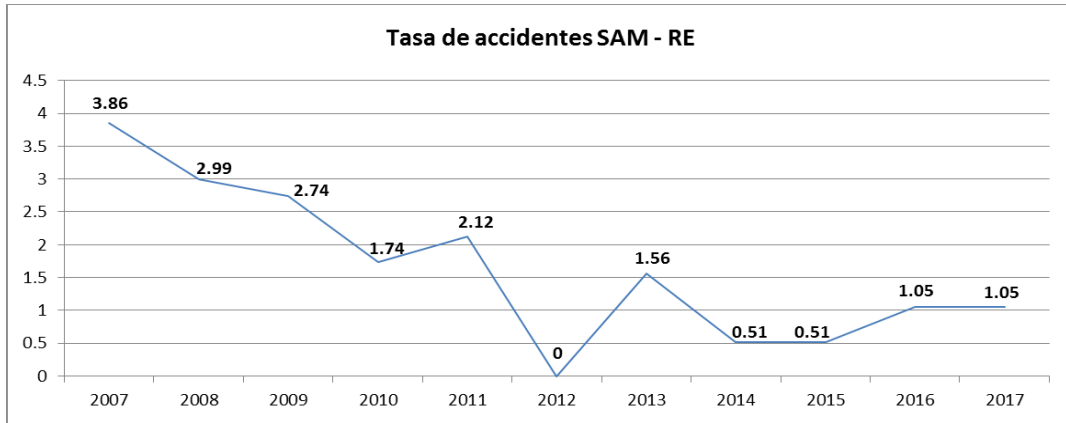
According to the table below, which is based on data taken from the ICAO iSTARS-3 application, the accident rate in South America for scheduled commercial air transport operations with aircraft over 5 700 kg has been gradually decreasing since 2009, reaching a rate of **1.65** accidents per 1,000,000 departures in 2017, far below the global rate of **2.42**. In 2015, 2016 and 2017, the rate in the SAM Region has remained below the global rate, so the goal set in the Declaration of Bogota continues to be met.



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

2.4 The average runway excursion rate between 2007 and 2012 was 2.24 accidents per million departures. The agreed 20% reduction goal represents 1.8 accidents per million departures.

2.5 Based on the information provided by ICAO iSTARS-3, shown in the table below, the RE accident rate has been gradually decreasing since 2007, except in 2011 and 2013. In 2016, the rate increased slightly and remained stable in 2017. Accordingly, the goal set in the Declaration of Bogota was exceeded this year.



3. Suggested action

3.1 The Meeting is invited to:

- a) take note of the information provided in this working paper; and
- b) review and comment on:
 - ✓ the performance of indicators; and
 - ✓ the level of achievement of safety performance goals.

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