International Civil Aviation Organization
Sixth Annual Plenary Meeting of the Regional Aviation Safety Group – Pan America (RASG-PA/6)
San Jose, Costa Rica, 27 – 28 June 2013

Agenda Item 3   **RASG-PA Working Group(s) Reports**
  3.2   Annual Safety Report Team (ASRT)

RASG-PA ANNUAL SAFETY REPORT (ASR)

(Presented by the Secretariat)

SUMMARY
This working paper presents to the Sixth Meeting of the Regional Aviation Safety Group – Pan America (RASG-PA/6): • The result of the review to the Annual Safety Report (ASR), Third Edition; • The last decisions of the RASG-PA Executive Steering Committee (ESC) regarding the next edition of the report; and • The work plan for the production of the ASR Fourth Edition.

References:
• RASG-PA/02 Meeting Report • RASG-PA Annual Safety Report • RASG-PA/04 Meeting Report • RASG-PA/ESC/14 Meeting Report • ICAO Global Aviation Safety Plan (GASP) • ISSG Global Aviation Safety Roadmap (GASR)

Strategic Objective	***This working paper is related to Strategic Objective: A – Safety***

1.   **Introduction**

1.1   The ICAO Global Aviation Safety Plan (GASP) highlights that "*a most effective quantitative risk management programme would be one in which information sharing is the norm.*" Information regarding aviation safety, first shared and then processed by information analyses specialists, results in aviation safety intelligence necessary for any decision-making.

1.2   This vision has been RASG-PA's working basis since its beginning through the adoption of a proactive and/or predictive approach to risk assessment to formulate safety strategies based on collected and analyzed safety-related data.

1.3   Since its establishment, RASG-PA determined that a RASG-PA Annual Safety Report (ASR) must be developed for presentation at the regular annual meetings of RASG-PA to support a data-driven approach using reactive, proactive, and predictive information for the identification, prioritization, and implementation of safety risk mitigation measures within the Region.

1.4   This product of RASG-PA has been adopted in other regions of the world that are creating their RASGs and, in addition, ICAO HQ publishes an annual global safety report.

1.5   It would be expected that States Safety Programmes (SSPs), as part of their national safety management process, agree upon the advantages of producing a national safety report divided into sections reflecting the reactive, proactive, and predictive information as a way to identify trends, help decision-making, and measure the maturity that the management system is reaching to transition from a reactive-based decision-making where decisions are based on a combination of reactive, proactive, and predictive information sources.

2.   **RASG-PA Annual Safety Report, Third Edition**

2.1   The draft RASG-PA Annual Safety Report, Third Edition, was approved during the Fourteenth Meeting of the Regional Aviation Safety Group-Pan America Executive Steering Committee (RASG-PA/ESC/14) held in Seattle from 15 to 16 August 2012, after incorporating a number of improvements to the document and updating the figures regarding the Universal Safety Oversight Audit Programme (USOAP) results.

2.2   The ASR was presented for approval at RASG-PA/5 (Santiago, Chile, 22 to 24 October 2012) who noted that some figures in the draft report presented information related to total number of accidents, including general aviation, which could be erroneously interpreted and did not clearly reflect the significant improvements in safety indices that are being achieved by the main Latin American commercial operators.

2.3   This generated broad debate on the convenience of mixing general aviation information with commercial air operators. The Meeting agreed on the need to clearly divide these categories where the combination of the figures exists, and that the report should focus on the areas where RASG-PA could display risk mitigation actions.

2.4   Due to the nature of the changes required in the ASR, it was agreed that the ASRT would work on a revision to the third edition in accordance with the outcome of the member discussions, and that the ASR would be approved through the RASG-PA fast track approval mechanism.

2.5   This process concluded in May 2013, and the ASR, Third Edition, was finally published in June 2013.

3.   **Methodology for the development of the ASR on the basis of exchange of information within a collaborative environment**

3.1   In developing the ASR, information provided by ICAO, Boeing, and IATA is used for the various sections of the report. The third edition notes that Loss of control – in flight (LOC-I) and Controlled flight into terrain (CFIT) occurrences present a decreasing trend over the last several years while Runway excursions (REs) show an increasing trend, which makes it necessary to continue monitoring these trends in order to be able to determine the impact of mitigation strategies.

3.2   In July 2013, the team developing the ASR will meet in the ICAO SAM Regional Office in Lima to work on the development of the ASR, fourth edition, which, as per mandate of the RASG-PA ESC, will allow changes to the structure but will be developed considering the high-level principles as shown in the **Appendix**.

4.   **Suggested action**

4.1   RASG-PA/06 is invited to:

a) take note of information being provided in this working paper; and

b) request States to consider the production and publication of national annual safety reports as part of the SSP process.

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APPENDIX

HIGH LEVEL PRINCIPLES

Annual Safety Report

This document contains the high level principles agreed by RASG-PA for the Annual Safety Report

Contents

Purpose of the Report

The purpose of the ASR is to compile data and information regarding aviation safety (*accidents, incidents, events, audit programmes, voluntary report programmes, etc.*) from reliable sources, and convert them into aviation safety intelligence data to support collaborative decision-making and avoid duplication of efforts in the NAM, CAR and SAM Regions in order to reduce aviation accidents/incidents.

Information Characteristics

According to its nature, the information is classified as reactive, proactive and predictive. In this manner, the ASR also indicates the level of maturity the Pan American Region is achieving regarding its safety management process, moving from purely reactive-based decision-making towards an environment where the reactive information indicators are complemented by proactive and predictive indicators.

The period of time necessary to achieve consensus and deploy a collaborative risk-mitigating action within the RASG-PA framework can take many months and/or years. Once the activity is implemented, many years can pass before recognizing an improvement over any trend. Therefore, the information included in the ASR should be capable of showing tendencies from at least three years of operations. In accordance with the aforementioned, the information on the basis of one-year statistics is irrelevant and should not be part of the ASR.

All information included in the ASR should be endorsed by a process sustainable in time that guarantees the availability of this information (no less than three years).

Report Format

The report should have a simple format and be easy to read to draw interest from high level Stakeholders. The objective is that a quick review of the report by high-level executives will have an impact upon decision–making and allocation of financial resources to implement risk mitigating actions.

To achieve this aim, the report will be kept to a maximum of 30 pages and use graphs and tables to improve the effectiveness in the communication of the message being transmitted. The report will be highly visual.

Scope of the Processed Information

Information included in the ASR will be only that necessary for collaborative decision-making purposes. Statistics on the behaviour of the various NAM, CAR and SAM Regional aviation safety indicators will be included.

The high air transport volume in a region or State could be hiding latent conditions in regions with lesser levels of activity; to avoid this situation, the report will include the data identified, if necessary. In principle, statistics easily enabling behavioural comparisons in the NAM, CAR and SAM Regions will be developed and, depending on the nature of the risks identified, the need to draft additional specific reports regarding a region or group of States in particular could be warranted.

The RASG-PA ASR will mostly include information related to NAM, CAR and SAM Regions.

Global and harmonized information produced by the Global Safety Information Exchange (GSIE) may be included in the RASG-PA ASR to take advantage of comparing NAM, CAR and SAM performance with other regions of the world in regard to aviation safety.

The report will concentrate in producing aviation safety intelligence data requiring collaborative decision-making to coordinate risk mitigating actions. For example, safety improvement in aerial spraying would not find itself within the scope of the ASR.

What IS NOT the ASR?

> ➢ It is not a document to report on risk mitigating actions deployed by the various aviation actors;
> ➢ It is not a means to promote specific programmes; and
> ➢ It is not an accountability mechanism.