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WORKING PAPER

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Seventh Regional Aviation Safety Group – Pan America Annual Plenary Meeting (RASG-PA/7)
Willemstad, Curaçao, 11 -12 September 2014

Agenda Item 5: Safety Initiatives

BOGOTA DECLARATION

(Presented by the Secretariat)

EXECUTIVE SUMMARY

This working paper objective is to present to the Meeting information on the Bogota Declaration, which contains the South American Region commitment to achieve safety goals for the next triennium; as well as the advance of safety indicators in the SAM Region.

Action:	The suggested action is presented in Section 3.
<i>Strategic objectives:</i>	<ul style="list-style-type: none">• Safety
<i>References:</i>	<ul style="list-style-type: none">• 38th Session of ICAO Assembly; Montreal, Canada, 24 September to 4 October 2013• Global Coordination Meeting (GCM) of Regional Planning and Implementation Groups (PIRGs) and Regional Aviation Safety Groups (RASG), Montreal, Canada, 19 March 2013• Thirteenth Civil Aviation Authorities of the South American Region (RAAC/13) Meeting, Bogota, Colombia, 4 to 6 December 2013

1. Introduction

1.1 The new versions of the Global Aviation Safety Plan (GASP) and the Global Air Navigation Plan (GANP) allow consistent regional safety and air navigation activities planning in accordance with the specific needs of each region.

1.2 Within this framework, the Global Coordination Meeting (GCM) of Regional Planning and Implementation Groups (PIRGs) and Regional Aviation Safety Groups (RASGs), held on 19 March 2013 in Montreal, Canada; had as main objective the view exchange on the readiness and ability of the PIRGs and RASGs to set priorities and targets in line with the GANP and GASP new versions. Meeting outcomes include:

- a) Endorsement to global safety priorities and consideration of the need to establish regional targets and priorities;
- b) RASG and PIRG were requested to establish regional priorities for air navigation objectives in accordance with the GANP/ASBU frame of reference, by May 2014;
- c) Agreement on the need to measure performance improvements oriented to demonstrate their positive impact on environment;
- d) Endorsement of the envisioned Regional performance dashboard prototype and determination of an air navigation initial set of indicators and metrics;
- e) Confirmation on the need of a coordination mechanism between RASGs and PIRGs in each region;
- f) That PIRGs must ensure consistent action and avoid duplication of efforts; and
- g) Agreement on the utilization of specific interface groups as required to address air navigation plans harmonisation in PIRGs adjacent areas.

1.3 Resolution A38-2 on ICAO global planning for safety and air navigation resolved that the GASP and GANP new approved versions would provide the framework in which regional, sub-regional, and national implementation plans would be developed and implemented, thus ensuring harmonisation and coordination of efforts aimed at improving international civil aviation safety, capacity, and efficiency, Member States were urged to demonstrate the necessary political will to take corrective actions that address safety and air navigation deficiencies, including those identified by the Universal Safety Oversight Audit Programme (USOAP), through the achievement of GASP and GANP objectives and the ICAO regional planning process.

1.4 Resolution A38-2 *Appendix A* urges concerned Member States, Regional Safety Oversight Organisations (RSOO), Regional Aviation Safety Groups (RASG) and pertinent international organizations to work with all stakeholders to set priorities, targets and indicators that are consistent with GASP objectives with a view to reduce the aircraft accidents number and rate;

1.5 Resolution A38-2 *Appendix B* instructed the ICAO Council to publish the analysis results on the regional performance dashboards and in an global air navigation report including at least the **key** implementation **priorities** and accrued environmental benefits estimated using the methods recognised by the ICAO Committee on Aviation Environmental Protection (CAEP).

1.6 In order to measure the global targets and priorities implementation status in each Region, ICAO intends to post Regional Performance Dashboards on ICAO Regional Office websites. Therefore, Regional Performance Dashboard was published at the following website: <http://www.icao.int/safety/Pages/Regional-Targets.aspx> on 5 May 2014. This initial dashboard is being improved to globalize information sources and represents a starting point for the regional achievements measurement.

1.7 The Regional performance dashboard¹ will show the objectives performance at regional level, showing the current status (baseline) and the projected implementation of each of the selected regional objectives for the 2014-2016 period based on associated metrics.

2. Discussion

2.1 During the last few years, the air transport sector has experienced a growth high rate in the South American region. Although the achieved progress demonstrates that an effective way has been found for managing the implementation of the required safety and capacity improvements, it was also necessary to establish clear goals for the next three years and to obtain a commitment from the States for their achievement.

2.2 In this regard, the Meeting of Air Navigation and Safety Directors, held in Lima on 21-22 October, analyzed the safety and air navigation status in the Region, and selected five indicators to monitor safety objectives, focused on safety oversight, accidents and serious incidents, runway excursions and incursions, aerodrome certification, and SSP and SMS implementation; and ten indicators for monitoring air navigation objectives, focused on terminal Performance-Based Navigation (PBN), en-route PBN, Continuous Descent Operations (CDO), Continuous Climb Operations (CCO), fuel savings/reduction of CO2 emission, Air Traffic Flow Management (ATFM), Aeronautical Information Management (AIM), interconnection of the Air Traffic Service (ATS) Aeronautical Message Handling System (AMHS), interconnection of automated systems and implementation of domestic Internet Protocol (IP) networks.

2.3 Subsequently, the Thirteenth Meeting of Civil Aviation Authorities of the South American Region (RAAC/13), held in Bogota, Colombia, from 4 to 6 December 2013, established the safety and air navigation indicators and goals for the SAM Region, and approved the *Bogota Declaration*, which is the document that establishes the commitment of the Region to achieve these goals by the end of December 2016 (http://www.icao.int/SAM/Documents/RAAC13/RAAC13_BogotaDeclarationNewsAPX_v1.pdf).

2.4 The **Appendix A** contains the safety and air navigation performance indicators, the parameters assigned to them, as well as the goals current status to be achieved by December 2016.

2.5 Progress on these indicators would be in charge of each Region, being the Regional Offices responsible for updating and collecting data.

¹ *The currently posted Dashboard contains a disclaimer since the existing information on air transport, air navigation and safety-related data and statistics is provided to the International Civil Aviation Organization (ICAO) by third parties. All third-party contents have been obtained from sources considered to be reliable. However, ICAO specifically gives no assurance and makes no representation as to the accuracy, integrity or timeliness of such information and assumes no responsibility for reliance on, or use of, such information.*

3. Conclusion

3.1 The Civil Aviation Authorities of the Region have recognized that a measuring strategy that comprises the collection, processing, storage, as well as the presentation of reports on the identified regional performance metrics is fundamental for the success of a performance-based approach, and this is reflected in the assumed commitments in the *Bogota Declaration*. In this regard, the meeting is invited to:

- a) take note of information contained in this working paper;
- b) analyze information presented in section 2 and Appendix to this working paper;
and
- c) analyze other considerations regarding this issue as deemed necessary by the Meeting.

APPENDIX

SAFETY AND AIR NAVIGATION PERFORMANCE INDICATORS

	Safety	Actual Value	Goal December 2016
1. Safety oversight	% Effective implementation in SAM <i>Data: iStars</i>	70.19%	Reach 80%
2. Accidents	SAM regional accident rate gap related to global rate <i>Parameters: Commercial and regular operations; A/C above 2250kg MTOW; Annex 13; period 1 year</i>	62%	Reduce gap in 50%
3. Excursions	Runway excursion average rate <i>Parameters: Commercial and regular operations; A/C above 2250kg MTOW; Annex 13; 6-year period</i>	1.53	Reduce in 20% (1.23)
4. Aerodrome certification	% of international aerodromes certified <i>Data: Annual survey during AGA Experts Panel meetings</i>	8%	20%
5. SSP/SMS implementation	1. % SSP implementation 2. % service providers SMS oversight capacity of CAAs <i>Data: Annual survey during SSP coordinators meeting</i>	1. 37% 2. 81%	1. 67% 2. 100%

	Air Navigation	Actual Value	Goal December 2016
1. PBN TERMINAL	% international aerodromes with APV according to resolution A-37/11	61%	100%
2. PBN ENROUTE	% ATS routes with PBN	38%	60%
	% international aerodromes with SID/STAR PBN	48%	60%
3. CDO	% international aerodromes/TMAs with CDO		40%
4. CCO	% international aerodromes/TMAs with CCO		40%
5. Fuel savings/C02	Emissions reduction based on IFSET		Annual Decrease of 40,000Ton of CO2
6. ATFM	% area control centres (ACCs) providing air traffic flow management (ATFM)	52%	100%
7. AIM	% required elements in PHASE I (aeronautical information services (AIS) to aeronautical information management (AIM) Roadmap)	84%	100%
8. AMHS interconnection	% AMHS regionally interconnected Total: 26 interconnections	15%	100%
9. Interconnection of automated systems (ATS inter-facility data communications (AIDC) exchange)	% automated systems interconnected Total: 15 interconnections		100%
10. Implementation of national Internet protocol (IP) networks	% States with national IP communications networks implemented		80%