



**Thirtieth Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting
(RASG-PA ESC/30)**

Baltimore, Maryland, United States, 22 to 23 March 2018

Agenda Item 5: RASG-PA Team Reports

RASG-PA ANNUAL SAFETY REPORT (ASR)

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This working paper presents to the Thirtieth Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting (RASG-PA ESC/30):	
<ul style="list-style-type: none">• the results of the review to the Annual Safety Report (ASR), Special Edition;• the latest decisions of the RASG-PA Executive Steering Committee (ESC) regarding subsequent editions of the report;• the distribution of the ASR Special Edition; and• the work plan for the production of the ASR Eight Edition.	
Action:	Stated in paragraph 3.1 of this working paper
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety
<i>References:</i>	<ul style="list-style-type: none">• RASG-PA/2 Meeting Report• RASG-PA Annual Safety Report• RASG-PA/4 Meeting Report• RASG-PA/ESC/16 Meeting Report• ICAO Global Aviation Safety Plan (GASP)• ISSG Global Aviation Safety Roadmap (GASR)

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 addressed first with a safety oversight approach during an estimated implementation period until 2017, when States should have developed effective safety oversight systems to reach 60% compliance in ICAO safety audits, with the industry and the States exchanging safety information. The Bogota and the Port-of-Spain Declarations both pursue the goal of achieving 80% average compliance in the SAM and CAR Regions.

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

1.4 Between 2022 and 2027, States should reach the necessary level to be able to work with predictive safety management system models.

1.5 This vision has been the basis for the work of RASG-PA since its creation, through the adoption of a proactive and/or predictive approach to risk assessment with a view to formulating safety strategies based on the safety information gathered and analysed.

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

1.7 This report contains 3 sections as follows:

- reactive;
- proactive; and
- predictive

1.8 The consecutive versions of the annual safety report reflect the transition from mainly reactive information to a balance among the three sections, which shows the maturity of the Pan American Region with respect to the capture, exchange, and analysis of safety data. The safety intelligence contained in the special edition of the report makes it possible to identify, focus on, and prioritize areas of interest for regional safety, in order to expedite the development and implementation of mitigation measures.

1.9 Particularly, the special edition of the Annual Safety Report is intended to be more reader-oriented, in order for users, particularly key decision makers at the State level, to gain a better understanding of the basic methodologies, data analysis tools, and other information necessary to implement safety management activities, plans and programs to ensure risk mitigation in the aviation sector. This way, current structure of the report facilitates the implementation of State Safety Programmes (SSP) conducted by the States.

2. **Methodology for the development of the ASR, based on a collaborative exchange of information**

2.1 The drafting of the RASG-PA Safety Annual Report requires an active participation by team members, leading to a joint analysis of safety data provided by the different sources of information, using for the assessment the metrics specifically developed for this purpose. Likewise, this will permit the establishment of a shared vision for the identification of the main areas of interest, classifying them by their origin into reactive, proactive or predictive.

2.2 From 29 April to 03 May 2017, the team in charge of developing the ASR met at the ICAO South American Regional Office in Lima to work on the drafting of the ASR special edition. Currently, the report has been published and distributed.

2.3 For the special edition of the ASR, data provided by ICAO, Boeing, IATA, CARSAMMA, and the SRVSOP was used. Because of the improvement of the safety data capture and analysis systems, and the lessons learned by developing the different versions of the Annual Safety Report, current data and structure of the ASR allows to show more balance between the reactive, proactive and predictive sections, which reflects the mentioned improvements and shows consistency with Annex 19 Safety Management Principles.

2.4 The Annual Safety Report continues to show that the main safety categories of interest in the Region remain to be Loss of control in flight (LOC-I), Runway excursions (RE), Controlled flight into terrain (CFIT), and Near miss collision/mid-air collision (MAC), all of them showing decreasing trends during the analysed periods.

2.5 Levels of effective implementation (EI) of the ICAO Standards and Recommended Practices below 60% exist for 10 States in the Pan American Region according to the ICAO Universal Safety Oversight Audit Programme Continuous Monitoring Approach (USOAP CMA). Nevertheless, the improvement in the States since 2010, allowed to improve the Regional Effective Implementation Average in almost 8%.

2.6 USOAP findings regarding qualification and training of technical staff (CE 4) in Air Navigation System (ANS) area where the most common in NAM and SAM Regions. Meanwhile, in the CAR Region main findings involved licensing and certification obligations (CE 6) related to Aerodrome and Ground Aids (AGA).

2.7 Furthermore, due to the forecasted increase in regional traffic, and low EI in Air Navigation Systems (ANS) and Aerodromes and Ground Aids (AGA) areas could affect the risk exposure to the States of the CAR and SAM Regions.

2.8 IDISR program most common findings were related to the general condition of aircraft, and also, showed an increase in the number of inspections in 2016, compared to the previous two years. Further study should be conducted to determine correlations between these results and improvements of safety management and oversight processes at the level of the States.

2.9 Information on LHDs registered in the CAR and SAM Regions during 2015, determined the technical error satisfies the goal not exceeding 2.5×10^{-9} fatal accidents per flight hour due to loss of standard vertical separation of 1,000 ft. and all other causes.

3. Suggested action

3.1 The RASG-PA ESC/30 is invited to:

- a) take note of the information provided in this working paper; and
- b) take note of the special edition of the RASG-PA ASR;

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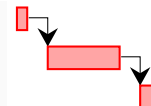
ASR - Production Cost

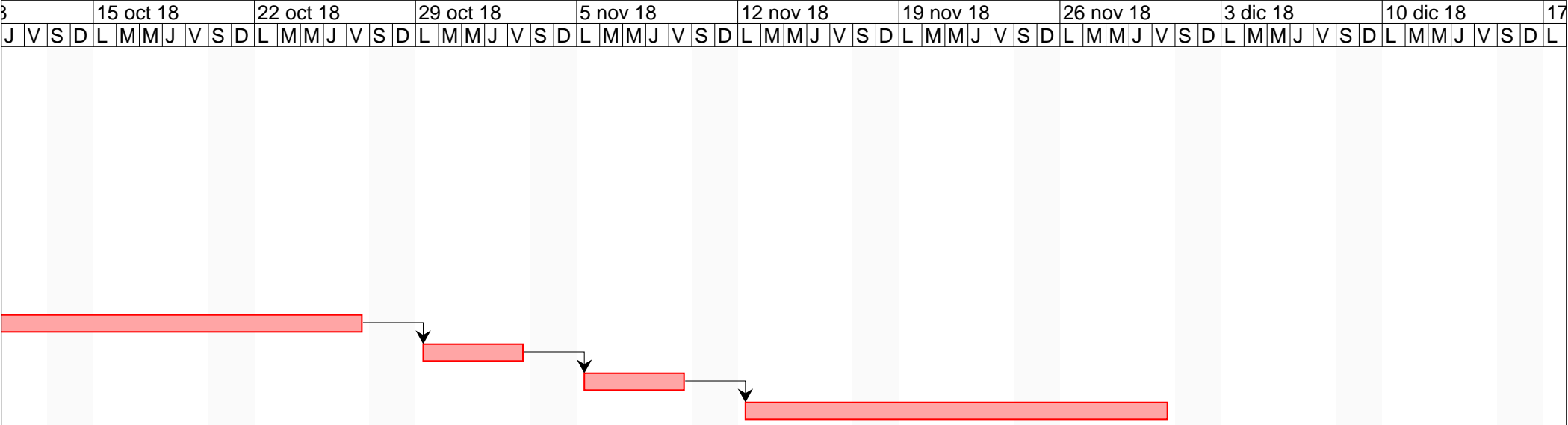
SAM			
TRAVEL	TA	CAD	USD
Winston San Martín, Lima, Peru, 28 May - 10 Jun 2017	109086	4,918.02	3,618.50
TOTAL TRAVEL		4,918.02	3,618.50
TOTAL CONSULTANTS		-	-
PRINTING SERVICES		CAD	USD
Lima - Translation of documents RASGPA - ASR		471.37	378.00
Lima - Printing of the seventh operational safety annual report of RASGPA (Final payment 2/2)		2,238.59	1,776.66
Lima - Printing of the Seventh operational safety annual report of RASGPA - Final payment		1,213.02	943.25
Lima - Printing a draft of the Seventh operational safety annual report of RASGPA (5 copies)		361.92	281.43
Lima - Printing of the Seventh operational safety annual report of RASGPA - Progress payment		1,177.42	941.94
Lima - Printing of the seventh operational safety annual report of RASGPA (Progress payment 1/2)		2,284.78	1,776.66
Cancelled 180126 14156932 Lima - Printing of the seventh operational safety annual report of RASGPA (Final payment 2/2)		(2,238.59)	(1,776.66)
Lima - Printing of the seventh operational safety annual report of RASGPA (Final payment 2/2)		2,284.78	1,776.66
Lima - Bank Charges - Printing of the seventh operational safety annual report of RASGPA (Progress payment 1/2)		1.97	1.53
TOTAL PRINTING SERVICES		7,795.26	6,099.47

		Nombre	Duracion	Inicio	Terminado	Predecesores	Nombres del Recurso	30 jul 18											
								V	S	D	L	M	M	J	V				
1		Report structure modeling	1 day	30-07-18 8:00	30-07-18 17:00														
2		ASRT Meeting	3 days	31-07-18 8:00	02-08-18 17:00	1													
3		Boeing and IATA data provision	5 days	03-08-18 8:00	09-08-18 17:00	2													
4		ASR Draft delivery	1 day	10-08-18 8:00	10-08-18 17:00	3													
5		ASRT comments to the draft	4 days	13-08-18 8:00	16-08-18 17:00	4													
6		ASR final draft delivery	1 day	17-08-18 8:00	17-08-18 17:00	5													
7		ASR fast track aprovement	10 days	20-08-18 8:00	31-08-18 17:00	6													
8		Design for publication	10 days	03-09-18 8:00	14-09-18 17:00	7													
9		Design aprovement by RO	10 days	17-09-18 8:00	28-09-18 17:00	8													
10		Layout development	20 days	01-10-18 8:00	26-10-18 17:00	9													
11		Layout aprovement by RO	5 days	29-10-18 8:00	02-11-18 17:00	10													
12		Layout final changes	5 days	05-11-18 8:00	09-11-18 17:00	11													
13		Report printing	15 days	12-11-18 8:00	30-11-18 17:00	12													

30 jul 18

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M	M	J	V	S	D	L	M	M	J	V	S	D

Annual Safety Report 9 - pagina4