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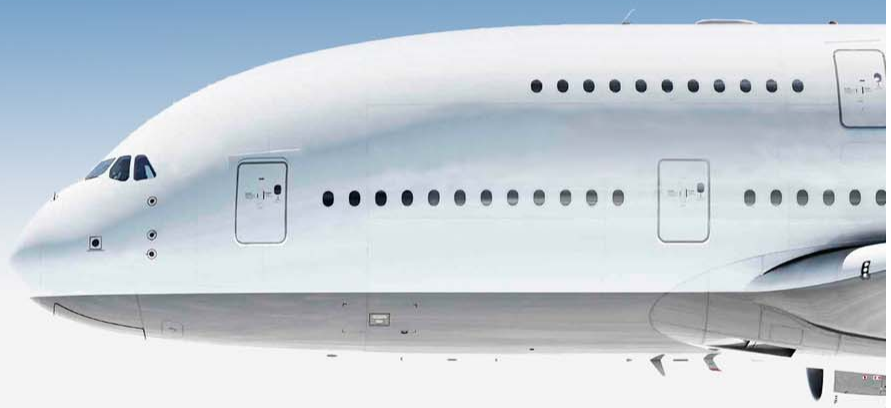
GLOBAL AVIATION DEVELOPMENTS



Mashhor Alblowi
Regional Officer, Flight Safety, MID

Fourth MID Region Safety Summit
Riyadh, Saudi Arabia, 2-3 October 2018

Overview

- ICAO Global Aviation Safety Plan (GASP)
- Safety Management
- ICAO Universal Safety Oversight Audit Programme - Continuous Monitoring Approach (USOAP - CMA)

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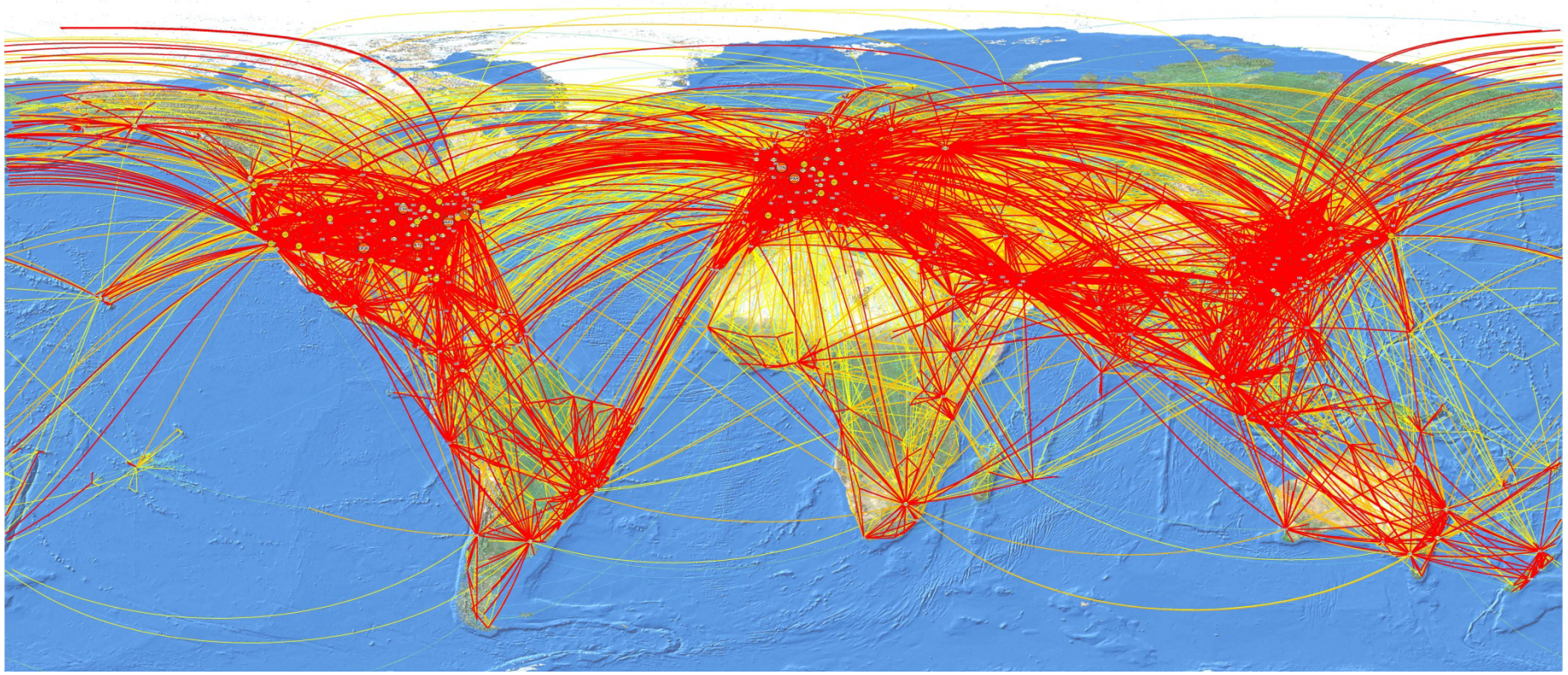
TRAFFIC DENSITY

2040



ICAO Global Plans

39th

TRIENNIAL ASSEMBLY

ICAO HQ, MONTREAL, 27 SEP-07 OCT 2016

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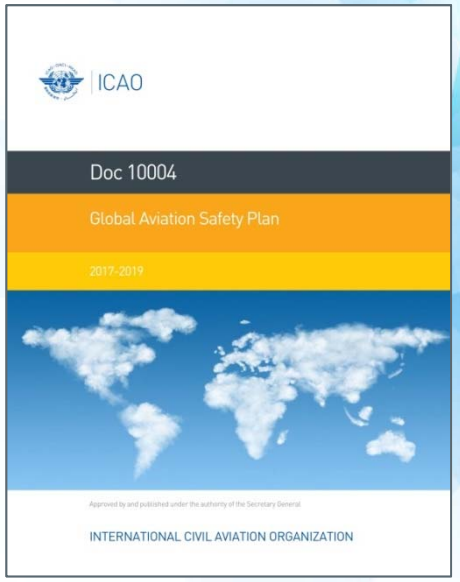
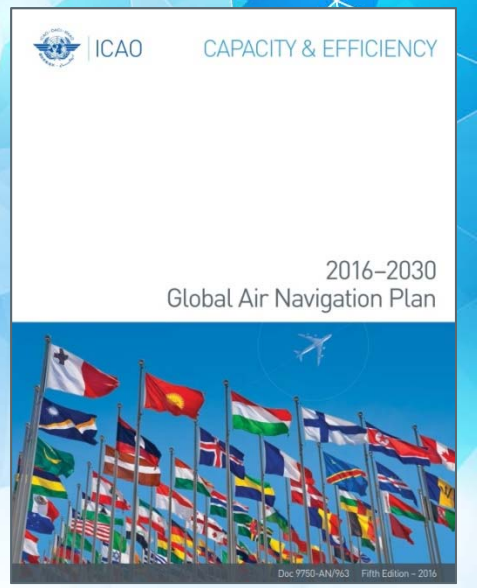
UNITING AVIATION





What is the GASP?

- Global strategy for safety improvement
- Framework for regional & national plans
- Promotes harmonization & coordination of efforts

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Conte

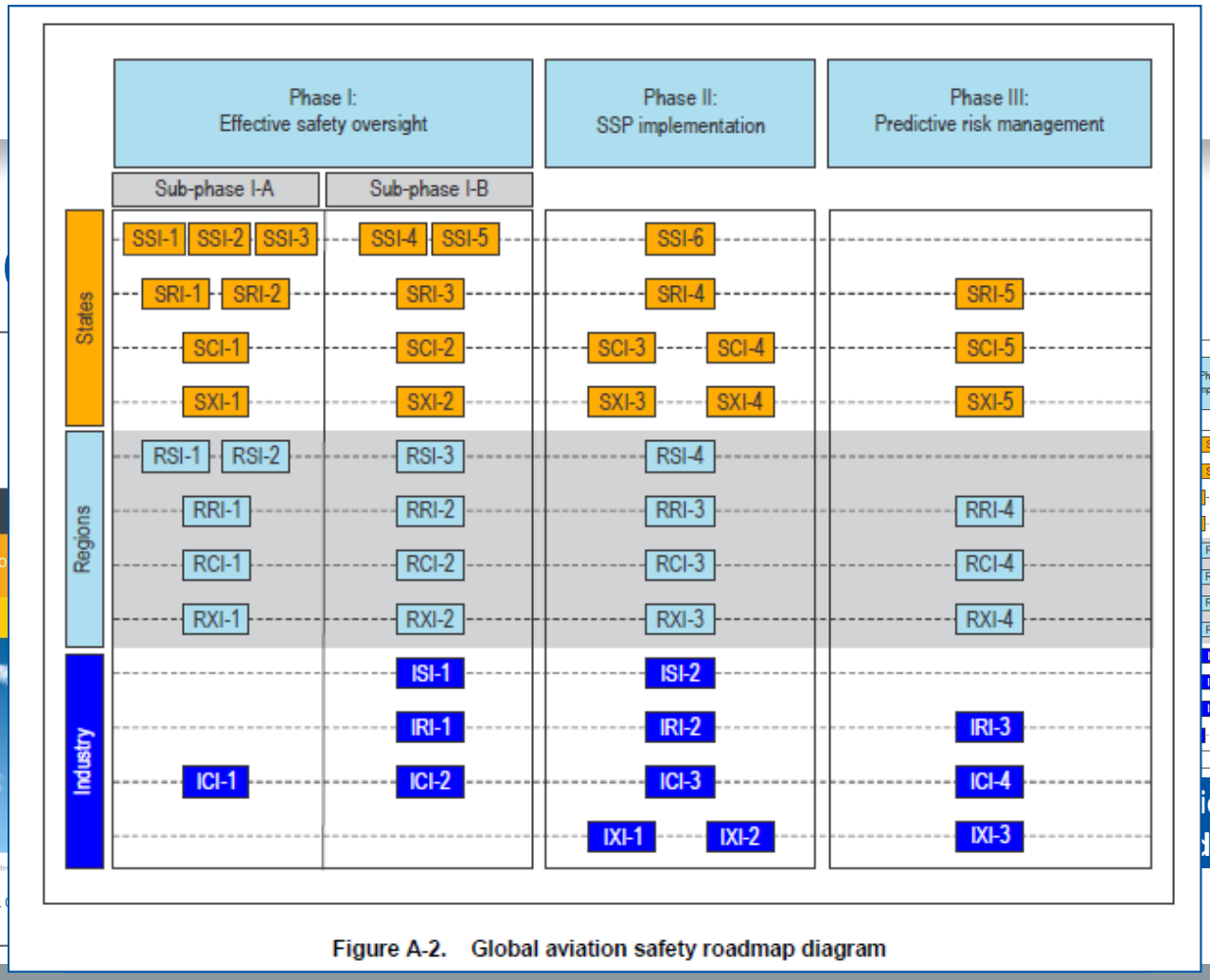
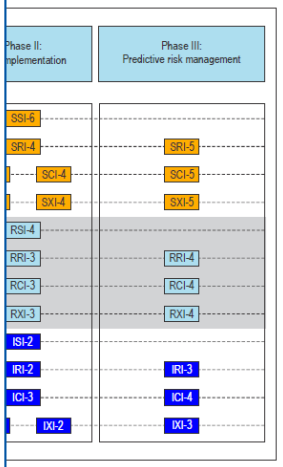


Figure A-2. Global aviation safety roadmap diagram



ion safety
diagram

GASP-Study Group

Basic Principles for 2020-2022 Edition

- Contains vision, mission and values
- Restructured in different parts
- Clearly delineates responsibilities
- Aspirational Goal + Goals, Targets & indicators
- Applies risk-based approach (HRC)
- Roadmap more predominant

GASP Vision

To achieve and maintain the goal of zero fatalities in commercial operations by 2030 and beyond

GASP Mission

To continually enhance international aviation safety performance by providing a collaborative framework for States, regions and industry

GASP Values

- ✓ promoting positive safety culture
- ✓ promoting sharing & exchange of safety information
- ✓ taking data-driven decisions
- ✓ prioritizing actions through risk-based approach

Our Aspirational **Safety** Goal

GASP Goals, Targets & Indicators

6 Proposed GASP Goals

1. Achieve continuous reduction of ops safety risks
2. Strengthen States' safety oversight capabilities
3. Implement effective State safety programmes
4. Increase collaboration at regional level
5. Expand the use of industry programmes
6. Ensure appropriate infrastructure is available to support safe ops

National, Regional and Global HRC

Next Steps

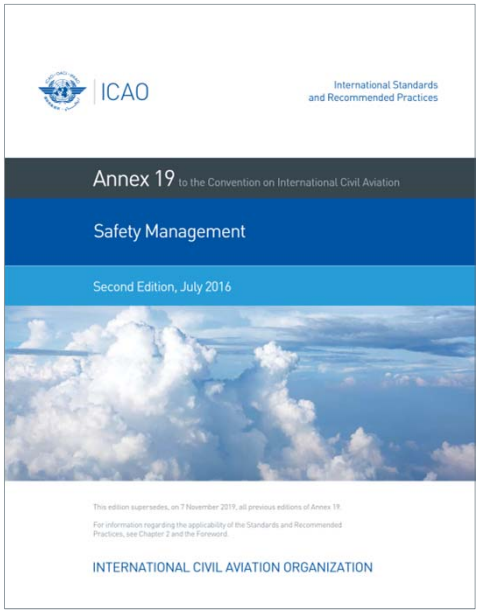
- GASP-SG completed draft
- ANC reviewed in May 2018
- Discussion at AN-Conf/13 to get feedback (Oct 2018)
- Questionnaire sent out to gather feedback: over 60 replies
- Workshops at RASG Meetings
- GASP will be presented for endorsement at A40 (Q3 2019)
- Feedback, email: GASP@icao.int

SAFETY MANAGEMENT

Amendment 1 to Annex 19

Adopted by ICAO Council on 2 March 2016 → **Effective from 11 July 2016** → **Applicable from 7 November 2019**

- ✓ The applicability for the existing safety management provisions as originally introduced continue to apply.
- ✓ The new applicability date only relates to the changes introduced with Annex 19, Amendment 1.
- ✓ States are encouraged to begin working to address Amendment 1 Annex 19 as soon as possible, to ensure implementation is achieved by the applicability date.



Doc 9859 Safety Management Manual (SMM), 4th ed

- ✓ Updated supporting guidance for Annex 19
- ✓ The advance unedited version has been posted ICAO-NET
- ✓ Final publication expected in October 2018

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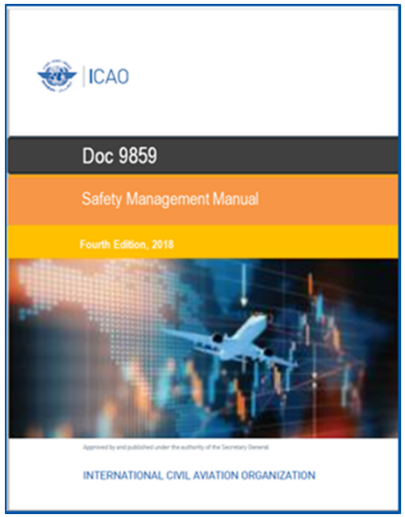
New Approach for Safety Management Manual, 4th ed.



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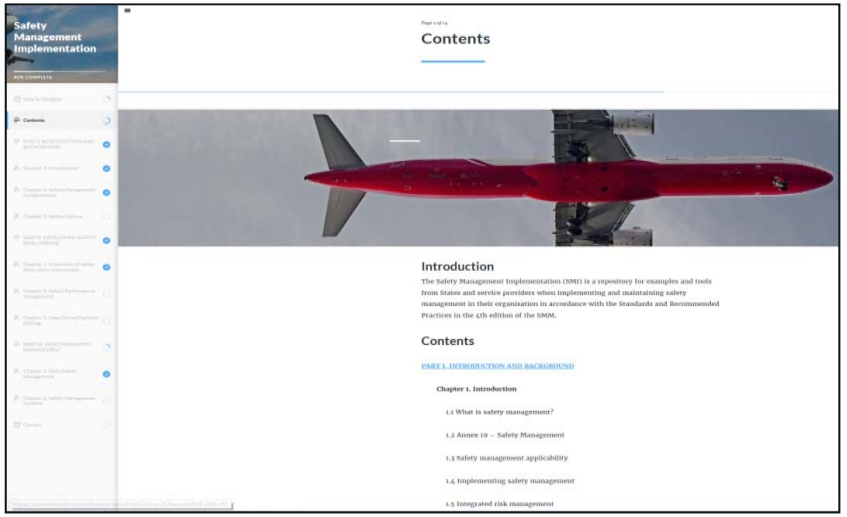

Published document

Safety Management Implementation Website: www.icao.int/SMI

Bonus: Free e-book version of advance unedited SMM included on website

New and updated SSP tools on iSTARS

SSP Foundation Tool

- ✓ Online since August 2017
- ✓ To address the need to identify the REAL GAP, the SSP Foundation Tool complements the SSP Gap Analysis; and
- ✓ Assist States to build a solid safety oversight foundation for SSP implementation.

Updated SSP Gap Analysis Tool

- ✓ Will be online in October 2018
- ✓ To reflect Annex 19 amdt 1 and the SMM 4th edition
- ✓ The data already entered into the SSP Gap Analysis tool will be transferred to the updated version.

ICAO Safety Management Training Programme

Safety Management Online Training - *available*

- Includes **four Modules**
  - **Module 1: Introduction to Safety Management**
  - **Module 2: ICAO Annex 19 – Safety Management**
  - **Module 3A: State Safety Programme (SSP)**
  - **Module 3B: Safety Management System (SMS)**

- Update to reflect **Annex 19, Amdt 1** and the **4th edition of the SMM** *expected to be released early 2019*

Safety Management For Practitioners (SMxP) TRAINAIR PLUS Course – *available*

State Safety Programme (SSP) Course – *expected by 4Q 2019*

SMS Evaluation and Monitoring Course TRAINAIR PLUS Course – *in planning stages*

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Safety Management Regional Workshop

SAVE THE DATE!

✓ **25-28 March 2019, Cairo**

UNIVERSAL SAFETY OVERSIGHT AUDIT PROGRAMME (USOAP)

CONTINUOUS MONITORING APPROACH (CMA)

The objective of USOAP CMA

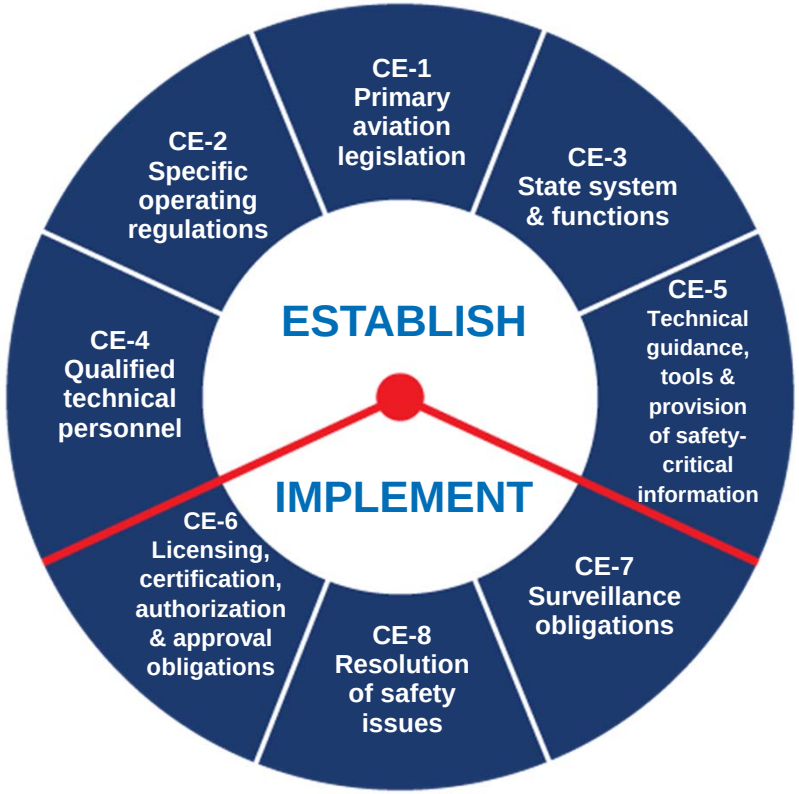
To promote global aviation safety through continuous monitoring of the Member States' safety oversight capabilities

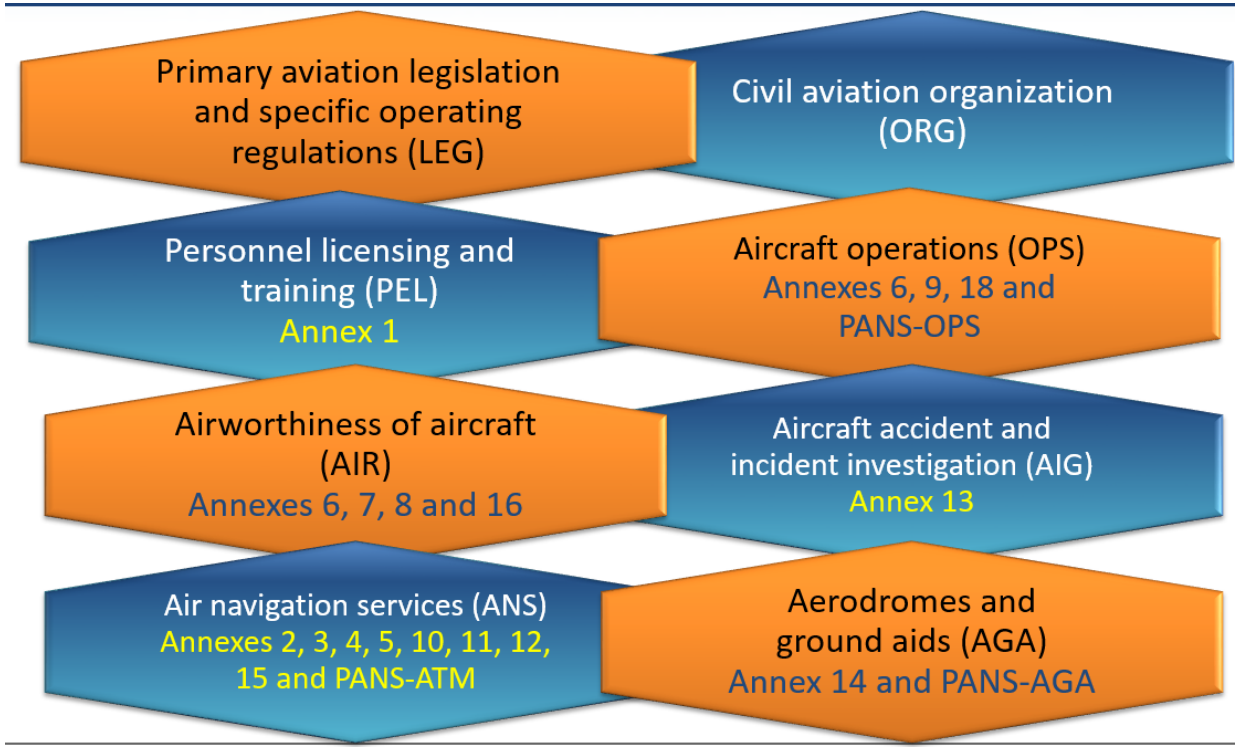
ICAO carries out audits and other monitoring activities to determine the safety oversight capabilities of its Member States by:

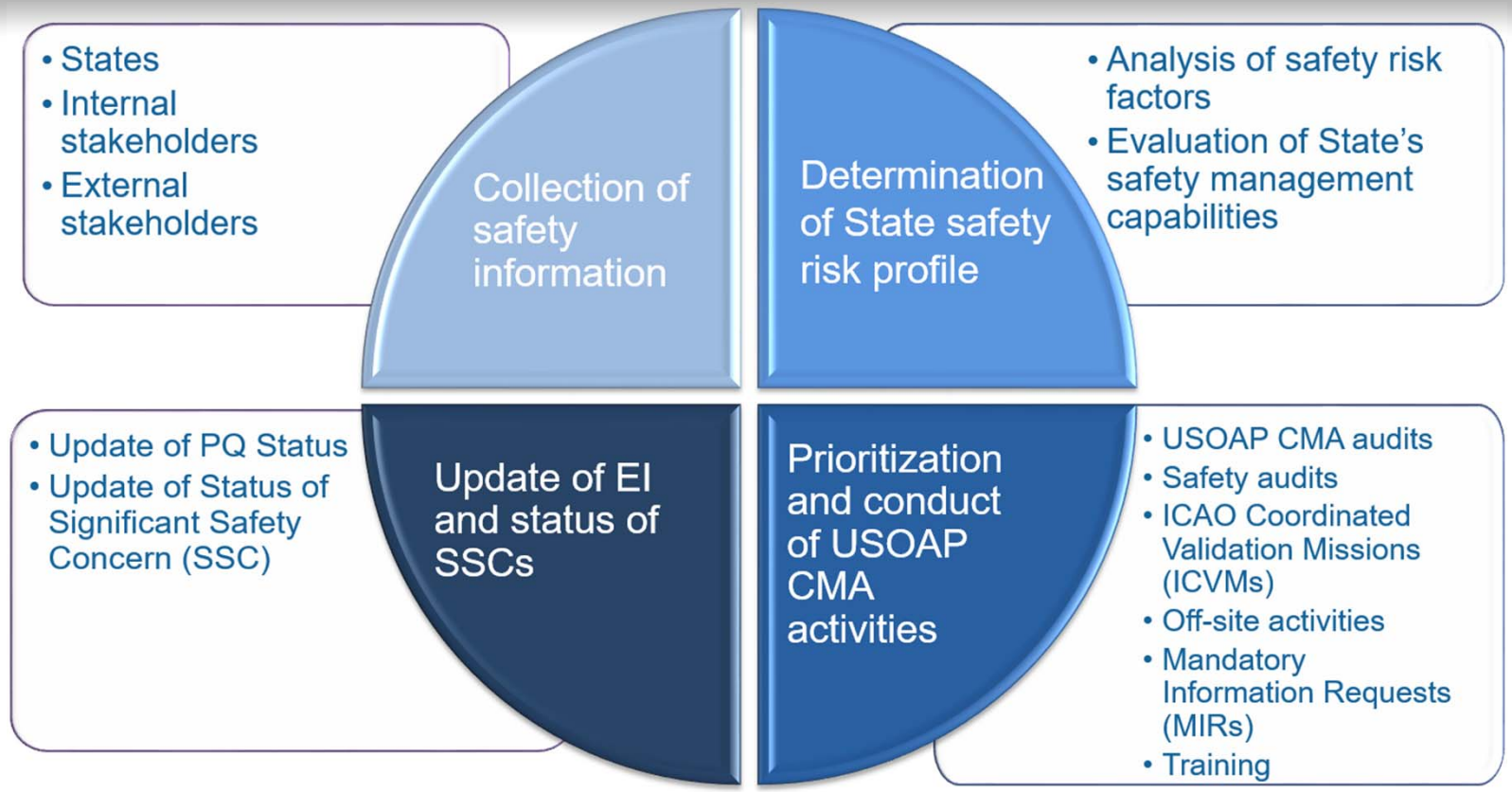
- Assessing their effective implementation of the 8 CEs in 8 audit areas (i.e. LEG, ORG, PEL, OPS, AIR, AIG, ANS and AGA) through Protocol Questions (PQs)

- Verifying the status of the Member States' implementation of:
  - Safety-related ICAO Standards and Recommended Practices (SARPs);
  - Associated procedures; and
  - Guidance material.

Critical Elements (CEs)




Primary aviation legislation and specific operating regulations (LEG)
Civil aviation organization (ORG)
Personnel licensing and training (PEL)
Annex 1
Aircraft operations (OPS)
Annexes 6, 9, 18 and PANS-OPS
Airworthiness of aircraft (AIR)
Annexes 6, 7, 8 and 16
Aircraft accident and incident investigation (AIG)
Annex 13
Air navigation services (ANS)
Annexes 2, 3, 4, 5, 10, 11, 12, 15 and PANS-ATM
Aerodromes and ground aids (AGA)
Annex 14 and PANS-AGA


• States
• Internal stakeholders
• External stakeholders
Collection of safety information
Determination of State safety risk profile
• Analysis of safety risk factors
• Evaluation of State's safety management capabilities
• Update of PQ Status
• Update of Status of Significant Safety Concern (SSC)
Update of EI and status of SSCs
Prioritization and conduct of USOAP CMA activities
• USOAP CMA audits
• Safety audits
• ICAO Coordinated Validation Missions (ICVMs)
• Off-site activities
• Mandatory Information Requests (MIRs)
• Training

Main Activities under USOAP CMA

Activity	On- or Off site	Description
CMA audit	On-site	To conduct systematic and objective assessment of a State's safety oversight system
ICVM	On-site	To collect and assess evidence of a State's effective correction of previously identified findings (in one or more audit areas).

Main Activities under USOAP CMA

Activity	On- or Off site	Description
Off-site validation activity	Off-site	To assess a State's effective corrective actions addressing previously identified findings.
Integrated validation activity (IVA)	Hybrid	• Limited scope, integrated within scheduled mission in a State by ICAO or safety partners*. • On-site collection and review of evidence by SMEs. • All collected evidence reviewed by ICAO HQ (OAS) as part of an off-site validation activity.

SSP Implementation Assessments: Amended SSP PQs

2017 Edition of the PQs

- With the roll-out of Amendment 1 to Annex 19, a 2017 edition of the PQs was developed on the basis of the 2016 edition and excludes aspects related specifically to the State Safety Programme (SSP).

- This 2017 edition of the PQs is posted in the “CMA Library” on the OLF.
  (*See EB 2018/4, 19 January 2018.)*

- The 2017 edition is applicable for all USOAP CMA activities **starting after 1 June 2018**.

SSP PQs - available on OLF CMA Library

- ***Reflect*** Annex 19 Amdt 1, SMM 4th edition and lessons learnt from voluntary assessments conducted.
- ***Form*** a dedicated list of PQs (complementing the PQs on "core" safety oversight and investigation functions).
- *Are* ***not linked to Critical Elements (CEs)***, but to applicable SSP components (e.g. State Safety Risk Management, State Safety Assurance and State Safety Promotion).
- *Are* ***not assessed as "satisfactory/non-satisfactory"***, but in terms of *progress achieved*.
- *Are* ***classified into 8 areas***:
  GEN (SSP general aspects), SDA (safety data analysis – general aspects),
  PEL, OPS, AIR (AMO aspects only), ANS (ATS aspects only), AGA and AIG.

SSP Implementation Assessments: Phase 1: 2018 – 2020

SSP implementation assessments will:

- Volunteer States
- *Complement*, and *not impact*, the State's Effective Implementation (EI)
- Not generate findings.
- Not require the State to submit a "corrective action plan" (CAP).
- Use the SSP PQs in selected audit areas
  (e.g. GEN + SDA + OPS + ANS + AIG).

SSP Implementation Assessments:
Phase 2: Starting 2021

Draft ICAO criteria for determining a State's eligibility to receive an SSP implementation assessment

- Evidence of a *robust* and *sustainable* safety oversight system and aircraft accident/serious incident investigation system (including implementation aspects)

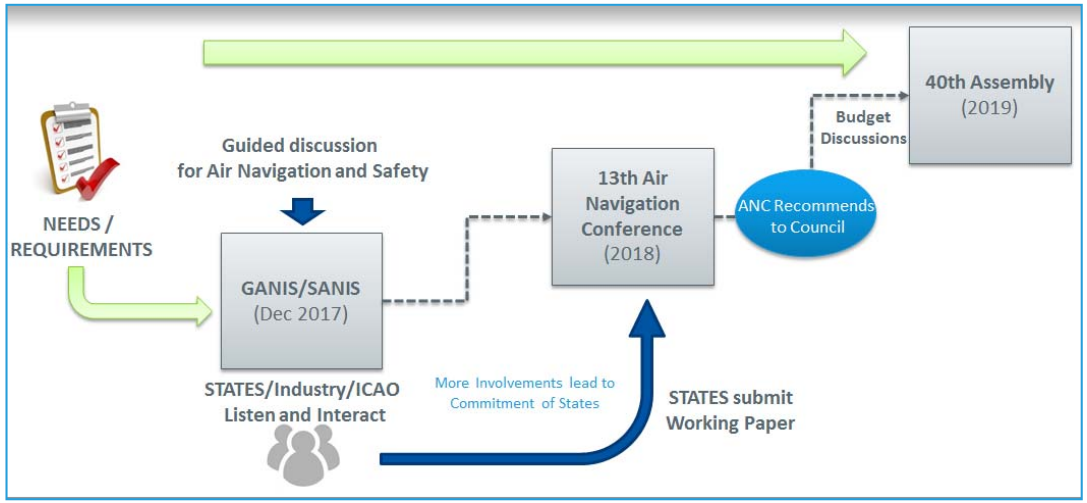
- Evidence of *effective* mandatory safety reporting system, aircraft accident and incident database and safety analyses

- *Effective completion and updates of PQ self-assessment* by the State (for all PQs, including SSP PQs)

ICAO THIRTEENTH AIR NAVIGATION CONFERENCE

Theme: ***From development to implementation***

- **Invitation State letter 2017/120, dated 15 December 2017**
- **2 Committees working in parallel reporting back to Plenary**
  - Air Navigation Committee (Committee A)
  - Aviation Safety Committee (Committee B)



13th Air Navigation Conference (AN-Conf/13)

9 – 19 October 2018, Montréal, Canada

Air Navigation Committee (Committee A)
1: Air navigation global strategy
2: Enabling the global air navigation system
3: Enhancing the global air navigation system
4: Implementing the global air navigation system and the role of planning and implementation regional groups (PIRGs)
5: Emerging issues

Aviation Safety Committee (Committee B)
6: Organizational safety issues
7: Operational safety risks
8: Emerging safety issues

Agenda Item 6 : Organizational safety issues
6.2 : Implementation of safety management
6.2.1 Implementation of safety management
6.2.2 Safety management systems
6.2.3 Developing safety intelligence

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THANK YOU!