Global Aviation Safety Update

RASG-PA/9 – P/06

Marco Merens
Chief, Integrated Aviation Analysis
Air Navigation Bureau, ICAO

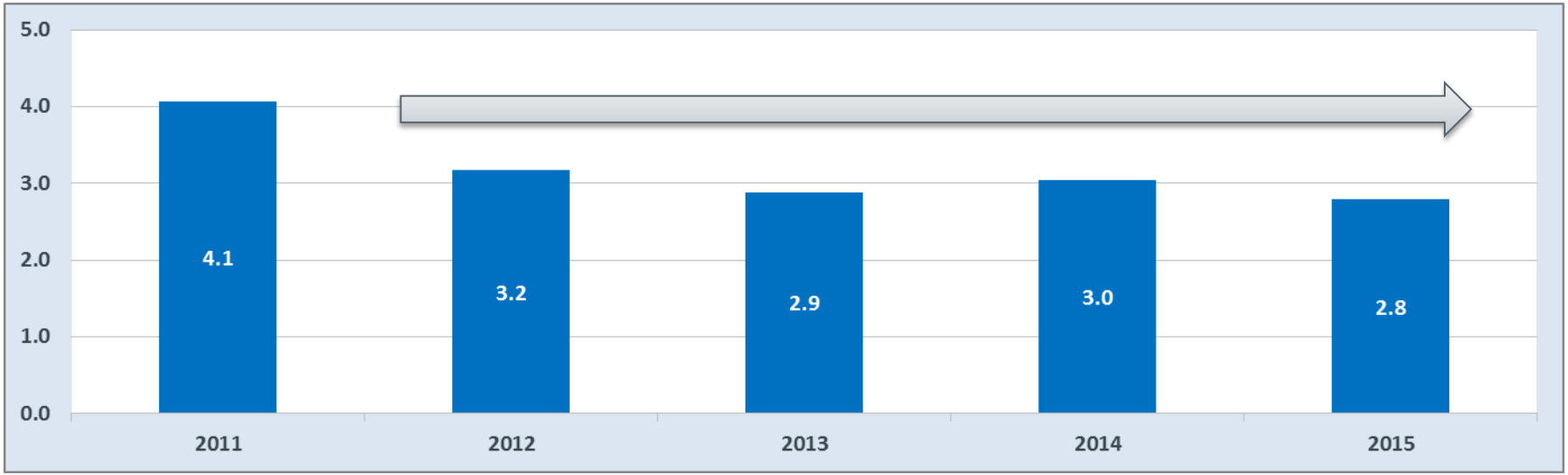
RASG-PA
23 June 2016, Panama City, Panama

ICAO ANNUAL SAFETY REPORT

2016 EDITION

Global Accident Rate

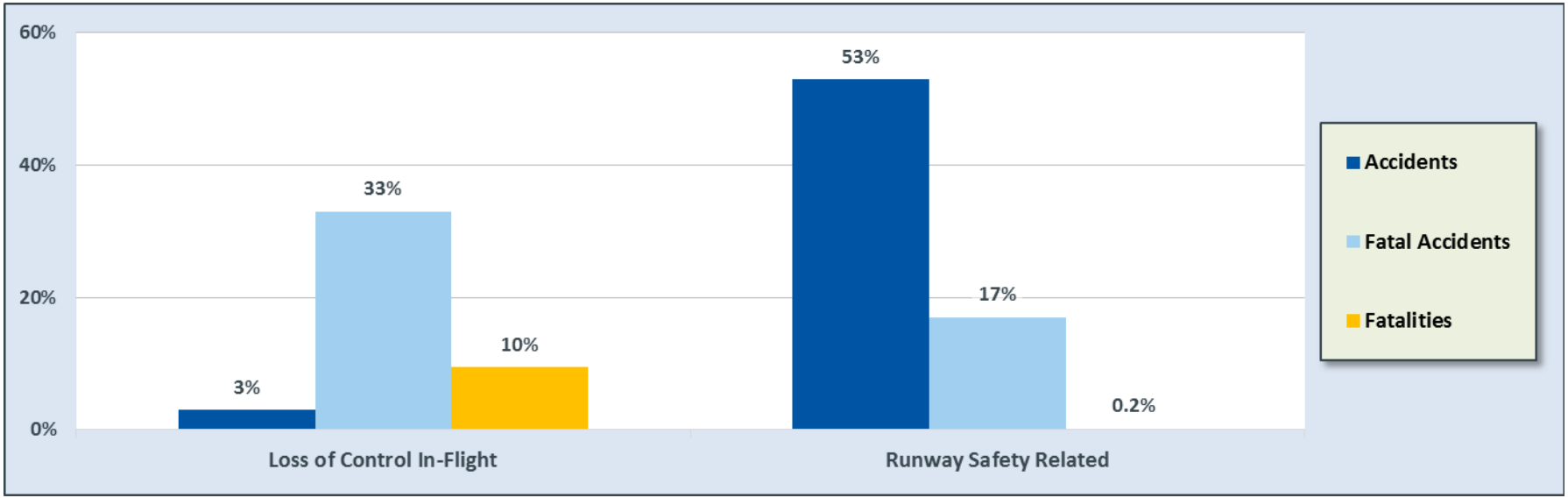
Scheduled commercial above 5 700kg for 2011 - 2015



Global accident rate continues to be stable

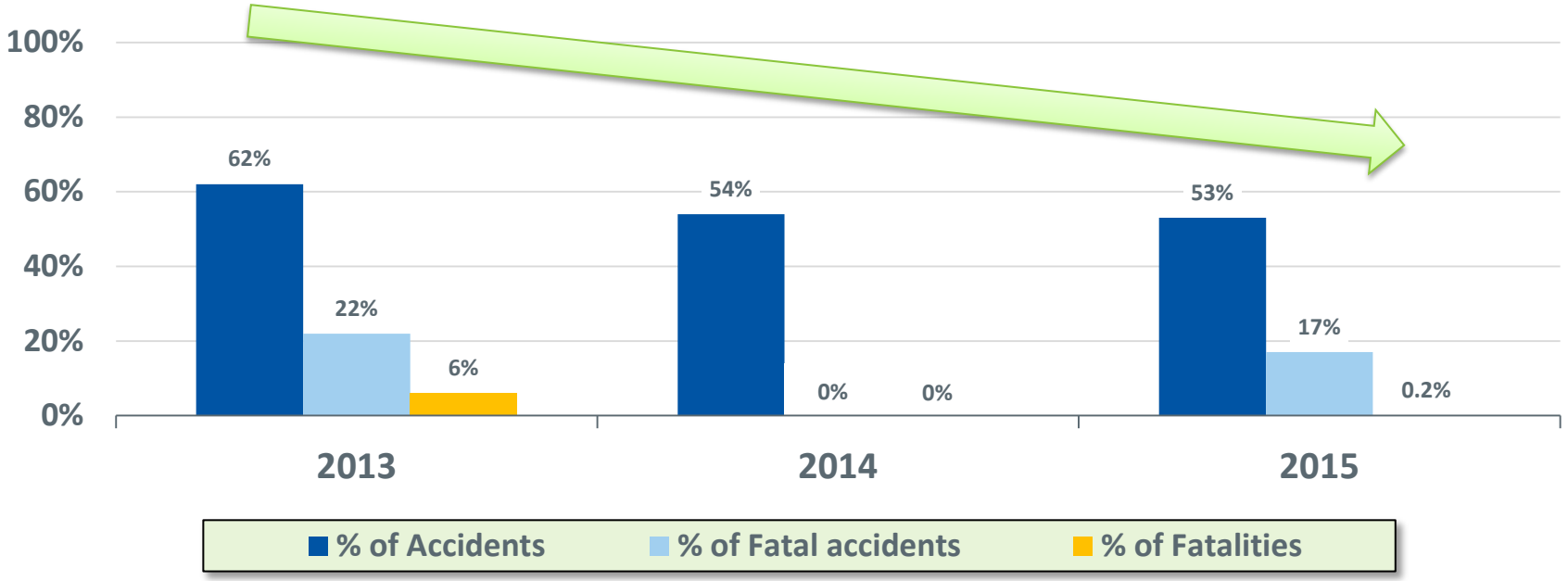
Percentage of All Accidents (2015*)

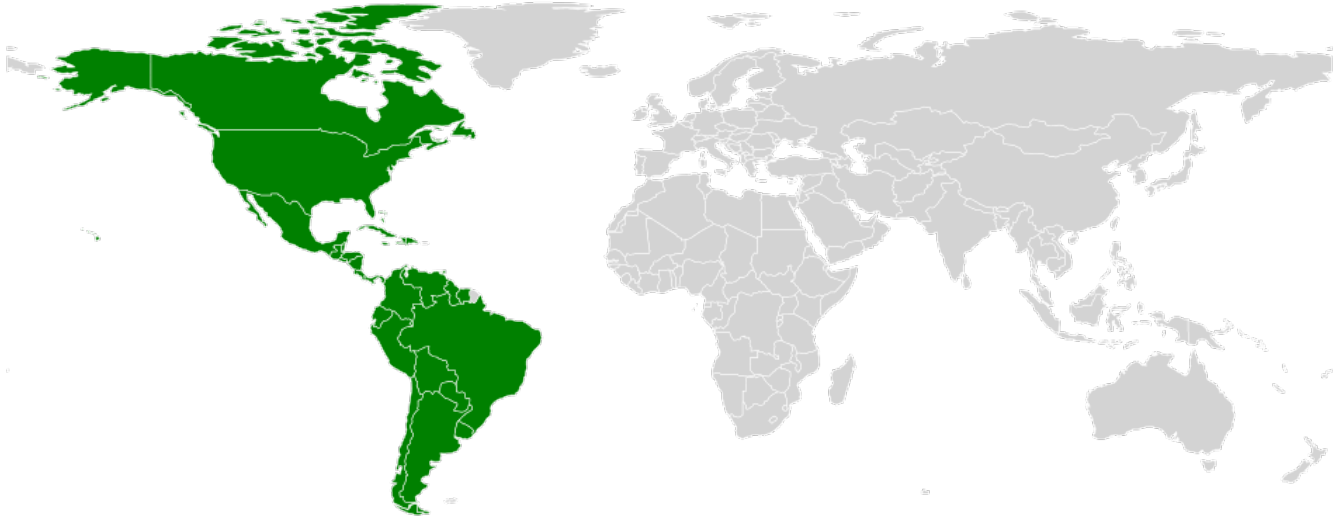
Scheduled commercial above 5 700kg



**Note*: No CFIT accidents for scheduled commercial in 2015*

Runway Safety related Accidents





Global Aviation Safety Update

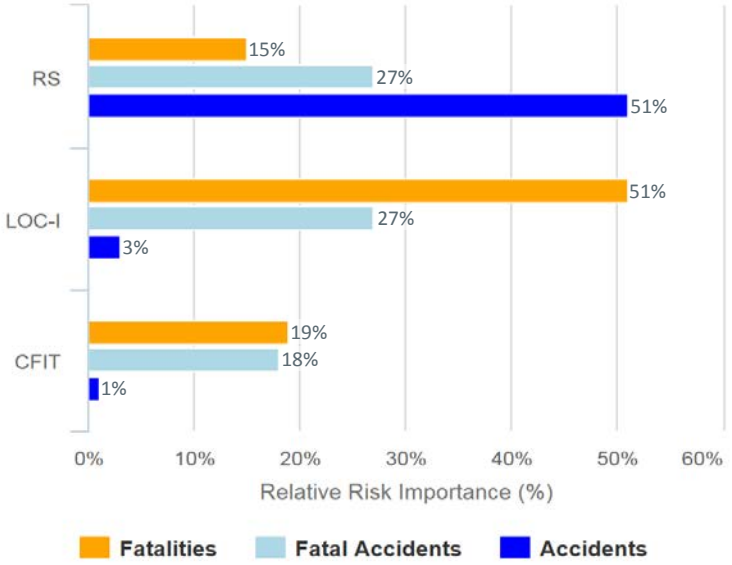
REGIONAL STATUS (RASG-PA)

Source: ***iSTARS 3.0 – MAP Builder*** (https://portal.icao.int/space)

Risk Distribution for the Top 3 Safety Priorities

Scheduled commercial above 5 700kg for 2011 - 2015

RASG-PA



Continue focus
on the
Top 3 Safety Priorities
(RS, CFIT, LOCI)

*Source: **iSTARS 3.0** – **ADREP et al.** (https://portal.icao.int/space)*

Significant Safety Concerns (SSCs)

SSCs indicate that a State is not providing sufficient safety oversight to ensure the effective implementation of applicable ICAO Standards. SSCs may be issued in the area of operations, air navigation services, aerodromes, airworthiness or licensing.

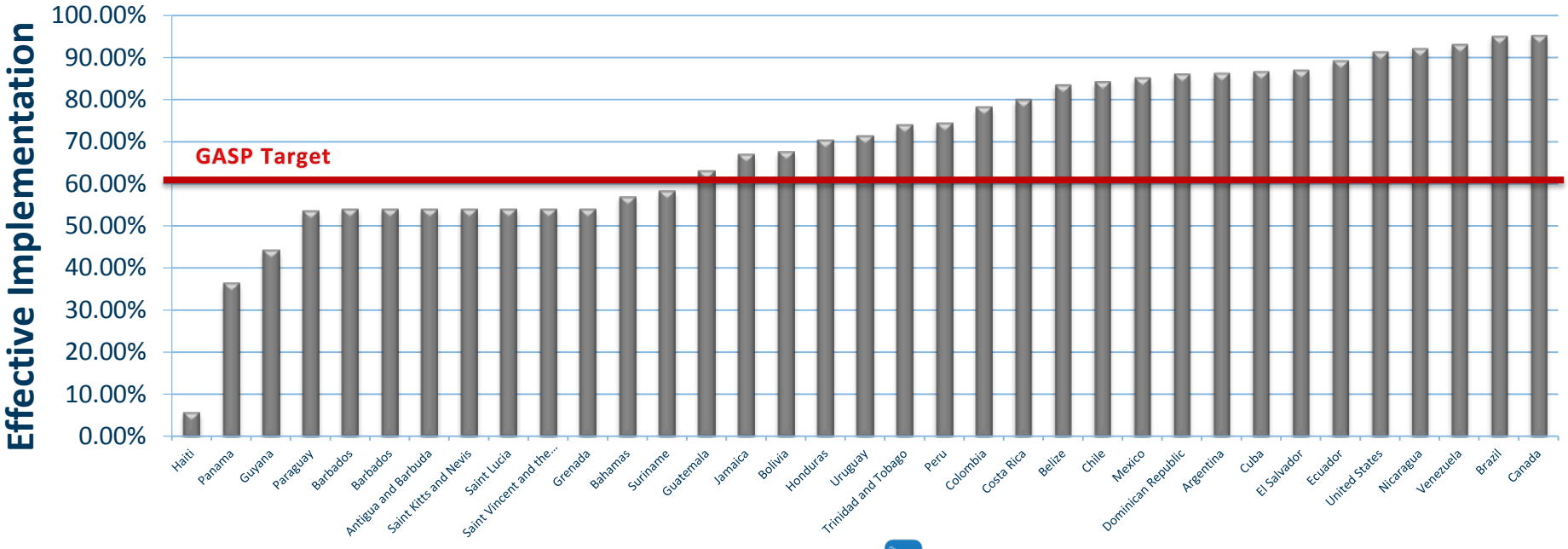
RASG-PA has 1 State with 1 SSC.

State	SSCs	SSC Areas				
		Airworthiness	Operations	Licensing	Aerodromes	Air Navigation
Haiti	1		✖			

Source: ***iSTARS 3.0 – Regional Safety Briefing*** (https://portal.icao.int/space)

ICAO Safety Audit Results for RASG-PA

Effective implementation of safety oversight systems by State



Source: ***iSTARS 3.0 – Regional Safety Briefing*** (https://portal.icao.int/space)

Global Aviation Safety Update

WORKING TOWARDS THE 39TH ASSEMBLY

GASP Update

- **Objectives**
  - No significant changes to technical content
  - Simplify document to improve comprehension and usability
- **Technical Content Review**
  - GASP objectives and framework remain the same
  - Adjust the long-term objective of 2027 to 2028 to align with Assembly and ICAO editing cycles
  - Clarifies expected roles of International, Regional, and National users of the GASP (Objectives, priorities, etc.)
  - NCLB Initiative
  - New Roadmap

Global Aviation Safety Update

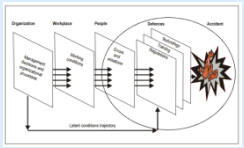
ANNEX 19 - AMENDMENT 1

Need for Safety Management and its Benefits

- **Global air traffic** is predicted **to double** in the **next 15 years**
- **The GASP** sets out **a continuous improvement strategy for States** to implement **over the next 15 years**
- **Transition from** a ***reactive system***, **to** a ***proactive system***
- **Increased efficiencies with an effective SMS**

REACTIVE

Accident and Incident Reports



Resources

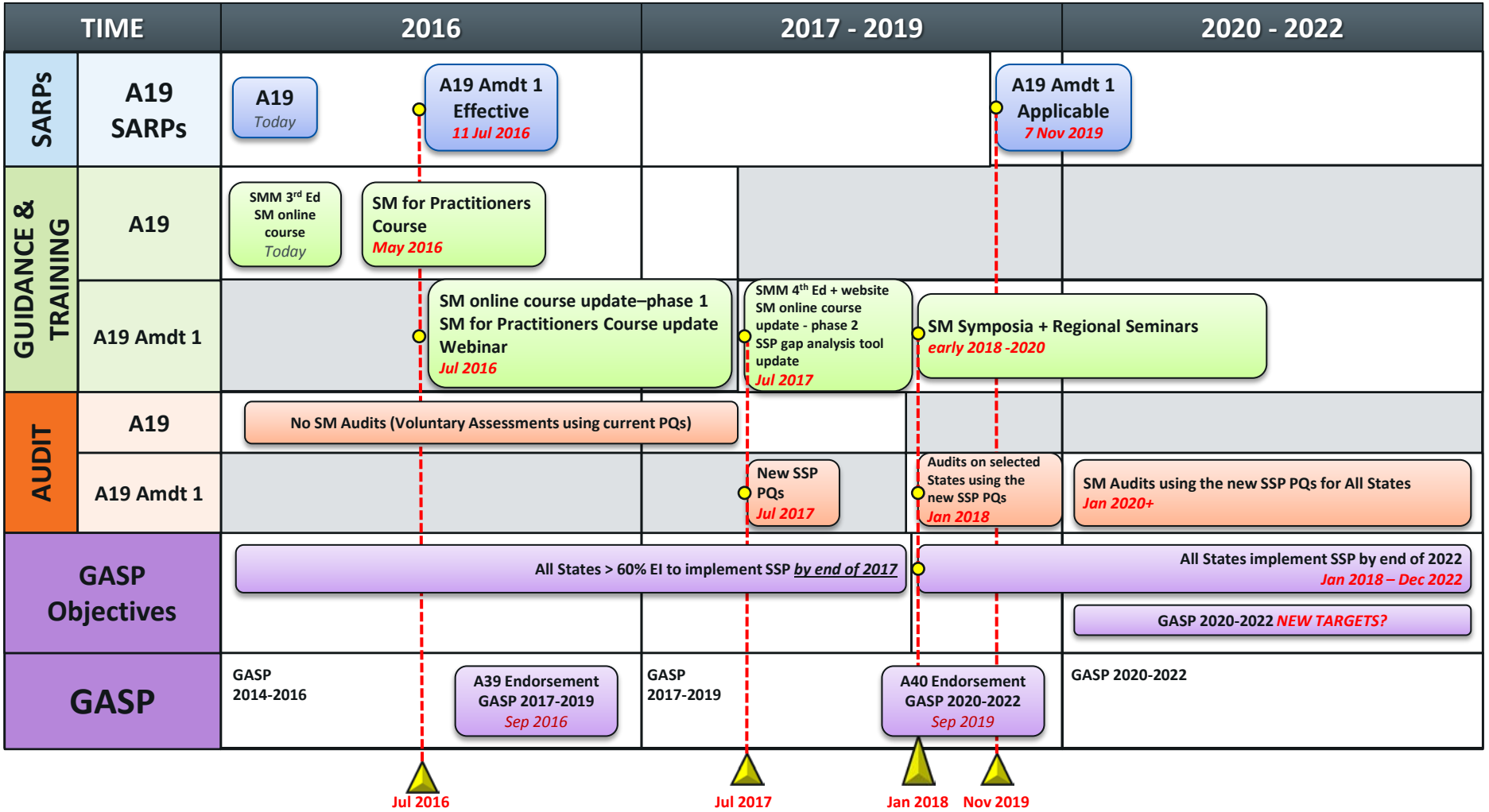
SMS

Traffic Growth

PROACTIVE

Accident and Incident Reports
Hazard Identification
Risk Management
Trend Analysis

Allocation of resources based on **RISK**


TIME
2016
2017 - 2019
2020 - 2022
SARPs
A19 SARPs
A19
Today
A19 Amdt 1
Effective
11 Jul 2016
A19 Amdt 1
Applicable
7 Nov 2019
GUIDANCE & TRAINING
A19
SMM 3rd Ed
SM online course
Today
SM for Practitioners Course
May 2016
A19 Amdt 1
SM online course update–phase 1
SM for Practitioners Course update
Webinar
Jul 2016
SMM 4th Ed + website
SM online course update - phase 2
SSP gap analysis tool update
Jul 2017
SM Symposia + Regional Seminars
early 2018 -2020
AUDIT
A19
No SM Audits (Voluntary Assessments using current PQs)
A19 Amdt 1
New SSP PQs
Jul 2017
Audits on selected States using the new SSP PQs
Jan 2018
SM Audits using the new SSP PQs for All States
Jan 2020+
GASP Objectives
All States > 60% EI to implement SSP by end of 2017
All States implement SSP by end of 2022
Jan 2018 – Dec 2022
GASP 2020-2022 NEW TARGETS?
GASP
GASP 2014-2016
A39 Endorsement GASP 2017-2019
Sep 2016
GASP 2017-2019
A40 Endorsement GASP 2020-2022
Sep 2019
GASP 2020-2022
Jul 2016
Jul 2017
Jan 2018
Nov 2019

Global Implementation Support Programmes (Safety & AN)

Runway Safety

Safety Managment

LOC-I/UPRT

PBN

CAPSCA

NGAP

Regional Implementation Support Programmes (Safety & AN) - in addition to PIRGs and RASGs

NACC	SAM	WACAF	ESAF	MID	EUR/NAT	APAC
• ICAO PBN Go-Team • ICAO RS Go-Team • CAPSCA • RLA/09/801	• ICAO PBN Go-Team • ICAO RS Go-Team • CAPSCA • SRVSOP • RLA/06/901	• ICAO PBN Go-Team • ICAO RS Go-Team • CAPSCA • AFI-CIS • Africa FPP • AFI Plan • COSCAP-UEMOA • ASQA	• ICAO PBN Go-Team • ICAO RS Go-Team • CAPSCA • COSCAP-SADC • AFI-CIS • Africa FPP • AFI Plan • ASQA	• ICAO PBN Go-Team • ICAO RS Go-Team • CAPSCA • COSCAP-GS • MAEP (2016) • MID FPP (2016)	• ICAO PBN Go-Team • ICAO RS Go-Team • CAPSCA • CIS Project	• ICAO PBN Go-Team • ICAO RS Go-Team • CAPSCA • COSCAP-SA • COSCAP-SEA • COSCAP-NA • APAC FPP • RSO ATM Programme

Evolving Safety Performance

- **iMPLEMENT is a data-driven decision making process that:**
  - produces a High-level report showing State information
  - facilitates the enhancement of a State's implementation rate by helping prioritize activities based on data
  - provides a business case for the economic and social impact of aviation development.

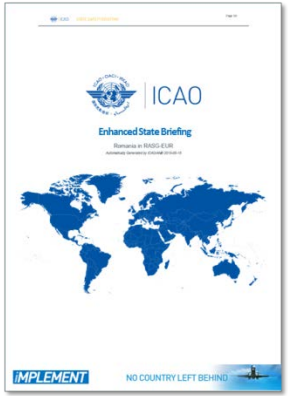
A '*NO COUNTRY LEFT BEHIND*' Initiative:

iMPLEMENT

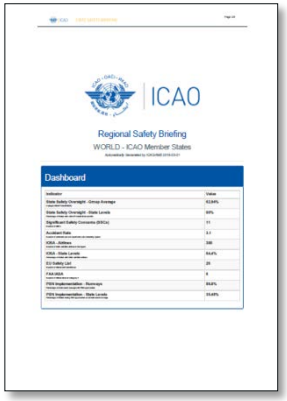
*Facilitating **Data-Driven** Decisions for Aviation*

All stakeholders should come up with a strategy to complement NCLB

Executive-level Briefings

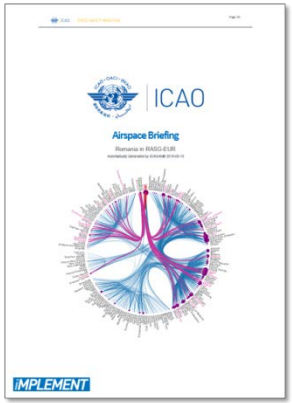


State Safety Briefing

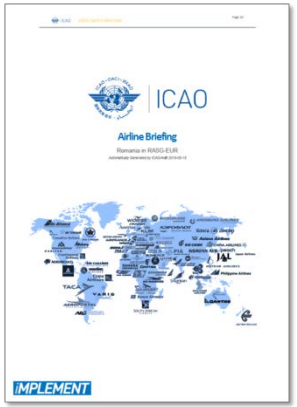


Regional Safety Briefing

Aerodrome Briefing



Airspace Briefing



Airline Briefing

Work-in-Progress

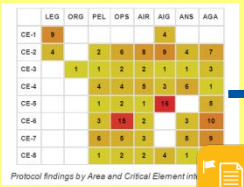
* *Accessible through iSTARS/SPACE*

ICAO UNITING AVIATION

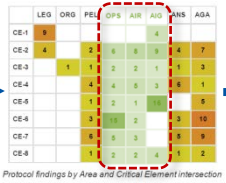
NO COUNTRY LEFT BEHIND

Import / Export Risk

SOLUTION CENTER



State Audit Results



State Risk Profile

Finding → Prioritization → Best Practices

PAINT

Infrastructure

People Structure

CAA-HR Toolkit

SEC FAL

Global Cost Database

ENVIRO

Training Needs Analysis

NEEDS TODAY

Money

Infrastructure

People

RESOURCING THE NEEDS

- Aviation Development Network
- Aviation Development Fund
- TCA
- ICAO GSI

SOCIO-ECONOMIC BENEFITS OF AVIATION

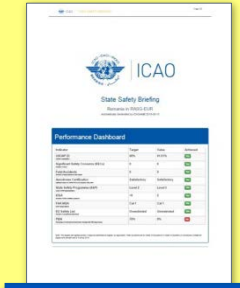
ENHANCED SAFETY

3.4% of global GDP

58.1 million

ECONOMIC DRIVER

Reporting on current State risks

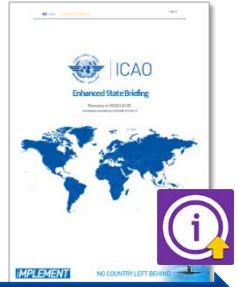


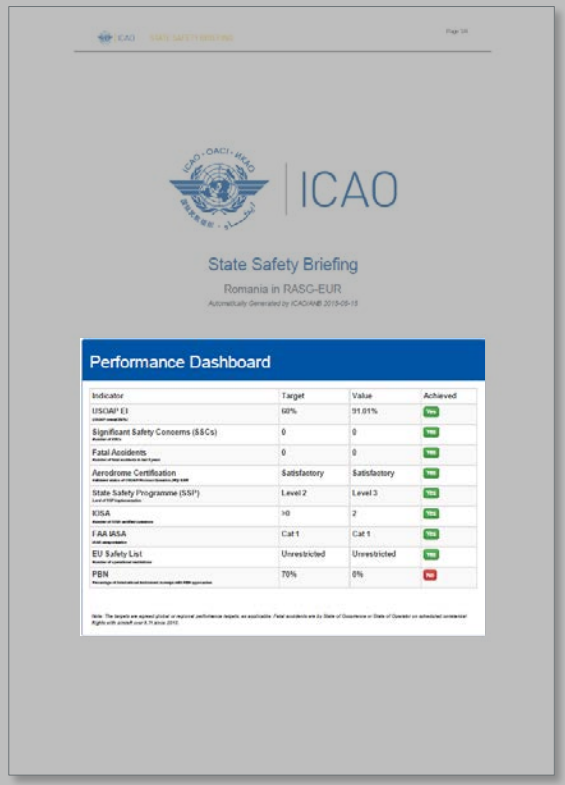
Prioritizing risks & providing corrective actions

Providing practical solutions to prioritized risks

Enhancing implementation by prioritizing improvement activities based on data

Showing the economic and social impact of aviation development





ICAO

State Safety Briefing

Romania in RASC-EUR

Performance Dashboard

Indicator	Target	Value	Achieved
USOAP EI	60%	91.01%	Yes
Significant Safety Concerns (SSCs)	0	0	Yes
Fatal Accidents	0	0	Yes
Aerodrome Certification	Satisfactory	Satisfactory	Yes
State Safety Programme (SSP)	Level 2	Level 3	Yes
IOSA	>0	2	Yes
FAA IASA	Cat 1	Cat 1	Yes
EU Safety List	Unrestricted	Unrestricted	Yes
PBN	70%	0%	No

Performance Dashboard

Indicator	Target	Value	Achieved
USOAP EI *USOAP overall EI(%)*	60%	90.96%	Yes
Significant Safety Concerns (SSCs) *Number of SSCs*	0	0	Yes
Fatal Accidents *Number of fatal accidents in last 5 years*		0	✔
Aerodrome Certification *Validated status of USOAP Protocol Questions (PQ) 8.081, 8.083 and 8.086*	Satisfactory	Satisfactory	Yes
State Safety Programme (SSP) *Level of SSP implementation*	Level 2	Level 3	Yes
IOSA *Number of IOSA certified operators*	>0	2	Yes
FAA IASA *IASA categorisation*	Cat 1	Cat 1	Yes
EU Safety List *Number of operational restrictions*	Unrestricted	Unrestricted	Yes
PBN *Percentage of international instrument runways with PBN approaches*	70%	0%	No

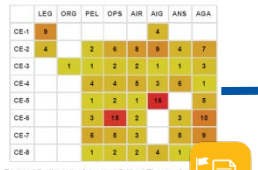
Note: The targets are agreed global or regional performance targets, as applicable. Fatal accidents are by State of Occurrence or State of Operator on scheduled commercial flights with aircraft over 5.7t since 2010.

ICAO UNITING AVIATION

NO COUNTRY LEFT BEHIND

Import / Export Risk

SOLUTION CENTER



State Audit Results

State Risk Profile

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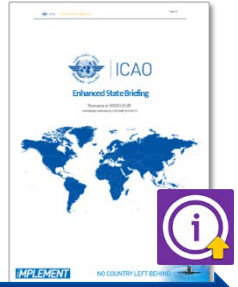

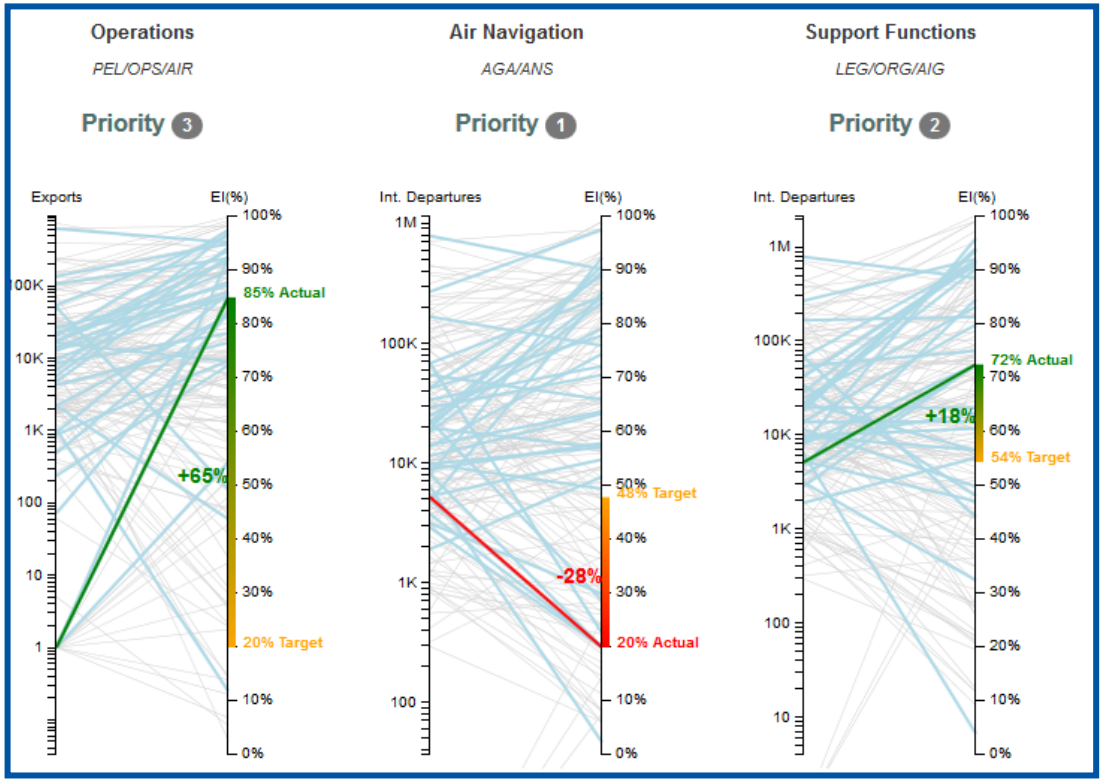

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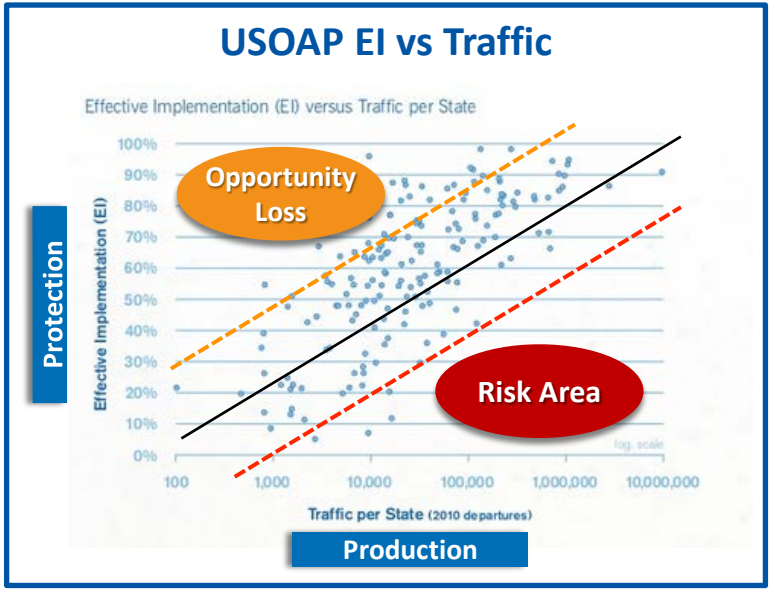
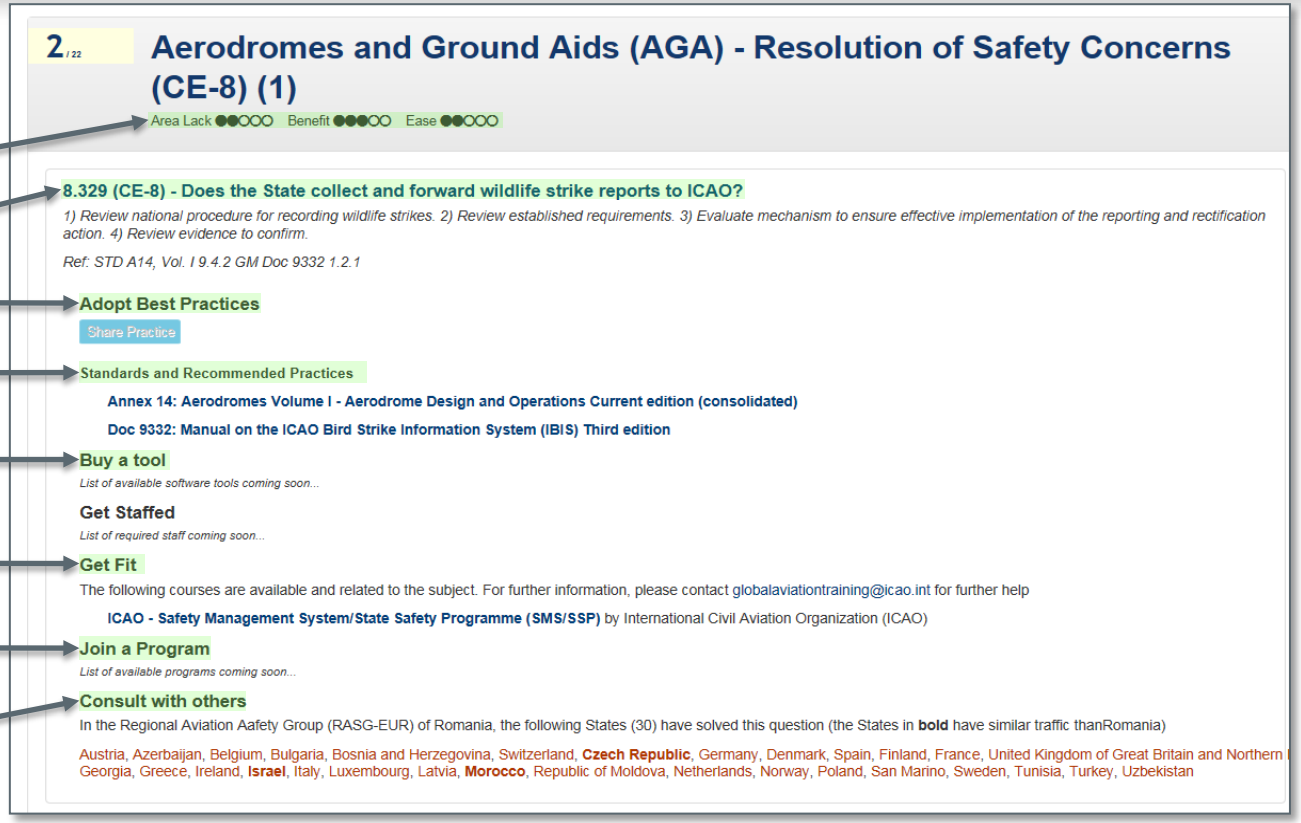


Solution Center

Help and guidance on Protocol Questions

- Priority Criteria
- PQ and Guidance
- Best Practices (Templates, Other State's, Industry)
- SARPs
- Software tools available
- Training
- Regional/Global Initiatives
- States that have resolved the PQ



2 / 22

Aerodromes and Ground Aids (AGA) - Resolution of Safety Concerns (CE-8) (1)

Area Lack ●●○○○ Benefit ●●●○○ Ease ●●○○○

8.329 (CE-8) - Does the State collect and forward wildlife strike reports to ICAO?

1) Review national procedure for recording wildlife strikes. 2) Review established requirements. 3) Evaluate mechanism to ensure effective implementation of the reporting and rectification action. 4) Review evidence to confirm.

Ref: STD A14, Vol. I 9.4.2 GM Doc 9332 1.2.1

Adopt Best Practices

Share Practice

Standards and Recommended Practices

Annex 14: Aerodromes Volume I - Aerodrome Design and Operations Current edition (consolidated)

Doc 9332: Manual on the ICAO Bird Strike Information System (IBIS) Third edition

Buy a tool

List of available software tools coming soon...

Get Staffed

List of required staff coming soon...

Get Fit

The following courses are available and related to the subject. For further information, please contact globalaviationtraining@icao.int for further help

ICAO - Safety Management System/State Safety Programme (SMS/SSP) by International Civil Aviation Organization (ICAO)

Join a Program

List of available programs coming soon...

Consult with others

In the Regional Aviation Aafety Group (RASG-EUR) of Romania, the following States (30) have solved this question (the States in **bold** have similar traffic thanRomania)

Austria, Azerbaijan, Belgium, Bulgaria, Bosnia and Herzegovina, Switzerland, **Czech Republic**, Germany, Denmark, Spain, Finland, France, United Kingdom of Great Britain and Northern I
Georgia, Greece, Ireland, **Israel**, Italy, Luxembourg, Latvia, **Morocco**, Republic of Moldova, Netherlands, Norway, Poland, San Marino, Sweden, Tunisia, Turkey, Uzbekistan

ICAO UNITING AVIATION

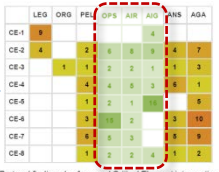
NO COUNTRY LEFT BEHIND

Import / Export Risk

SOLUTION CENTER

Protocol findings by Area and Critical Element int

State Audit Results



Protocol findings by Area and Critical Element intersection

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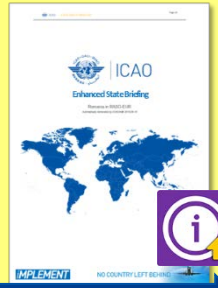
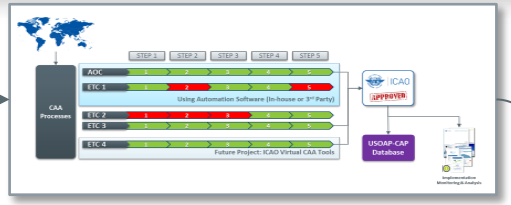


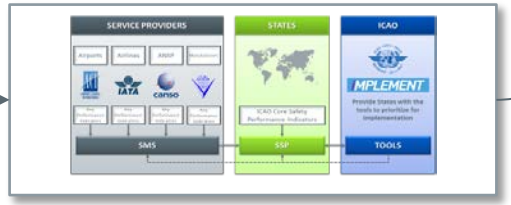
MONITORING

SIMS



Priorities / Implementation Feedback

SMS/SSP



RO-C

Real-time Monitoring of the State Aviation Health

Proactive and Predictive Approaches

SIMS

CAA Processes

	STEP 1	STEP 2	STEP 3	STEP 4	STEP 5
AOC	1	2	3	4	5
ETC 1	1	2	3	4	5
ETC 2	1	2	3	4	5
ETC 3	1	2	3	4	5
iHELPP	1	2	3	4	5

Using Automation Software (In-house or 3rd Party)

Future Project: ICAO Virtual CAA Tools

ICAO APPROVED

USOAP-CAP Database

Implementation Monitoring & Analysis

SERVICE PROVIDERS

Airports | ANSP | Airlines | Business Aviation | Manufacturers

ACI AIRPORTS COUNCIL INTERNATIONAL | canso | IATA | ibac | ICCAIA

KPI | KPI | KPI | KPI | KPI

SMS

STATES

Core Safety Performance Indicators

SPI

SSP

ICAO

iMPLEMENT

Provide States with tools to prioritize implementation

TOOLS

ICAO UNITING AVIATION

NO COUNTRY LEFT BEHIND

Import / Export Risk

SOLUTION CENTER

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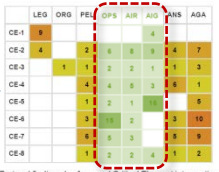

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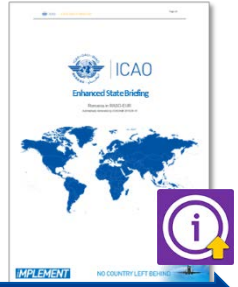
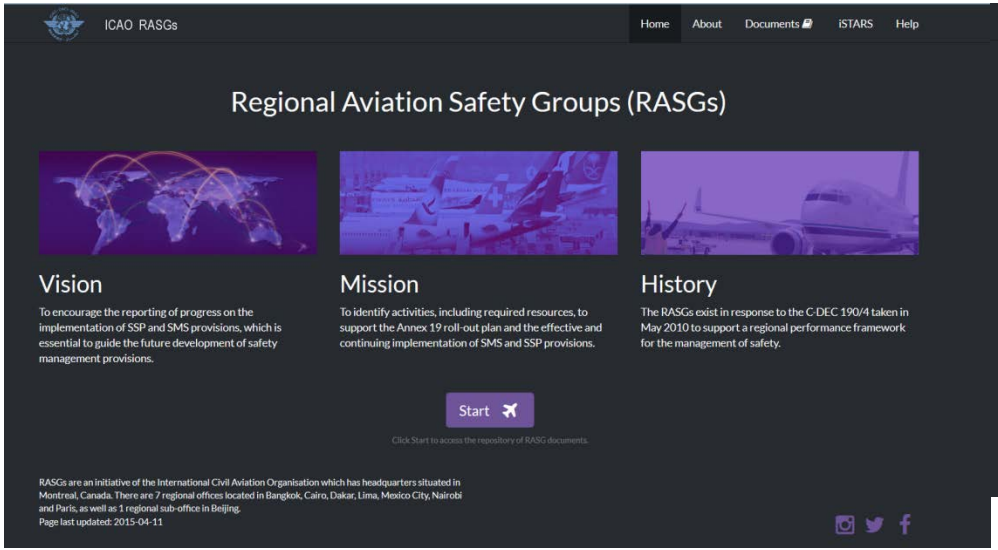
Showing the economic and social impact of aviation development

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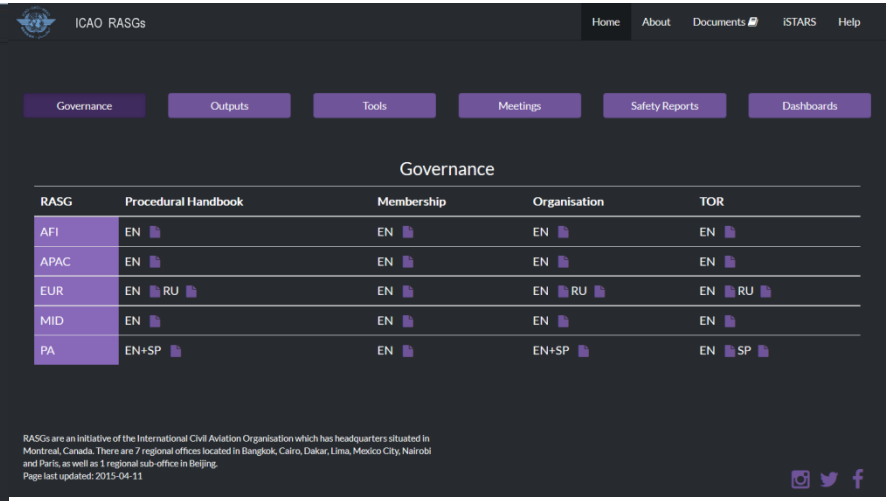
Regional Aviation Safety Groups (RASGs)
Vision
To encourage the reporting of progress on the implementation of SSP and SMS provisions, which is essential to guide the future development of safety management provisions.
Mission
To identify activities, including required resources, to support the Annex 19 roll-out plan and the effective and continuing implementation of SMS and SSP provisions.
History
The RASGs exist in response to the C-DEC 190/4 taken in May 2010 to support a regional performance framework for the management of safety.
Start
Click Start to access the repository of RASG documents.
RASGs are an initiative of the International Civil Aviation Organisation which has headquarters situated in Montreal, Canada. There are 7 regional offices located in Bangkok, Cairo, Dakar, Lima, Mexico City, Nairobi and Paris, as well as 1 regional sub-office in Beijing.
Page last updated: 2015-04-11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PA EN+SP EN EN+SP EN SP
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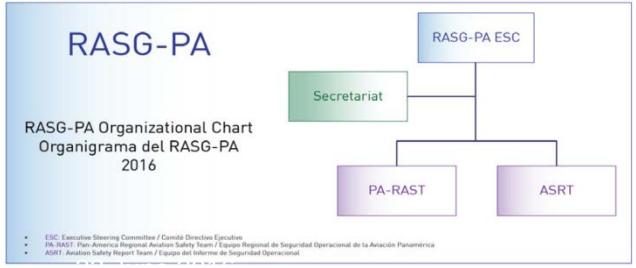
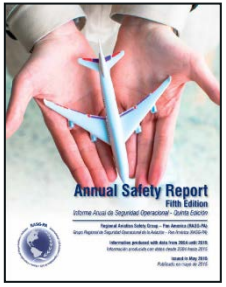
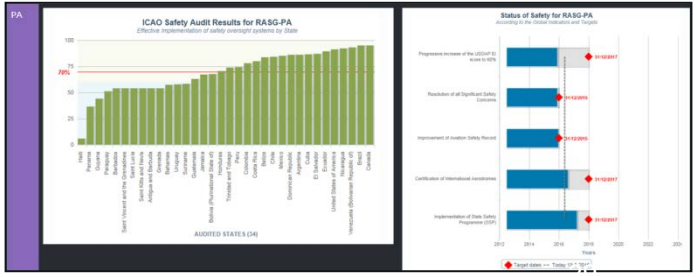

RASG-PA
RASG-PA Organizational Chart
Organigrama del RASG-PA
2016
RASG-PA ESC
Secretariat
PA-RAST
ASRT
ESC: Executive Steering Committee / Comité Directivo Ejecutivo
PA-RAST: Pan-America Regional Aviation Safety Team / Equipo Regional de Seguridad Operacional de la Aviación Panamérica
ASRT: Aviation Safety Report Team / Equipo del Informe de Seguridad Operacional

INTERNATIONAL CIVIL AVIATION ORGANIZATION
REGIONAL AVIATION SAFETY GROUP – PAN AMERICA
(RASG-PA)
PROCEDURAL HANDBOOK


Annual Safety Report
Fifth Edition


PA
ICAO Safety Audit Results for RASG-PA
Effective implementation of safety oversight systems by State
70%
AUDITED STATES (34)
Status of Safety for RASG-PA

NO COUNTRY LEFT BEHIND

THANK YOU!