



Twenty - Eighth Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting (RASG-PA ESC/28)

ICAO SAM Regional Office, Lima, Peru, 4 to 5 May 2017

Agenda Item 4: RASG-PA Special Interest Briefing – ICAO HQ

SAFETY TARGETS

(Presented by the Secretariat)

EXECUTIVE SUMMARY

The regional safety targets for the SAM and NAM/CAR regions were established in December 2013 and April 2014, respectively. The timelines for most of the targets was December 2016. Progress has been significant and many targets have been achieved, however, some of the targets were not met.

The global safety targets, upon which the regional targets are based, were updated in the current edition of the Global Aviation Safety Plan (GASP 2017 - 2019), and are evolving further as part of the development of the next edition of the GASP (2020 – 2022) by the GASP Study Group (GASPSG).

The proposed new global safety targets have been designed by the GASPSG and are presented in the **Appendix** to this paper together with the Bogota and Port-of-Spain Declarations regional safety targets. Since the NAM/CAR/SAM regional safety targets require updating due to the expired time-line and new global safety targets, it is recommended that RASG-PA establish the updated regional safety targets based on the proposed new global safety targets.

Action:	Suggested Action is presented in Section 1.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> • Safety
<i>References:</i>	<ul style="list-style-type: none"> • <i>Bogota Declaration, 6 December 2013</i> • <i>Port-of-Spain Declaration, 29 April 2014</i> • <i>Second High-Level Safety Conference 2015 Report (Doc 10046)</i> • <i>Annex 19 to the Convention on International Civil Aviation, Safety Management, Second Edition, July 2016 including Amendment No. 1</i> • <i>Global Aviation Safety Plan 2017-2019 (Doc 10004)</i> • <i>Assembly Resolution A39-14: Regional cooperation and assistance to resolve safety deficiencies, establishing priorities and setting measurable targets (Doc 10075)</i>

1. Suggested Action

1.1 The Meeting is invited to:

- a) note the contents of this paper;
- b) endorse the following Draft Conclusion; and
- c) request the Secretariat to circulate the Draft Conclusion to States by correspondence for approval using the fast track procedure as a RASG-PA Conclusion by 30 June 2017.

DRAFT CONCLUSION

RASG-PA ESC/28

REGIONAL SAFETY TARGETS

That RASG-PA updates the regional safety targets for the NAM/CAR/SAM regions based on the proposed new GASP (2020 – 2022) global safety targets.

APPENDIX
NAM/CAR/SAM AND GLOBAL SAFETY GOALS AND TARGETS

Bogota Declaration SAM Region 6 December 2013	Port of Spain Declaration NAM/CAR Regions 29 April 2014	Proposed new GASP 2020 – 2022 safety goals and targets to be presented at the SANIS 11 – 15 December 2017
Safety oversight <ul style="list-style-type: none"> • Have 80% of effective implementation (EI) in the SAM Region by 2016 	Safety Oversight <ul style="list-style-type: none"> • 80% Effective Implementation (EI) regional average by December 2016 • No State in the Region to have EI of ICAO USOAP Critical Element 3 (CAA Staff) and Critical Element 4 (Inspector Competency) below 70% by December 2016 	Strengthen States' safety oversight capabilities <ul style="list-style-type: none"> • By 2022, all States to reach a positive safety margin of at least 10%, in all areas¹ • By 2028, all States to obtain a score of 95% effective implementation of the eight critical elements of a safety oversight system, as appropriate to their aviation system complexity
Accidents <ul style="list-style-type: none"> • Reduce the SAM regional accident rate gap in 50% with regard to the global accident rate by 2016. 	Accidents <ul style="list-style-type: none"> • Using 2010 as the baseline, reduce fatality risk for accidents in the CAR Region for Part 121 or like commercial air transport operations by 50% by the year 2020 	Achieve a continuous reduction of operational safety risks² <ul style="list-style-type: none"> • By 2030, achieve a consecutive 3-years period without fatalities in aircraft accidents, and maintain thereafter • Maintain an annual decreasing trend of global accident rate
Runway excursions <ul style="list-style-type: none"> • Reduce runway excursions in 20% with regard to the average rate of the Region (2007 – 2012) by 2016. 	Runway Excursions <ul style="list-style-type: none"> • Reduce runway excursions by 20% relative to the 2007-2012 regional average by December 2016 	
Aerodrome certification <ul style="list-style-type: none"> • Have 20% of the international aerodromes certified by 2016 	Aerodrome Certification <ul style="list-style-type: none"> • 48% of international aerodromes in the CAR Region to be certified by December 2016 	

¹ The Safety Margin is the value above or below target USOAP effective implementation (EI) which is based on a global linear regression of air traffic versus EI of all audited States. The Safety Margins application is available on the ICAO integrated Safety Trend Analysis and Reporting System (iSTARS) - <http://www.icao.int/safety/iStars/pages/intro.aspx>

² The focus areas such as runway excursions, CFIT, LOC-I, etc. which may vary by region and change with time will be included in the GASP and in RASG safety reports.

Bogota Declaration SAM Region 6 December 2013	Port of Spain Declaration NAM/CAR Regions 29 April 2014	Proposed new GASP 2020 – 2022 safety goals and targets to be presented at the SANIS 11 – 15 December 2017
State Safety Programmes (SSP) and Safety Management System (SMS) Implementation <ul style="list-style-type: none"> • Reach 67% of SSP implementation by 2016. • Reach 100% of the service providers SMS oversight capacity by 2016 	State Safety Programme (SSP) / Safety Management System (SMS) Implementation <ul style="list-style-type: none"> • 60% of States to have SSP - Phase 1 implemented, service provider SMS safety performance indicators accepted, and an initial Acceptable Level of Safety Performance (ALoSP) established by December 2016 • 60% of service providers to have Phase 1 of their SMS implemented with a minimum of Reactive Phase functional risk management procedures by December 2016 	Implement State Safety Programmes³ <ul style="list-style-type: none"> • By 2022, all States to implement a Sustainable SSP • By 2025, all States to implement an Effective SSP, as appropriate to their aviation system complexity
		Increase the use of industry standards <ul style="list-style-type: none"> • By 2020, all Service Providers to use globally harmonized indicators, as part of their SMS • By 2022, increase the number of Service Providers participating in the corresponding industry assessment programmes recognised by ICAO

³ Sustainable SSP refers to addressing the SSP pre-requisites that we are in the process of identifying by selecting specific USOAP PQs that are more directly linked to SSP implementation (approx. 380). This is intended to replace the 60% EI that we currently use today as a threshold. The intent is that these PQs be included in the SSP implementation planning to ensure sustainability.
 Effective SSP refers to an SSP that actually achieves the objectives that it is intended to achieve – this will be measured by the SSP-related PQs which will eventually use a maturity model with the higher level identified by “Effective”. The SSP-related PQs will evolve to this between now and November 2019.

Bogota Declaration SAM Region 6 December 2013	Port of Spain Declaration NAM/CAR Regions 29 April 2014	Proposed new GASP 2020 – 2022 safety goals and targets to be presented at the SANIS 11 – 15 December 2017
		<p>Increase collaboration at the regional level to enhance safety performance</p> <ul style="list-style-type: none"> • By 2022, States that need support in areas with safety margins below zero, to use a RSOO or other State functions recognised by ICAO • By 2022, all States to contribute information on safety risks, including SSP SPIs, to their respective RASGs • By 2022, all States with a safety margin of at least 10%, and an Effective SSP, to actively engage in RASGs’ safety risk management activities (analysis of safety risks, design and implementation of risk mitigation actions)