



Agenda Item 6: Priorities of implementation for the period 2017-2019

SAFETY IMPLEMENTATION PRIORITIES PROPOSAL

(Presented by Bolivia)

SUMMARY	
This working paper contains safety implementation priorities for the period 2017-2019, taking into account the status of implementation of the priorities specified in the Bogota Declaration for the end of 2016, as well as new safety priorities in response to foreseen requirements at regional and global level.	
References:	
<ul style="list-style-type: none">• Global aviation safety plan (GASP) (Doc 10004)• Bogota Declaration	
ICAO strategic objectives:	<i>A - Safety</i> <i>E – Environmental protection</i>

1 Background

1.1 The Thirteenth Meeting of Civil Aviation Authorities (RAAC/13) approved Conclusion RAAC/13-8 – *Implementation of air navigation and safety priorities*, urging SAM States to implement air navigation and safety priorities pursuant to the regional goals agreed in the Bogota Declaration for the period 2014-2016, and international organisations to support the priorities of the States.

1.2 Implementation priorities respond to the requirements of the SAM Region to meet the objectives of the global aviation safety plan (GASP) and the goals established in Bogota Declaration. In this regard, although the progress made shows that an effective way has been found to manage the implementation of the required safety improvements, it is necessary to establish clear goals for the triennium 2017-2019 and secure the commitment of States to their attainment.

1.3 To analyse the new goals proposal for period 2017-2019, the Second Meeting of Air Navigation and Flight Safety Directors agreed to form a working group for the elaboration of a working paper (WP) to be presented to the RAAC/14 Meeting (Santiago de Chile, 28 to 30 October 2015). This working paper would present the proposals of the referred goals indicating that these require a deeper analysis and, therefore, would be sent afterwards for approval to the Civil Aviation Authorities using the fast track mechanism. This working group was formed by the representative of Bolivia, as rapporteur, and by the representatives of Chile, Peru, Paraguay, Uruguay Colombia and Venezuela, as members. Brazil, through Mr. Daniel Vieira Soares, requested to participate as member of the working group. The representatives of the ANS area from Argentina and Brazil also requested to participate in the working group, but only in the analysis of the ANS area. The meeting agreed that the working paper be sent by the Secretariat not later than 30 September 2015 in order that this be circulated to South American Region States, previously to its presentation to the RAAC/14 Meeting.

2 Discussion

2.1 Under agenda item 4 of this Meeting, detailed information is provided on the status of implementation of safety priorities.

2.2 Bearing in mind that some safety implementation priorities foreseen for the end of 2016 might not be totally attained, these have been considered for the period 2017-2019. **Appendix A** to this working paper contains a table showing the current status of safety priorities.

2.3 The priorities defined in the Bogota Declaration respond to the requirements of the Region for the period 2014-2016, thus the need to update these priorities in order to give continuity to the established goals.

2.4 Regional safety planning is aimed at improving effective implementation (EI), reducing total accident and runway excursion rates, promoting the certification of international aerodromes, and implementing the State safety programme (SSP) and the safety management system (SMS) in the SAM Region.

2.5 This regional planning has taken into account the global trend in air traffic volume, which has been doubling every 15 years since 1977. It is estimated that this trend will continue in the next few years. Although this growth is a boost for regional and global economy and illustrates how investment in aviation can be a key factor in the economic recovery of the States, it introduces a risk factor in air operations that must be taken into account in safety planning.

2.6 The GASP and the Bogota Declaration define objectives and goals for improving safety indicators. Such objectives and goals have been developed based on extensive consultations with the stakeholders and serve as the basis for the adoption of harmonised measures at regional and national level.

2.7 In this regard, during the Second Meeting of Flight Safety Directors held in Lima, Peru, from 14 to 16 September 2015, SAM States assessed the new goals proposal for period 2017-2019 especially that referred to the SAM Region effective implementation (EI) rate, showing concern regarding the compliance of this goal, based on the following estimations, results and projections:

- ✓ The SAM Region EI impact when ICAO starts auditing the 91 safety protocol questions (PQs) that will be applicable starting 01 January 2016.
- ✓ The complexity grade of audit activities presently executed within the CMA USOAP framework, carried out more strictly and rigorously than the audits held under the global systemic approach (CSA) corresponding to the previous cycle.
- ✓ It is expected, after the results of the last three CMA activities (Panama audit, Ecuador ICVM and Brazil ICVM), that the EI rate of the region at the end of year 2015 will be of 70.80%.
- ✓ The contribution of 1.8% of the three (3) 2016 ICVMs, considering an increase of 0.6% per each activities, which is the average obtained per each mission held in the period November 2011 – August 2015. With this estimated result, the SAM Region will reach an EI rate of 72.6% (70.8+1.8) at the end of 2016, result to be considered for period 2017-2019 planning.

2.8 For the above explained, if the SAM Meeting maintain the projection of 1.8% per year during the period 2017-2019, an improvement of 5.4% will be attained, which represents an EI rate of 78% (72.6+5.4) at the end of 2019.

2.9 In this regard, **Appendix B** to this working paper shows the main safety activities for the period 2017-2019 based on the goals of the Bogota Declaration and on expected performance up to December 2016.

2.10 Implementation priorities for the period 2017-2019 respond to regional and global safety requirements, ICAO strategic objectives, and sustainable development objectives established by the United Nations for the next 15 years following 2015.

3 Suggested action

3.1 The Meeting is invited to:

- a) take note of the information presented herein; and
- b) review the safety goals proposed for the period 2017-2019, being presented in **Appendix B** to this working paper, having in consideration that these will require a deeper analysis, and that will be sent afterwards for approval of the Civil Aviation Authorities through the fast track mechanism.

APPENDIX A

STATUS OF IMPLEMENTATION OF SAFETY PRIORITIES FOR THE PERIOD 2014-2016

Indicators		SAM	
		Current value 2015	Goal December 2016
1. Safety oversight	% effective implementation (EI)	72.08%	80%
2. Accidents	Reduce the gap in the accident rate in the SAM Region by 50% with respect to the global accident rate	0	50% of the 2015 GAP
3. Runway excursions	Reduce the rate of runway excursions by 20% with respect to the average rate of the SAM Region (2007-2012)	0	1.8*
4. Aerodrome certification	% of international aerodromes certified	12%	20%
5. Implementation of SSP and SMS	% of SSP implementation	42%	67%
	% of SMS implementation	83%	100%

*Accident rate = Number of accidents per million departures

APPENDIX B

SAFETY IMPLEMENTATION PLAN 2017- 2019

INDICATOR	SCOPE	PROPOSED GOALS	% / Dates	CURRENT STATUS
1. Safety oversight	All States	Reach 78% effective implementation (EI) in the SAM Region by 2019, with 1.8% annual rate, starting from a base EI of 72.6% at the end of 2016	74.40 % by 2017 76.20 % by 2018 78.00 % by 2019	72.08%
2. Accidents	All States	Reduce the accident rate 20% below the 2012-2015 global average accident rate.	25% below the 2012-2015 global average rate by 2017-2019	From Jan 2012 to Aug-2015 2.97*: SAM average 3.0*: global average From Jan to Aug 2015 Number of accidents: 0
3. Runway excursions	All States	Reduce the rate of runway excursions by 50% below the average rate of the SAM Region for the period 2012-2015.	50% below the 2012-2015 SAM Region average rate by 2017-2019	From Jan 2012 to Aug 2015 SAM average: 0.51* From Jan to Aug 2015 Number of accidents: 0
4. Aerodrome certification	All States	Reach 100% aerodromes certified or initially certified in the SAM Region by the end of 2019	100% by 2019	12% (June 2015)
5. Implementation of SSP and SMS	All States	Reach 100% of SSP implementation	100% by 2019	42%
		Reach 100% of SMS implementation	100% by 2019	83%

*Accident rate = Number of accidents per million departures