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SAFETY

NO COUNTRY LEFT BEHIND



ICAO Global Aviation Safety Update



Martin Maurino

Safety, Efficiency and Operations Officer ICAO



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Safety Update

Global Status





**ZERO
FATALITIES**

Our
Aspirational
Safety Goal

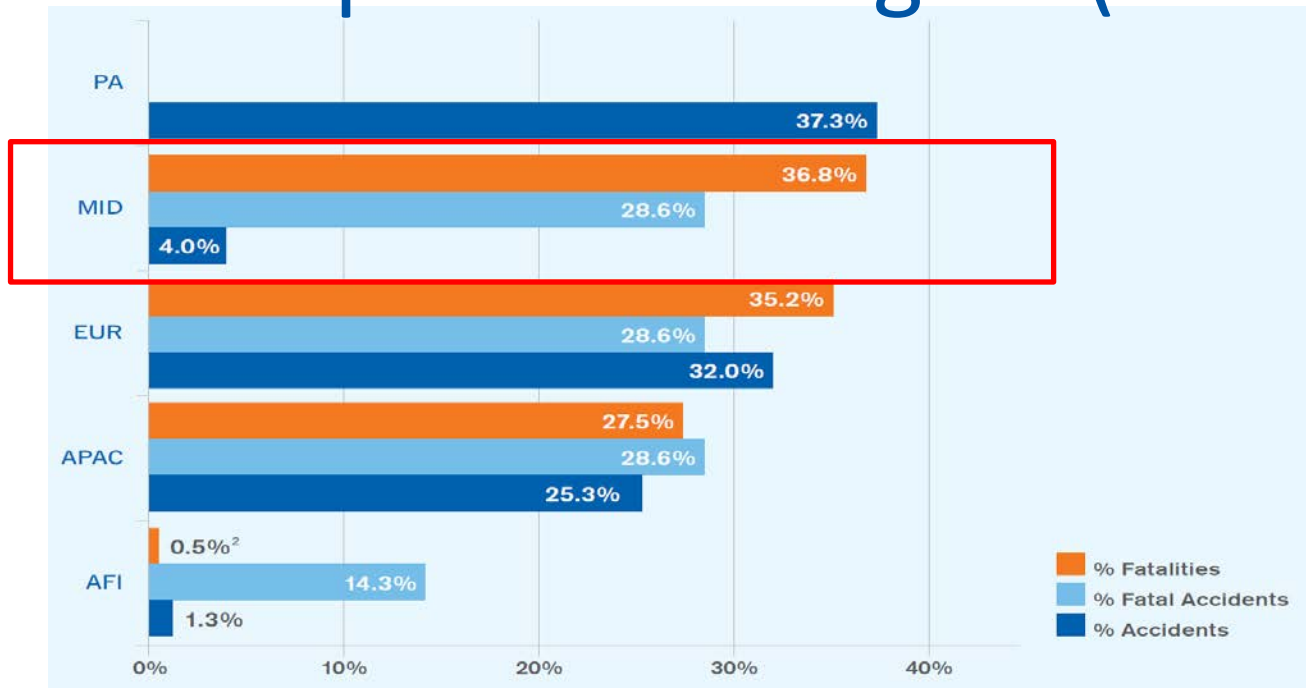


Accident and Fatal Accident Trend





Accidents per RASG Region (2016)





We are not that far...

Regional Accident Statistics: 2013

RASG	Estimated Departures (in millions)	Number of accidents	Accident rate (per million departures)	Fatal accidents	Fatalities
AFI	0.7	9	12.9	1	33
APAC	8.6	19	2.2	1	49
EUR	7.9	21			
MID	1.1	2			
PA	13.8	39			
WORLD	32.1	90			

Regional Accident Statistics: 2015

RASG	Estimated Departures (in millions)	Number of accidents	Accident rate (per million departures)	Fatal accidents	Fatalities
AFI	0.8	6	7.3	0	0
APAC	9.8	24	2.5	3	98
			3.0	1	150
			2.5	1	224
			2.6	1	2
			2.8	6	474

**For 2016
PA (NACC/SAM)
ZERO fatalities**

Regional Accident Statistics: 2016

RASG	Estimated Departures (in millions)	Number of accidents	Accident rate (per million departures)	Fatal accidents	Fatalities
AFI	0.7	6			
APAC	10.2	18	1.8	3	449
EUR	8.9	26	2.9	1	298
MID	3.0	7	2.3	2	39
PA	9.9	41	4.1	0	0
WORLD	33	98	3.0	7	904

Regional Accident Statistics: 2016

RASG	Estimated Departures (in millions)	Number of accidents	Accident Rate (per million departures)	Fatal Accidents	Fatalities
			1.2	1	1
APAC	10.7	19	1.8	2	50
EUR	8.7	24	2.8	2	64
MID	1.3	3	2.3	2	67
PA	13.3	28	2.1	0	0
WORLD	34.9	75	2.1	7	182



Air traffic is predicted to
double by 2030

How can we ensure the
safe realization of this growth?



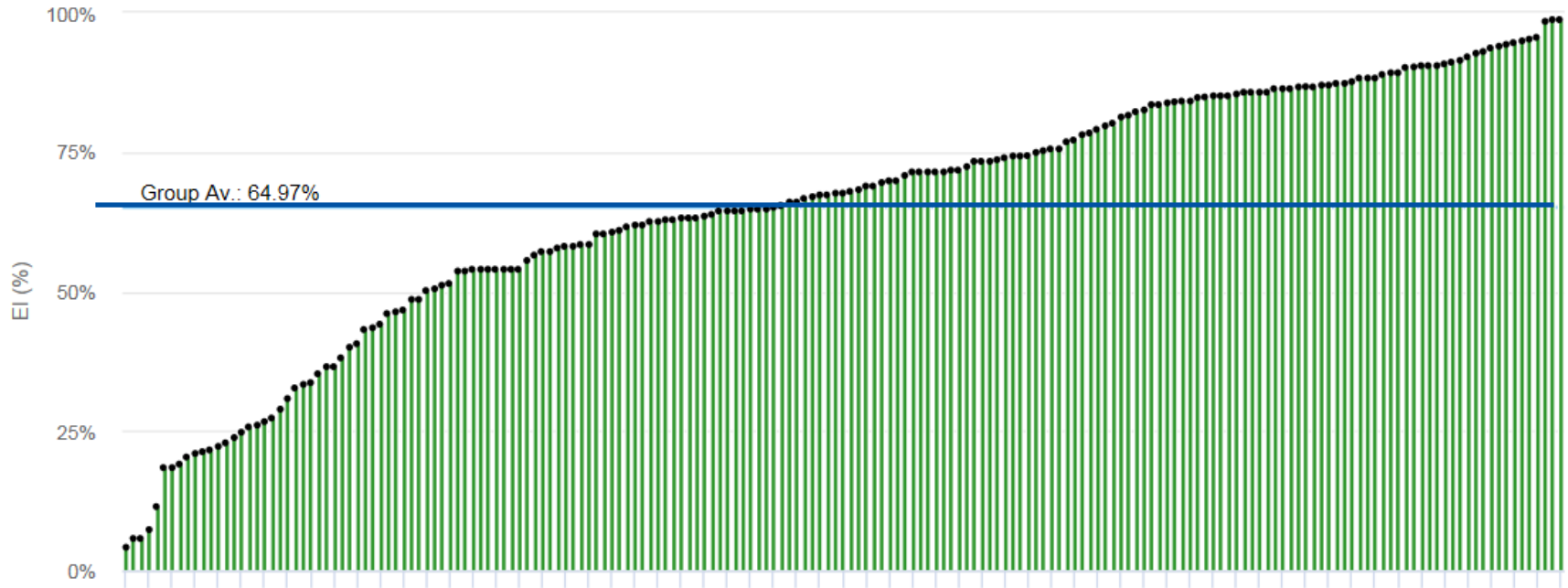
Risks/Barriers to Achieve our Goal

- Effective Implementation of CEs
- ICAO's global safety priorities
 - Operational safety risks
- Current and emerging issues



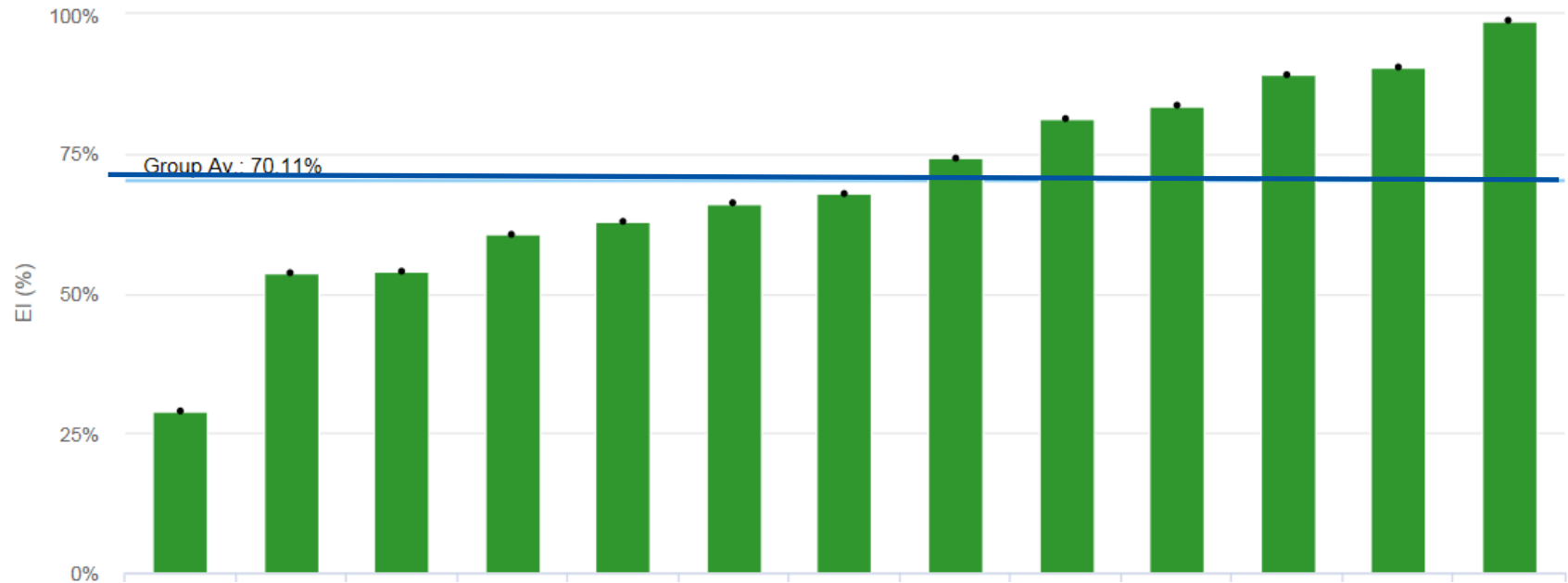


Implementation Status: EI Score World



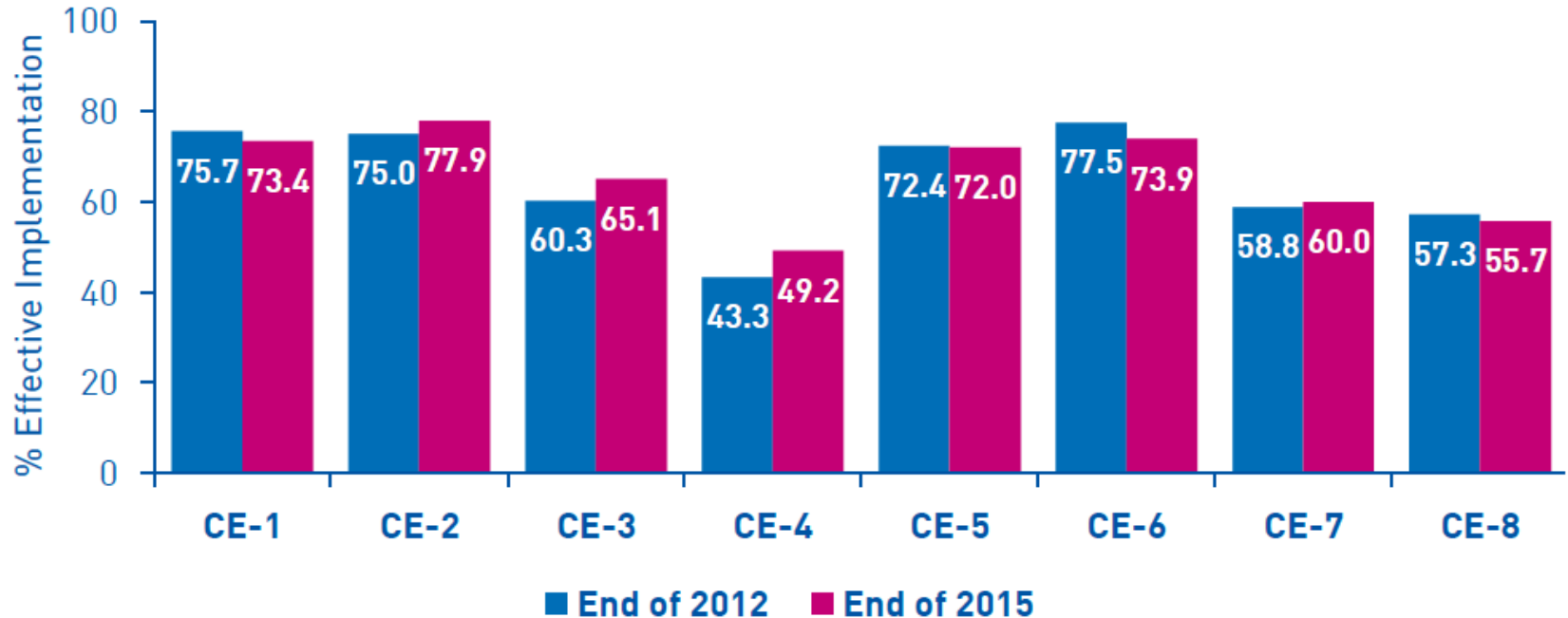


Implementation Status: EI Score MID



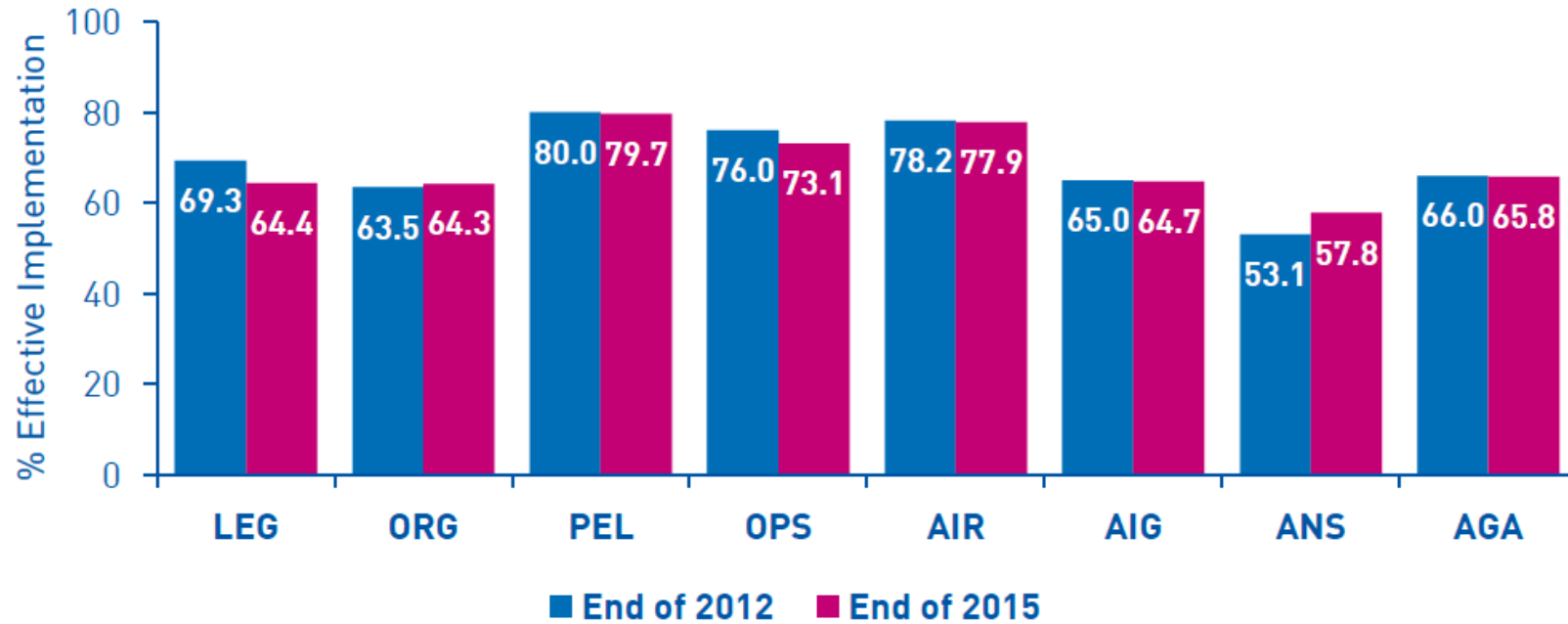


USOAP Report 2013-2015: MID Region by CEs



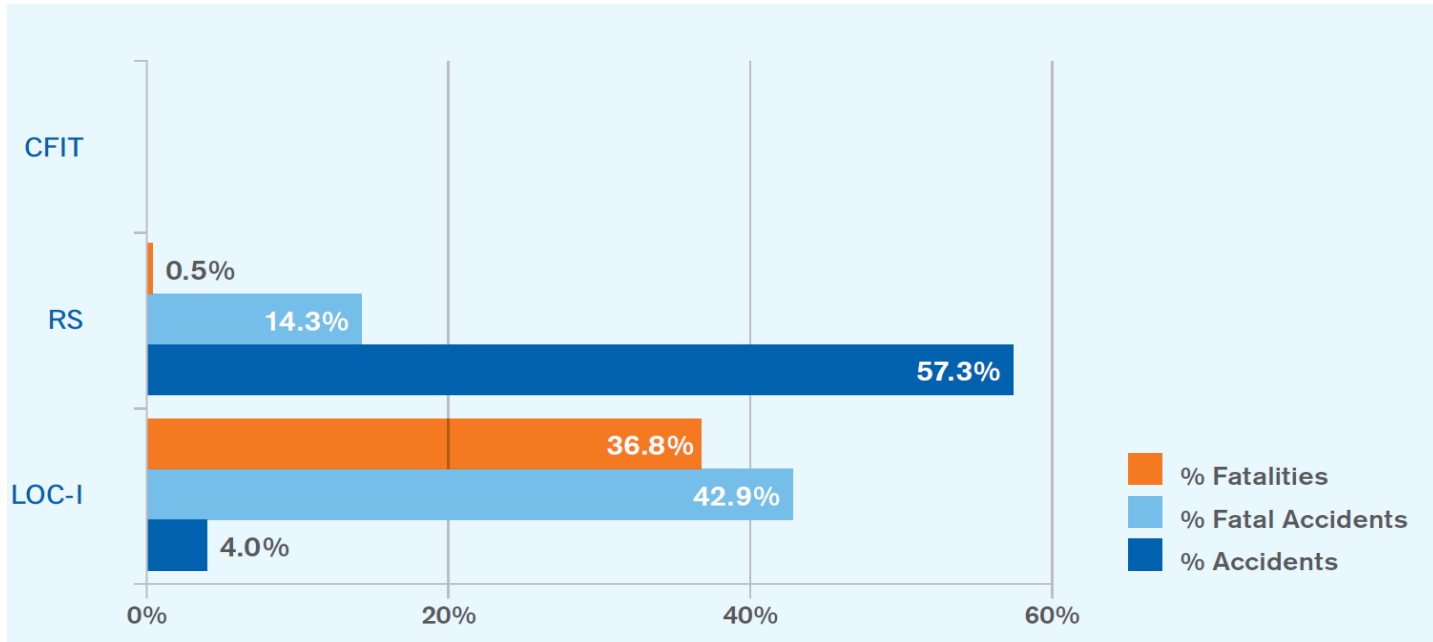


USOAP Report 2013-2015: MID Region by Areas



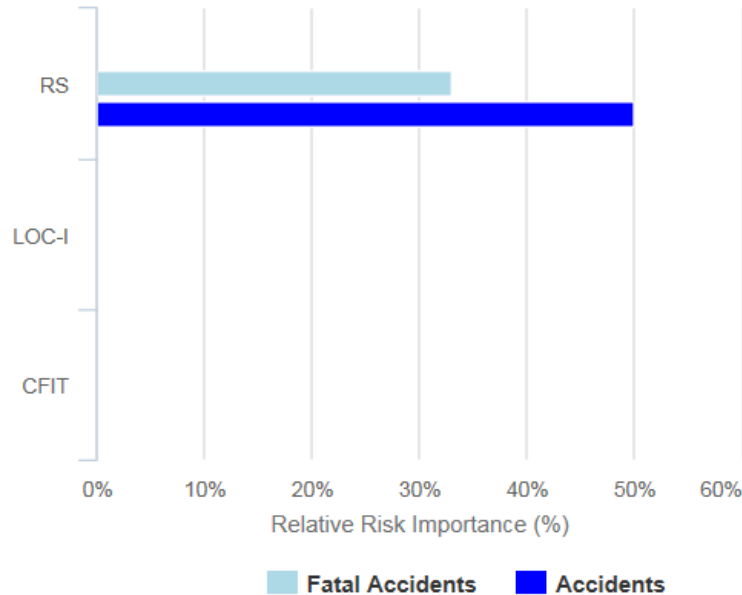


Breakdown of Priorities (2016) World





Breakdown of Priorities (2012-2016) MID

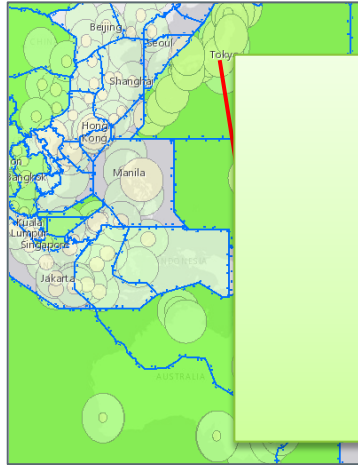




Current & Emerging Issues



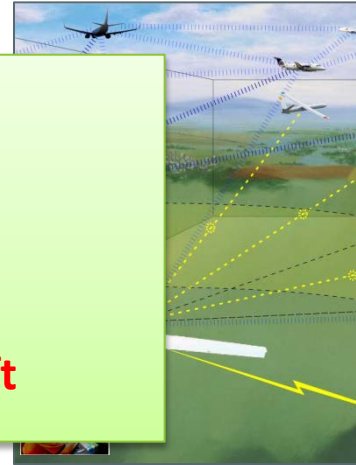
Conflict Zones



Global Tracking



Cyber Safety



RPAS



Space Transportation

What next?
Mental Health
GPS interruption
Cargo Safety
Supersonic aircraft



Safe Travels: ICAO's agenda for Safety

What We Have Today





2017-2019 Edition of GASP

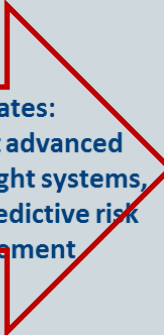
- **Global safety strategy**
 - ICAO strategic objective on safety
 - GASP objectives
 - Roles of stakeholders
 - Roadmap
- **Focus areas to improve safety**
 - Global safety priorities
 - Emerging priorities
- **GASP framework**
 - Safety performance enablers



www.icao.int/gasp



GASP Objectives

Effective safety oversight	SSP Implementation	Predictive risk management
RASGs and other fora: mechanisms for sharing of safety information	RASGs: mature regional monitoring and safety management programmes	 <p data-bbox="1207 567 1516 737">All States: Implement advanced safety oversight systems, including predictive risk management</p>
States with EI > 60%: SSP implementation	All States: SSP implementation	
All States: achieve 60 % EI of CEs		
2017 (Near Term)		



Amendment 1 to Annex 19

- Integration of CEs with SSP provisions
- Enhancement of SMS provisions to support uniform implementation
 - organizations responsible for type design
 - and/or manufacture of engines and propellers
- Protection of safety data, safety information and related sources
 - Higher level of protection for voluntary reporting systems
 - Protection of mandatory reporting systems



Safe Travels: ICAO's agenda for Safety

What's Next?





SSP Pre-requisites

- SSP Foundation Tool complements SSP Gap Analysis
 - Identify real gap
- Sub-set of 316 PQs identified as fundamentals
 - Prerequisites for sustainable SSP
 - Based on Annex 19 Amd 1 and SMM 4th edition
- Pre-requisites can help States identify weaknesses in safety oversight
 - Even if EI > 60%
- States can prioritize and address pre-requisites
 - When conducting SSP Gap Analysis or defining SSP implementation plan



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Global Aviation Safety Oversight System

(supported by the Global RSOO Forum – Swaziland and Council)



- Strengthen regional safety oversight support mechanism
 - to form a global aviation safety oversight system
- ICAO responsible for establishing and maintaining an inventory of competent safety oversight providers and the functions that they provide
- Regional mechanisms and safety oversight providers
 - to demonstrate competence in the functions that they offer to provide States, in order to qualify as an ICAO recognized safety oversight provider
- Linked to next edition of the GASP and future evolution of the USOAP
 - also considering cross border transfer of aircraft and CAA inspector requirements



Safe Travels: ICAO's agenda for Safety

2020-2022 Edition of the GASP





GASP-Study Group

- Argentina
- Australia
- Brazil
- Canada
- China
- Brazil
- Equatorial Guinea
- Ethiopia
- France
- Georgia
- Ghana
- Guinea
- Jordan
- Mexico
- Mozambique
- Russian Federation
- Sierra Leone
- Indonesia
- Japan
- Singapore
- South Africa
- Togo
- Turkey
- United Kingdom
- United States
- ACI
- CANSO
- EASA
- EUROCONTROL
- FSF
- IATA
- IBAC
- ICCAIA
- IFALPA
- IFATCA



2020-2022 Edition of GASP

Aspirational Goal:
Zero Fatalities

GASP Goals:
Organizational

GASP Goals:
Operational

Targets:
Oversight

Targets:
SM

Targets:
Accidents

Targets:
Safety Risks

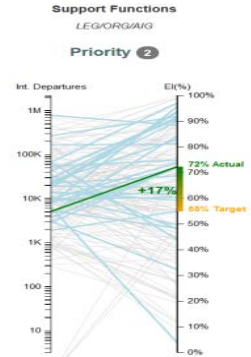
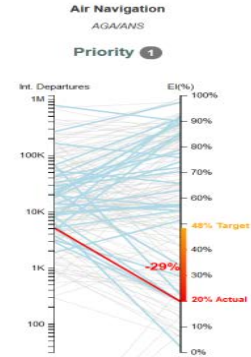
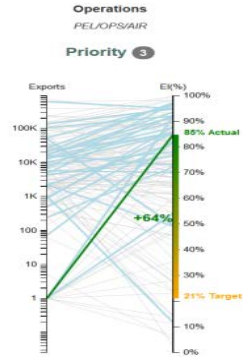
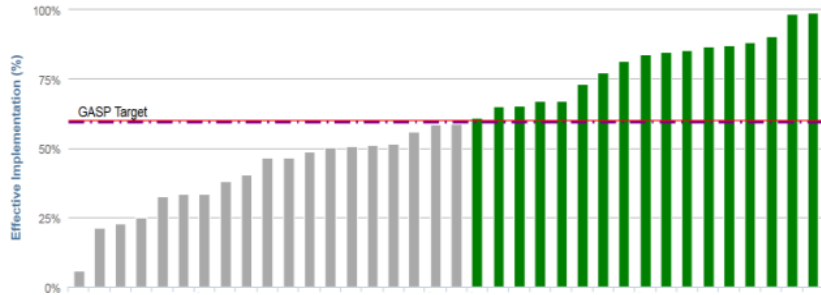
Indicators

Indicators

Indicators

Indicators

2020-2022 Edition of GASP





6 Proposed GASP Goals

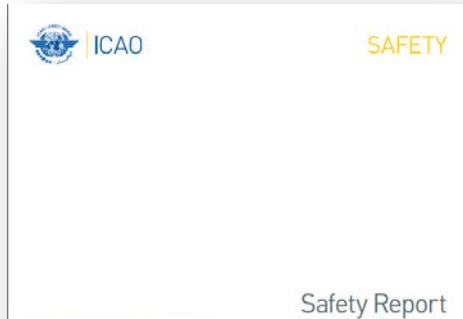
1. Achieve a continuous reduction of operational safety risks
2. Strengthen States' safety oversight capabilities
3. Implement SSPs
4. Increase collaboration at the regional level
5. Increase the use of industry programmes
6. Ensure the appropriate infrastructure is available to support safe operations



Goals & Targets

- Goal 4 - Increase collaboration at the regional level
 - By 2020, States that need support in areas with safety margins below zero, to use a RSOO's or another State's ICAO-recognized functions
 - By 2022, all States to contribute information on safety risks, including SSP SPIs, to their RASGs
 - By 2022, all States with a positive safety margin, and an Effective SSP, to actively engage in RASGs' SRM activities

National, Regional and Global HRC



Upcoming Events

- **2nd Global Runway Safety Symposium**
 - 20-22 Nov 2017, Lima, Peru
- **GANIS/SANIS**
 - 11-15 Dec 2017, Montreal, Canada
- **Safety Management Regional Symposia and Workshops**
 - EUR/NAT – 16-18 Oct 2017, Tallinn, Estonia
 - NACC & SAM – 12-16 March 2018, Peru, Lima
 - APAC & MID – 23-26 April 2018, Singapore
 - ESAF & WACAF – 2018 (TBC)



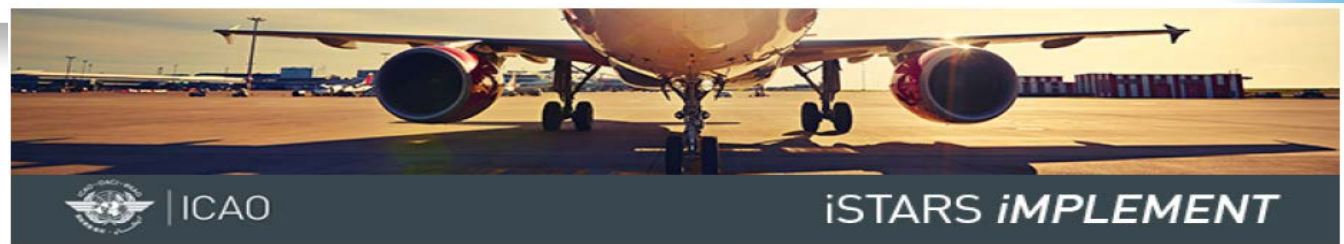
www.icao.int/Meetings



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State Safety Briefing (SSB)*



Import / Export Risks*



Solution Center*



Civil Aviation Authority - Human Resources (CAA-HR) Toolkit*



Airport Briefing*



Regional Briefing*



ASBU Performance Assessment Interactive Tool (PAINT)



Security and Facilitation



Environment



Training Needs Analysis (TNA)



Global Cost Database (GCDB)*
(under development)



Enhanced State Briefing*
(under development)



THANK YOU!