



Ninth Regional Aviation Safety Group — Pan America Plenary Meeting (RASG-PA/9)
Panama City, Panama, 23 June 2016

Agenda Item 9: Other Safety Initiatives

COMPLIANCE WITH THE DECLARATION OF BOGOTA

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This working paper presents information on the performance of the SAM Region with respect to the goals agreed upon in the Declaration of Bogota for the period 2014-2016.	
Action:	Take note of the progress made by the SAM Region in the attainment of the goals set forth in the Declaration of Bogota
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> • Safety
<i>References:</i>	<ul style="list-style-type: none"> • Annex 19 – <i>Safety</i> • Annex 13 – <i>Aircraft incident and accident investigation</i> •

1. Introduction

1.1 For safety management purposes, ICAO has included in all its processes methods for measuring performance with respect to its strategic objectives, through the establishment of a set of indicators and metrics, as shown in the performance dashboard of each Region (performance dashboard).

1.2 The performance dashboard of the SAM Region allows the States to manage safety based on measurements. This approach is based on the essential safety principles: result-based work, and measuring for the purpose of managing.

1.3 The ICAO Global Aviation Safety Plan (GASP), in its last version, establishes the high-level strategic objectives, whereby States are requested to establish sound and sustainable safety oversight systems and gradually turn them into improved safety management systems.

1.4 In 2011, ICAO started activities under the new USOAP continuous monitoring approach (CMA), which measures the capacity of States to oversee the audit areas and critical elements (CE) of a safety oversight system.

1.5 In order to improve safety in their States, the aeronautical authorities of the SAM Region, through the Declaration of Bogota, undertook to attain the following safety goals by the end of 2016:

- a. **Effective implementation (EI):** Attain 80% average effective implementation (EI) in the SAM Region.
- b. **Accidents:** Reduce by 50% the gap between the accident rate of the SAM Region and the global rate.
- c. **Runway excursions:** Reduce by 20% the runway excursion rate with respect to the average rate of the SAM Region (2007-2012).
- d. **Aerodrome certification:** Have 20% of the international aerodromes certified.
- e. **SSP and SMS:** Reach 67% of SSP implementation and 100% of service provider SMS oversight capacity.

2. Discussion

Effective implementation (EI)

2.1 Since November 2011 to date, and within the framework of the USOAP CMA, ICAO has conducted nine (9) ICAO coordinated validation missions (ICVM) and three (3) off-site validation activities. During this period, 8 out of the 10 States that were assessed showed significant improvement in the effective implementation (EI) of the eight critical elements (CEs) of safety oversight.

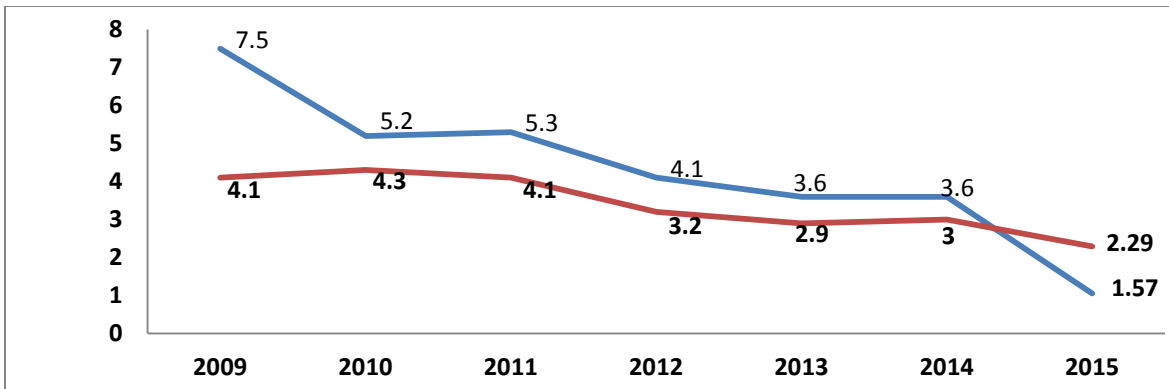
2.2 Based on the results obtained, the average of the SAM Region increased from 66.31% in 2011 to 71.75% (+5.44%) in May 2016, still requiring 8.25% to reach the 80% goal of the Declaration of Bogota by the end of 2016. In order to achieve this goal, the results of three (3) ICVMs to be conducted by the end of 2016 will be taken into account.

2.3 It should be noted that Ecuador and Uruguay have achieved 100% harmonisation of the Latin American Regulations (LARs) of the Regional Safety Oversight Cooperation System (SRVSOP) and are fully implementing these requirements. Both States together have increased the regional average by 4.9%. Likewise, three SAM States are ranked among the first 20 States worldwide.

Accidents

2.4 The table below shows that the accident rate in South America (blue line) for aircraft above 5,700 kg conducting scheduled commercial air transport operations has been gradually decreasing, reaching a rate of 1.57 accidents per 1.000.000 departures in 2015. Based on this performance, the goal of reducing by 50% the gap between the accident rate in the SAM Region and the global accident rate was exceeded in 2014 and, for the first time, the rate of the SAM Region in 2015 (1.57) was lower than the average global rate (red line).

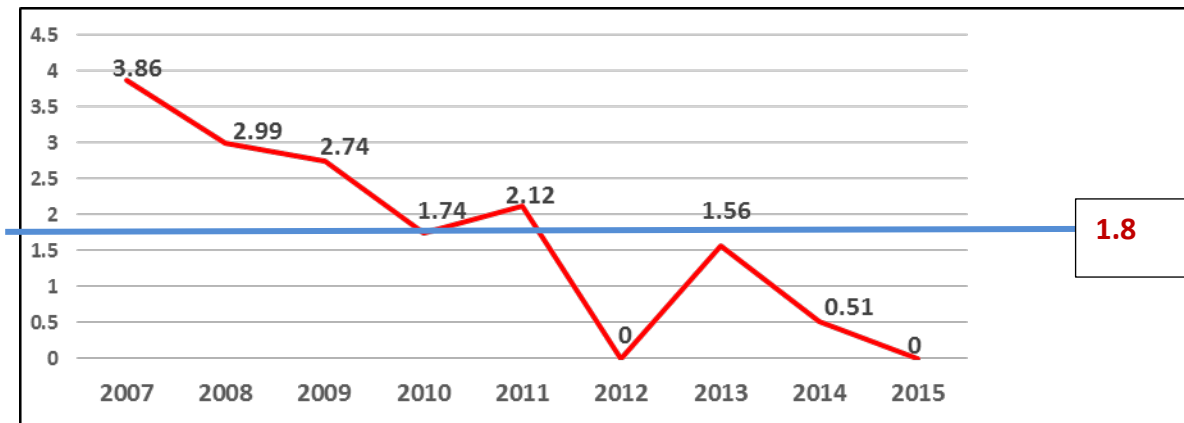
**Accident rate in the SAM Region and worldwide
Aircraft above 5,700 kg conducting scheduled commercial air transport operations**



Runway excursions

2.5 The goal set for the SAM Region regarding runway excursions involved a 20% reduction in the average rate of the Region during the period 2007-2012. The average runway excursion rate between 2007 and 2012 was 2.24 accidents per million departures; the 20% reduction goal represents 1.8 accidents per million departures. The following table shows that the performance in the SAM Region has exceeded the goal set for 2014 and 2015.

Runway excursion accident rate



Aerodrome certification

2.6 Regarding the goal of reaching 20% of international aerodromes certified, the number of certified aerodromes increased from 8 in 2013 to 12 in June 2015. The goal is expected to be reached by the end of 2016.

2.7 Furthermore, a work plan has been drafted to have 100% of the aerodromes in the Region certified by the next triennium (2017-2019), which includes the following:

- a. The set of Latin American Regulations for Aerodromes (AGA LARs) has been drafted, which includes: LAR 154 “Aerodrome design”, LAR 153 “Aerodrome operations”, LAR 139 “Aerodrome certification”, and the AGA Inspector Manual.
- b. Likewise, a regional bank of government aerodrome inspectors has been created for the conduction of oversight activities with multinational teams and for the provision of assistance to those States that do not have enough trained inspectors to fulfil certification and oversight activities.

SSP and SMS

2.8 Regarding the SMS, two milestones were established concerning the publication of standards and the implementation of the SMS assessment plan; 83% has been reached to date.

2.9 Regarding the SSP, 6 milestones were established: available resources, gap analysis, identification of sources of information, publication of annual reports, service provider risk profile definition, and risk-based oversight programme. To date, 42% has been achieved.

2.10 Using a pragmatic approach, measurements are being conducted every year of the progress made in the established milestones. It has been noted that in some cases, the level of implementation perceived by States is higher than the actual level. Accordingly, subsequent measurements of SSP and SMS compliance will be based on the 91 protocol questions (PQs) related to the SSP.

3. Suggested Action

3.1 The Meeting is invited to:

- a) take note of the information contained in this working paper; and
- b) recognise and support the efforts made by the SAM Region to achieve the goals of the Declaration of Bogota.