



ASSEMBLY — 38TH SESSION

TECHNICAL COMMISSION

Agenda Item 27: Aviation Safety – Policy

THE GLOBAL AVIATION SAFETY PLAN AND ITS EVOLUTION

(Presented by CANSO)

EXECUTIVE SUMMARY

The 1st edition of the Global Aviation Safety Plan (GASP, Doc 10004, refer A38-WP/92) provides a strategic planning framework for Regional Aviation Safety Groups (RASGs), States and industry to ensure the harmonization and coordination of efforts aimed at improving aviation safety. This is a laudable objective that CANSO supports. However, for all concerned stakeholders to establish priorities and targets and allocate the necessary resources, the GASP will need to be further developed to provide the necessary tools and guidance to assist stakeholders in the development of their plans. This paper presents CANSO's views on the GASP and its further development, bearing in mind that the 2nd edition of the GASP will be reviewed by the proposed High-level Safety Conference in 2015 for subsequent approval by the 39th Session of the Assembly in 2016.

Action: The Assembly is invited to consider the recommendation contained in paragraph 3.

1. INTRODUCTION

1.1 The 1st edition of the Global Aviation Safety Plan (GASP, Doc 10004) provides the strategic direction for the safety work programme of ICAO and the planning methodology for global harmonization in the area of aviation safety. Partnership and collaboration is a central theme, as States, regions and industry are to use this document to help develop or update their own plans that are to address specific State and regional safety priorities, consistent with the global objectives outlined in the GASP.

1.2 The new GASP sets out to improve the level of Safety oversight maturity among States and places necessary emphasis on continuity with the elements of the existing GASP. It is meant to incorporate and update the initiatives and objectives that were set out in previous versions, in addition to those contained in the Global Aviation Safety Roadmap (GASR), which was developed at the time by the Industry Safety Strategy Group (ISSG)¹ in close cooperation with ICAO.

1.3 The GASP will be updated on a triennial basis and, for it to remain relevant and useful as a strategic planning framework, it will need to be further developed in collaboration and consultation with

¹ Members of the ISSG are: Airbus, Boeing, Airports Council International (ACI), Civil Air navigation Services Organization (CANSO), International Air Transport Association (IATA), International Federation of Air Line Pilots' Associations (IFALPA) and Flight Safety Foundation (FSF).

stakeholders, and include essential planning tools and roadmaps to be used by the RASGs, States and industry. An annual review and triennial update of the GASP will provide the opportunity to assess the long-term strategy, as well as the near- and mid-term objectives to be achieved, and to establish priorities in order to allocate the necessary resources. Given the many safety initiatives and programmes that do already exist and are being planned, cooperative and collaborative approaches are essential to success. In this sense, the 1st edition of the GASP as a high-level policy document is a welcome initiative for ensuring harmonisation and coordination of efforts, which CANSO supports.

2. DISCUSSION

2.1 The overarching objective of the new GASP is to continuously improve safety performance through the implementation of State safety oversight requirements and the use of four important *Safety Performance Enablers: Standardization; Collaboration, Resources; and Safety Information Exchange*. Over the next decade, States are to enhance their safety oversight capability through the implementation of: the ICAO Standards and Recommended Practices (SARPs) related to the States' approval, authorization, certification and licensing processes in the near term (by 2017); the ICAO State safety programme (SSP) framework in the mid-term (by 2022); and an advanced safety oversight system including predictive risk management in the long-term (by 2027.)

2.2 These objectives are complementary to the establishment and implementation of safety management systems (SMS) by operators and service providers. The GASP recognises that the *Safety Performance Enabler – Standardization* should be supported by industry service providers' compliance with national regulations as well as adherence to industry best practice. This is a welcome development. Within CANSO, the need for a framework for air navigation services providers (ANSPs) within which safety can be managed on a proactive basis has long been recognised as the regulations relating to SMS are, for the most part, scoped as general statements of requirement against which compliance can be tested.

2.3 CANSO therefore developed its Standard of Excellence (SOE) in Safety Management Systems (SMS), which is based on the sharing of best practices among its Member ANSPs in regards to SMS implementation. Released in 2010, it provides a framework for a proactive performance-based approach to safety management for ANSPs, and is complementary to the ICAO Standards and Recommended Practices (SARPs) relating to SMS. It allows ANSPs to build a system which is appropriate to their size and operational complexity, and recognises that achievement of the highest level of SMS maturity is a long term process that must proceed in a very deliberate step-wise manner. Since the value of industry standards of best practice to the implementation of the SSP framework is recognised by the GASP, ICAO is encouraged to continue to support the development of and adherence by service providers and operators to industry standards of best practice in safety management, such as the CANSO SOE in SMS.

2.4 The *Safety Performance Enabler – Collaboration* recognises the value of partnerships and coordination. The objectives, priorities and targets contained in the new GASP have been developed for and in partnership with the global aviation community as a whole. Since the GASP establishes targeted safety objectives and initiatives for the entire aviation community, it must also ensure the efficient and effective coordination of complementary safety activities between all stakeholders. A mechanism for such stakeholder coordination needs to be further developed and proposed for the next edition of the GASP. Such coordination between ICAO and regulatory organisations can also help avoid conflicts between the strategic planning in the GASP and foreseen State and/or regional regulatory initiatives.

2.5 Global Aviation Safety Priorities have been set for three areas: improve runway safety performance; reduce Controlled Flight into Terrain (CFIT) accidents; and reduce the number of loss of control in-flight accidents and incidents. These priorities are to be addressed at a global, regional and State level. CANSO is one of the supporting partners to the Global Runway Safety initiative launched in May 2011, and has supported a number of regional runway safety seminars, including one it co-hosted with ATNS in Cape Town in October 2012. Further, during its 2013 Global ATM Summit & 17th AGM held in Curaçao in June, it launched, in partnership with other stakeholders, its latest runway safety initiative that includes a number of tools to help reduce unstable approaches. Future editions of the GASP can include an inventory and summary of initiatives launched by aviation stakeholders including goals and objectives, and lessons learned.

2.6 The *Safety Performance Enabler – Resources* recognises that effective safety oversight requires investment of human, technical and financial resources to realize the safety targets and to continuously monitor achievements. Priorities and target-setting is left as a matter for the RASGs, States and industry to work out and agree. To support the development of regional and national implementation plans, the new GASP will need to provide the necessary planning and decision-making tools and roadmaps that will assist the RASGs, States, and industry determine their needs and requirements and set priorities in line with their capabilities and resource limitations. CANSO stands ready to assist in the development of such additional guidance and decision-making tools.

2.7 The *Safety Performance Enabler – Safety Information Exchange* stresses the importance of information sharing efforts to create a holistic assessment of global safety performance through the voluntary exchange of information collected from various sources. ICAO provisions for the use, sharing and protection of safety information are still in the process of being developed. However, CANSO has already agreed a Memorandum of Cooperation (MoC) with ICAO in March 2013, which is designed to improve air navigation safety performance worldwide by creating a framework for enhanced air navigation safety dialogue, cooperation and information exchange between the two organisations. As the conditions of use of safety information are further developed and agreed, the GASP will also need to evolve to reflect developments. This is an area for significant and substantive further development, including the reporting tools and dashboards to be used. CANSO will continue to support this effort.

3. CONCLUSION

3.1 As a high-level policy document, the GASP provides a good framework for the development and implementation of regional and States' plans, thereby ensuring harmonization and coordination of efforts aimed at improving aviation safety. In support of this aim, the GASP can be further developed and improved to provide the necessary tools and guidance material to assist the RASGs, States and industry in the development of their plans.

3.2 It is recommended that ICAO:

- a) continues to support the development and use of industry best practices, such as the CANSO SOE in SMS for ANSPs, as recognised in the GASP for the positive role they play in improved compliance with ICAO provisions relating to safety management;
- b) establishes a mechanism for stakeholder coordination in the setting of objectives, priorities and targets, and adjustments to successive editions of the GASP;

- c) compiles an inventory and summary of safety initiatives launched by aviation stakeholders, including their goals and objectives and lessons learned, which can be included in the global and regional plans; and
- d) develops by mid-2014, essential planning and decision-making tools and roadmaps to be used by the RASGs, States and industry in support of the GASP and that a consultative mechanism be established for their development.

3.3 In view of the commitment of resources aviation stakeholders have to make in support of the GASP and the regional and State plans, it is further proposed that updates to the GASP be circulated to States and industry for consultation well in advance of these being submitted for approval by Council and onward endorsement by the ICAO Assembly.

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