



Agenda Item 4: Follow up on Bogota Declaration

a) Priorities for the implementation of safety improvements

**EVALUATION OF THE SAFETY OVERSIGHT GOAL ESTABLISHED IN THE
DECLARATION OF BOGOTA**

(Presented by Chile, on behalf of the Meeting of Safety Directors)

SUMMARY

This working paper informs the Civil Aviation Authorities of the SAM Region about a most likely non-compliance with the goal of the Declaration of Bogota regarding an average 80% effective implementation (EI) of ICAO standards and recommended practices to be achieved in the Region.

References:

- RAAC/13 Declaration of Bogota
- USOAP-CMA activities in South America
- Report of the First Meeting of Air Navigation and Safety Directors of the SAM Region (Lima, Peru, 21-22 October 2013)
- Report of the Second Meeting of Air Navigation and Safety Directors of the SAM Region (Lima, Peru, 14-16 September 2015)
- First edition of the revised version of the ICAO Global aviation safety plan (GASP) (Doc 10004, 2013)
- Resolution A38-2 – ICAO Global safety and air navigation planning

ICAO objectives:	<i>strategic</i>	A – <i>Safety</i>
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1. Introduction

1.1 The first edition of the revised version of the ICAO Global Aviation Safety Plan (GASP) (Doc 10004, 2013) establishes that *continuous improvement* of global aviation safety is fundamental to ensure that air transport continues to play an important role in promoting sustainable economic and social development worldwide.

1.2 The Thirteenth Meeting of Civil Aviation Authorities of the SAM Region (RAAC/13) was held in Bogota in December 2013. At this meeting, through the Declaration of Bogota, the States expressed the commitment to attain the goals agreed at the First Meeting of Air Navigation and Safety Directors of the SAM Region.

1.3 These goals included the commitment to attain 80% effective implementation (EI) of ICAO standards and recommended practices in the Region. At the time of the Declaration of Bogota, the average for the Region was 70.19%.

1.4 USOAP CMA activities consider three modalities whereby ICAO can modify EI percentages of States as follows:

- a) Ex situ: Corresponds to an increase in percentage that does not require an on-site visit of the auditors to verify implementation, and this is done based on information that the States feed into the ICAO CMA on-line system. Since there are very few aspects that do not require on-site verification, the possibility of increasing EI percentages is also very low.
- b) ICAO Coordinated Validation Missions (ICVMs): These are on-site visits by the auditors to exclusively verify compliance with audit action plans. ICAO schedules these visits only upon the conviction that at least 50% of the Action Plan has been implemented. States may also voluntarily request an ICVM at any time; however, they must cover the cost of the mission, which is approximately 10 to 15 thousand dollars. With these missions, there is always the possibility of increasing or at least maintaining percentages, but never reducing them.
- c) Audit: Corresponds to a comprehensive on-site audit of all the protocols (PQ) and guidelines of each of them. The methodology for calculating the percentage was modified in these new audits in the sense that if any of the PQ guidelines is not met, then they are all left open, thus reducing the EI percentage. Global experience with the results of these new audits is that the percentages of most States are reduced, and in some cases, quite significantly. Few States are able to improve the percentage and if so, in a very insignificant manner.

1.5 Between November 2011 and September 2015, ICAO conducted seven (7) ICAO coordinated validation missions (ICVMs) to the following South American States: Colombia (2011); Ecuador and Suriname (2012); Argentina and Venezuela (2013), Uruguay (2014) and Ecuador (2015). Likewise, (3) CMA audits were conducted: to Bolivia (2013), Peru (2014) and Panama (2015), and one (1) *ex-situ* activity to Brazil (2015). To date, Ecuador is the only country that has received two (2) ICVMs in the new USOAP CMA cycle, the first in 2012 and the second in 2015.

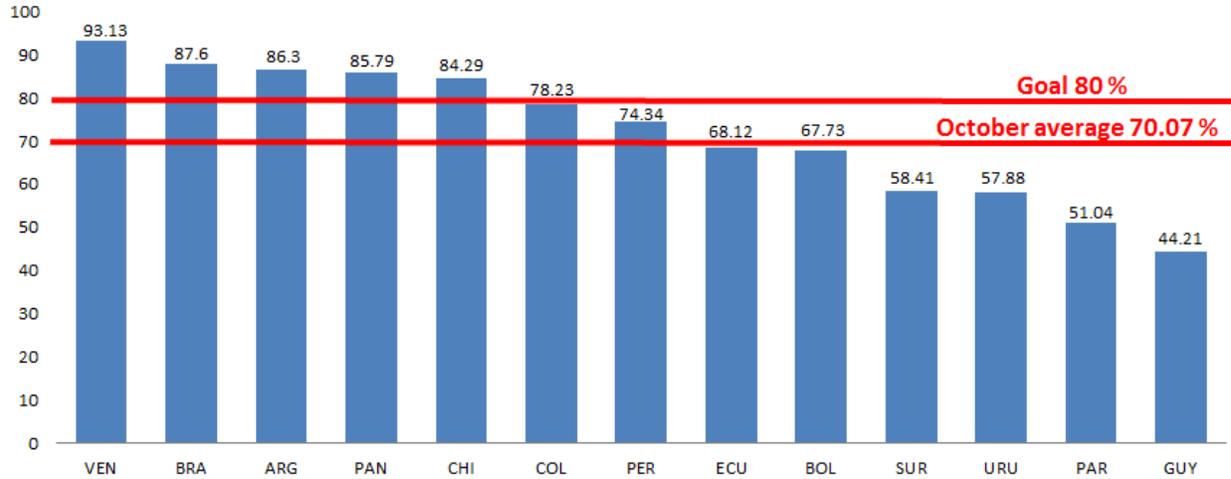
1.6 During this period, SAM States improved their EI as follows: Colombia 16%, Ecuador 12.4%, Suriname 9.6%, Argentina 9.1%, Venezuela 10.9%, Peru 6.21%, Uruguay 16.66%, and Brazil 1.72%. One State, Bolivia, reduced its EI from 72.08% to 67.99% (- 4.09%). At the time this WP was completed, the preliminary results of the audit in Panama and the ICVM to Ecuador would modify the average EI percentage of the SAM Region to **70.07%**.

1.7 Based on the results obtained, the average EI of the SAM Region increased from 66.31% in 2011 to 72.08% in September 2015, that is, 5.77%, which represents an average improvement of approximately 0.64% per activity. However, with respect to the Declaration of Bogota, it only improved from 70.19% to 72.08%, that is, 1.89%, which represents an average improvement of approximately 0.15% per activity. Nevertheless, with the most recent results, the average EI in the Region would reach a maximum of **70.07 %** by October 2015, that is, a very similar percentage to the one the Region had at the time of the Declaration of Bogota.

2. Discussion

2.1 Accordingly, the average effective implementation (EI) of the SAM Region by October 2015 is as follows:

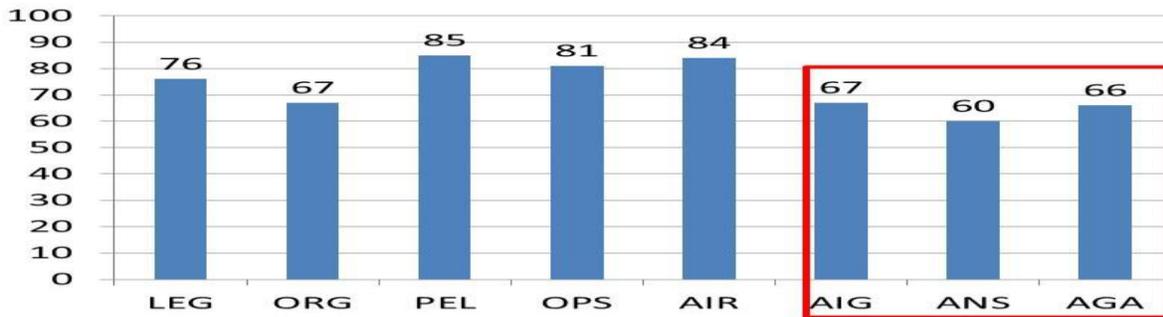
TABLE 1



2.2 According to Table 1, the average effective implementation (EI) of the SAM Region (updated in October 2015) is as follows: (5) States (Venezuela, Brazil, Argentina, Panama, and Chile) are above the 80% goal; (2) States, (Colombia and Peru) are above the average for the Region (68.41%), but below the 80% goal; and six (6) States (Ecuador, Bolivia, Suriname, Uruguay, Paraguay, and Guyana) are below the average for the Region and below the goal of the Declaration of Bogota.

Note.- The official information presented in Table # 1 will vary by the end of 2015 when the official results of CMA activities in Panama, Ecuador, and Brazil will be available. It is estimated that the regional average will be 70.07%.

TABLE 2



2.3 According to Table 2, which reflects the average effective implementation (EI) by audit area, the PEL, OPS and AIR areas are above the goal of the Declaration of Bogota; LEG is slightly below the goal; while ANS, AGA, ORG and AIG are the areas with the lowest EI. States must work harder in ANS (60.22%), AGA (66.27%), ORG (66.75%) and AIG (67.75%).

2.4 The work being done by the SRVSOP will be critical to assist States improve EI, to the extent funding is obtained and an increase in State fees is approved by the General Board of the System.

2.5 In order to reduce the gap and get closer to the 80% goal established in the Declaration of Bogota, the States that will be receiving a CMA activity in 2016 must significantly improve their EI averages.

2.6 Furthermore, Argentina, Venezuela, Colombia, Peru, Chile, Uruguay, and Suriname may request an *ex-situ* activity to help the SAM Region attain the 80% goal, provided they have completed more than 50% of their corrective action plans (CAPs).

2.7 In addition to improving the CAPs, the last meeting of Safety Directors proposed a set of specific safety improvements for SAM States and for member States of the Regional Safety Oversight Cooperation System (SRVSOP) during the period 2016-2019, basically in the PEL, OPS, AIR, AGA, ANS and AIG areas, and in critical element CE- 4 – Technical personnel qualification and training, the details of which are found in the report of that meeting.

2.8 Notwithstanding all the activities that will be carried out in 2016 and that are to continue in subsequent years, and taking into account USOAP CMA activities scheduled by ICAO Headquarters for next year, it may be estimated that, no matter how good results are obtained by the States that are considered in some of these activities, it will not be enough to achieve the average 80% EI goal.

2.9 Furthermore, it is important to note that, in the audits to be carried out in the States starting next year, 91 protocol questions on SSP and SMS implementation will be included, which increases the risk of reducing the current EI averages, since, according to the conclusions of the Fourth Annual Meeting of Coordinators of the National Safety Programme, a regional average of 42% has been reached, which could be even lower since, apparently, some answers given by the Coordinators show inconsistencies or certain aspects that are in conflict with the actual situation.

3. **Suggested action**

3.1 The Meeting is invited to:

- a) take note of the information presented herein, considering that, most likely, the 80% EI goal will not be reached.
- b) consider the possibility of conducting a new analysis of the situation by mid next year and, if necessary, reformulate the goal.
- c) Support the activities proposed to be carried out by the SRVSOP next year.

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