International Civil Aviation Organization
Regional Aviation Safety Group - Pan America (RASG-PA)

WORKING PAPER

Eighth Regional Aviation Safety Group — Pan America Annual Plenary Meeting (RASG-PA/8)
Medellin, Colombia, 25 June 2015

Agenda Item 3: **RASG-PA ESC and Team Reports**
3.3 **Annual Safety Report Team (ASRT)**

RASG-PA ANNUAL SAFETY REPORT (ASR)

(Presented by the Secretariat)

<table>
<tr><td colspan="2" align="center">EXECUTIVE SUMMARY</td></tr>
<tr><td colspan="2">This working paper presents to the Eighth Regional Aviation Safety Group – Pan American Annual Plenary Meeting (RASG-PA/8):
• The result of the review to the Annual Safety Report (ASR), Fifth 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 Fifth Edition.</td></tr>
<tr><td>Action:</td><td>Indicated in paragraph 3.1 of this working paper</td></tr>
<tr><td><i>Strategic Objective:</i></td><td>• Safety</td></tr>
<tr><td><i>References:</i></td><td>• RASG-PA/02 Meeting Report
• RASG-PA Annual Safety Report
• RASG-PA/04 Meeting Report
• RASG-PA/ESC/16 Meeting Report
• ICAO Global Aviation Safety Plan (GASP)
• ISSG Global Aviation Safety Roadmap (GASR)</td></tr>
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1. **Introduction**

1.1 The last edition of the ICAO Global Aviation Safety Plan (GASP) contains the following 4 safety areas that need improvement:

> ➢ standardization
> ➢ collaboration
> ➢ investment
> ➢ information sharing

1.2   These 4 areas should be worked, first, under a safety oversight approach to be implemented up to year 2017, estimated period for States to have attained an effective safety oversight system to make possible the achievement of 60% compliance with ICAO safety audit, and efficient information sharing between Industry and States. Bogota Declaration and Port of Spain Declaration contain the goal of achieving 80% SAM and CAR commitment average, respectively.

1.3   Between years 2017 and 2022 all States should have their SSPs implemented, and the RASGs should have incorporated safety management programmes.

1.4   From year 2022 up to 2027 States should reach the necessary level to be able to work predictive models of the safety management systems.

1.5   This vision has constituted the baseline for RASG-PA's work from its initiation, through the adoption of a proactive and/or predictive approach for risk evaluation to formulate safety strategies based on compiled and analyzed safety information.

1.6   Since its beginning, RASG-PA concluded that an annual safety report (ASR) should be developed in an environment of **collaboration and safety information sharing**.

1.7   This report would comprise the following 3 sections:

> ➢   reactive,
> ➢   proactive and
> ➢   predictive

1.8   Initially, the report contained mostly reactive information and, while information sharing flow was improved and a maturity level was achieved in terms of safety management, the transition to a most predictive level was expected. A period of five years or more was estimated for achieving this maturity level.   Presently, when the ASR Fifth Edition is being under preparation, it can be concluded that the necessary maturity level has been reached. The ASR Fifth Edition contains more safety intelligence than that produced through the processing of reactive, proactive and predictive data. Consequently, this will help the Region to identify, give priority and implement safety risk mitigation measures in the Region.

1.9   This RASG-PA product has been adopted in other regions of the world that are initiating their RASGs. In the same line, ICAO Headquarters publishes every year a global safety annual report.

1.10   Safety State Programmes (SSP), as part of States' national safety management processes, are expected to coincide with the advantages of producing a safety national report, divided in sections that reflect the analysis process of reactive, proactive and predictive information as a way to identify tendencies, assist in decision making and measuring maturity achieved by the management system. Hence, transit from the initial decision making, based in reactive information, to an environment where decisions are made based in a combination of reactive, proactive and predictive information sources in on its way.

2.   **Methodology for the development of the ASR based in a collaborative environment and information sharing**

2.1   The elaboration of the RASG-PA Safety Annual Report requires an active participation of the team members leading to a joint analysis process of safety data provided by the different sources of information, using for the evaluation the metrics specifically developed for this purpose. Likewise, this will provide for a shared vision facilitating the identification of the three principal interest areas, classifying them according to their origin as reactive, proactive or predictive.

2.2   From 16 to 27 June 2014, the team in charge of developing the ASR met in the ICAO South American Regional Office in Lima to work in the preparation of the ASR Fifth Edition.

2.3   For the development of the ASR Fifth Edition, data provided by ICAO, Boeing, IATA and the CARSAMMA were used for the different sections of the report. In particular, this edition shows an increment of the predictive data section, in concordance with the maturity of the process for safety information capture and analysis in the Pan American Region

2.4   The ASR Fifth Edition shows that the principal safety categories of interest in the Region continue to be Loss of control inflight (LOC-I), Runway excursions (RE) and Controlled flight into terrain (CFIT), to which Near miss collisions/Mid-air collisions (MAC) are added.

2.5   In the Fifth Edition of the ASR, a change has been produced regarding the previous versions, since proactive and predictive information precursors are highlighted for the categories of interest, such as Unstable approaches (RE precursor) or events related to EGPWS (CFIT precursor) or TCAS RA (MAC precursor).

2.6   Additionally, the reactive section maintains valuable information on accidents statistics of the lasts ten years. On the other hand, the proactive section contains the result and analysis of compliance by States of ICAO standards and procedures or USOAP Programme. Also, a section containing the results of the IATA IOSA Programme is included.

3.   **Suggested action**

3.1   The RASG-PA/8 is invited to:

    a)   Take note of the information provided in this working paper; and

    b)   Take note of the Fifth Edition of the RASG-PA Annual Safety Report and approve its publication.

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