

**AFI Aviation Safety Symposium  
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**Session 5 – Evolving from Safety  
Oversight to Safety Management**

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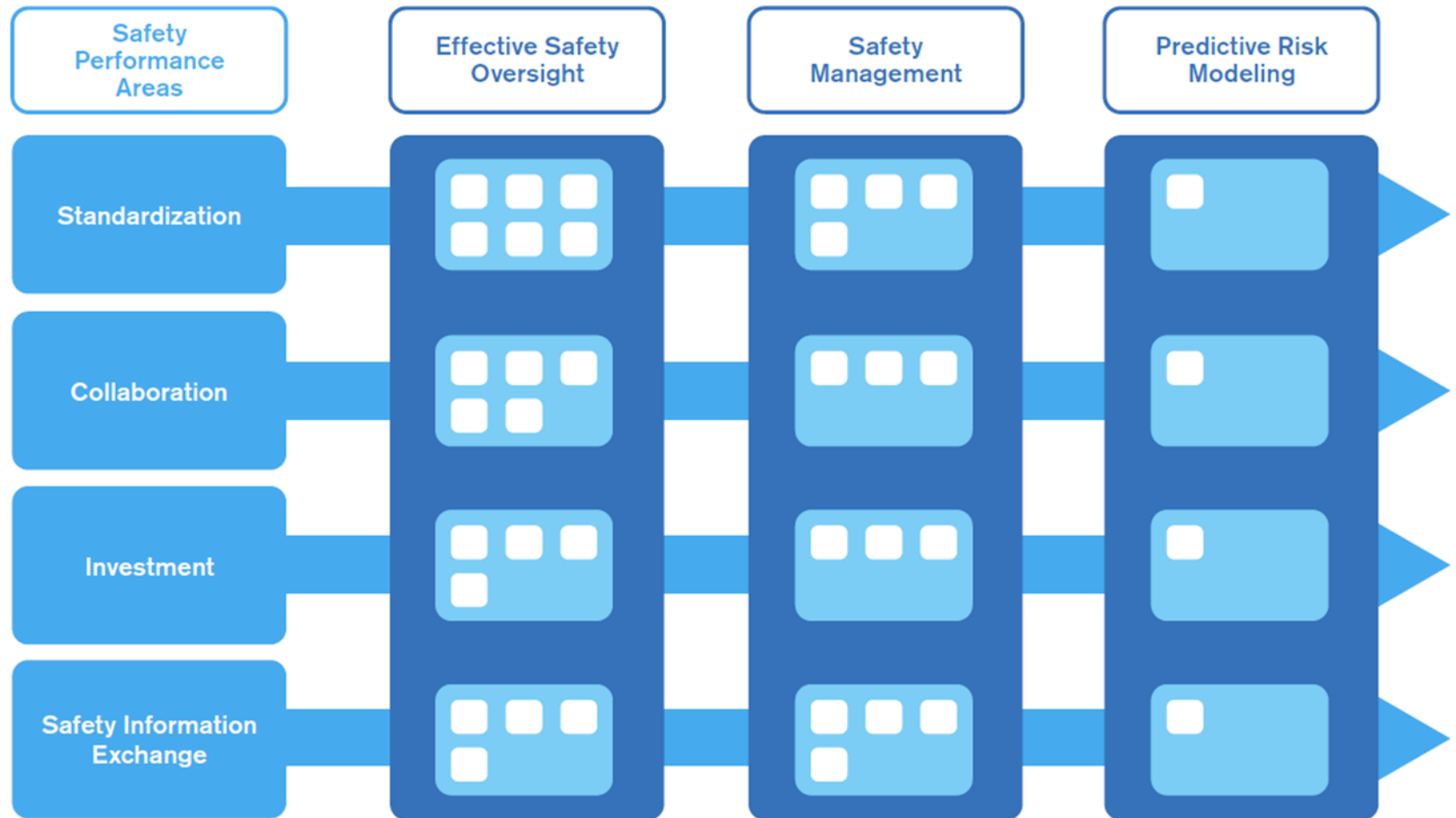


# Global Aviation Safety Plan (GASP)

- The GASP provides the framework in which regional, sub-regional and national implementation plans shall be developed and implemented
- The GASP specifically
  - establishes targeted safety objectives and initiatives
  - ensures the efficient and effective coordination of complementary safety activities between all stakeholders.
- The GASP objectives and targets are supported through specific safety initiatives that are categorized according to distinct safety performance areas.



# GASP Safety Objectives



# GASP Safety Performance Areas

## Standardization

- To ensure uniform and consistent implementation of SARPs.

## Collaboration

- To allow States, industry, international and regional aviation safety organizations, to coordinate the implementation of:
  - safety policies,
  - oversight activities and
  - State Safety Programmes and Safety Management Systems components



# GASP Safety Performance Areas

## Investment

- To provide the infrastructure as well as new technical and human resources necessary to safely accommodate the anticipated growth in air traffic.

## Exchange of Safety Information

- To promote global standardization, enhance compliance monitoring and adherence to industry best practices.



# Global Aviation Safety Plan (GASP)

## *Objectives and Priorities*

### Near-term

**2017**

- All States establish **effective safety oversight systems**
- States with effective safety oversight (over 60% EI) **fully implement SSP**
- States / Stakeholders support RASGs with the **sharing of safety information**

### Mid-term

**2022**

- All Member States **fully implement the ICAO SSP Framework**
- RASGs incorporate **regional monitoring and safety management** programmes

### Long-term

**2027**

- Member States implement **safety capabilities** as necessary to support future Air Navigation Systems

#### **PRIORITIES**

**EFFECTIVE SAFETY OVERSIGHT SYSTEMS**

**IMPLEMENTATION OF STATE SAFETY PROGRAMMES (SSP)**

**SHARING OF SAFETY INFORMATION**



# Abuja Safety Targets

NO	TARGETS	2011	2012	2013	2014	2015	2016	2017	
1	Reduce Runway related accidents and serious incidents by 50%								
2	Reduce CFIT related accidents and serious incidents by 50% & Reduce Loss of Control by 50%								
3	Establish autonomous CAAs or delegate to RSOO or other African States								
4	Resolve existing SSCs								
5	Implement ICAO Plans of Actions								
6	Increase EI score to no less than 60% by 19 States								
7	Increase EI score to no less than 60% by 38 States								
8	Increase EI score to no less than 60% by 54 States								
9	Implement SSP and SMS								
10	Certify all international aerodromes								
11	Require African airlines obtain IATA-IOSA								



## Regional Performance Dashboards

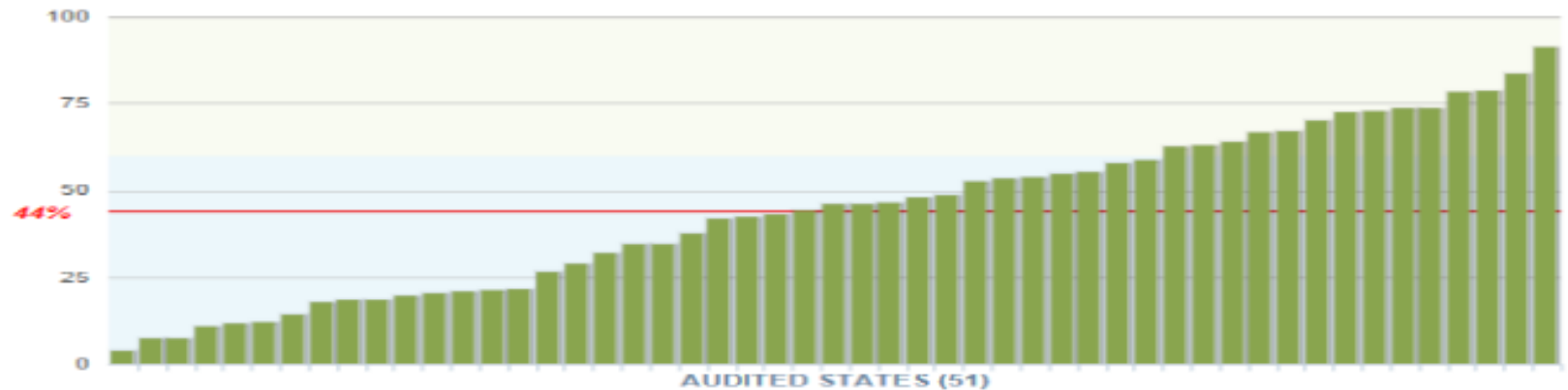
SAFETY

AIR NAVIGATION

Dashboards Guide

### ICAO Safety Audit Results for Africa

*Effective Implementation of safety oversight systems by State*



### Status of Safety for Africa

*According to the Global Indicators and Targets*

Progressive increase of the USOAP EI score to 60% by end of 2013-2015-2017

Resolution of all Significant Safety Concerns

Improved Aviation Safety Record

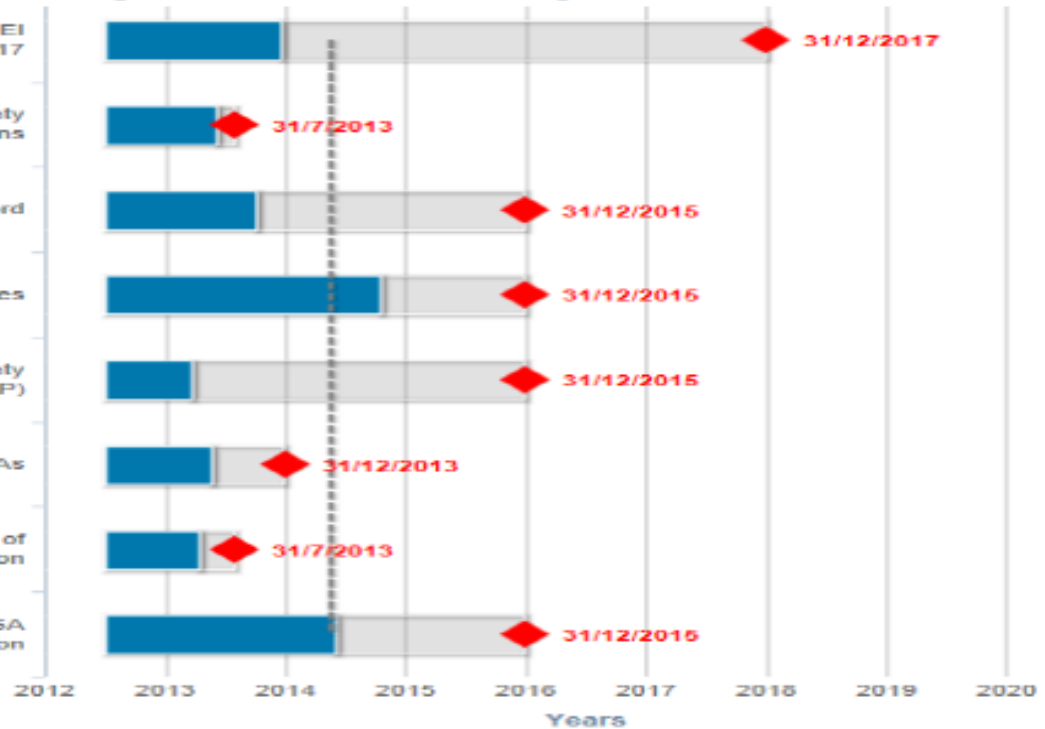
Certify all International Aerodromes

Implementation of State Safety Programme (SSP)

Stronger and better established CAAs

Implementation of ICAO/State Plans of Action

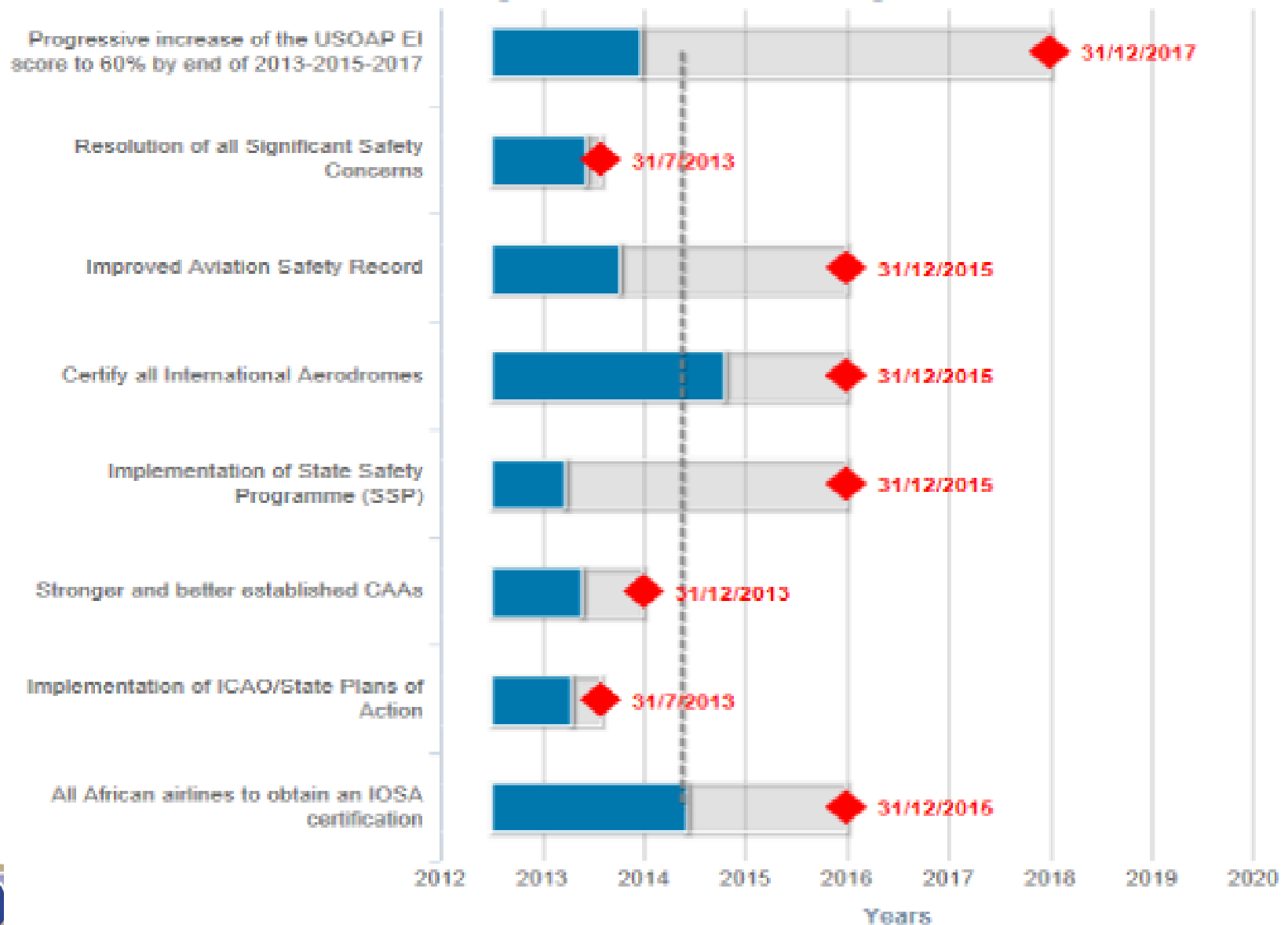
All African airlines to obtain an IOSA certification





## Status of Safety for Africa

According to the Global Indicators and Targets



# CONCLUSION

NEED TO IMPLEMENT STATE SAFETY PROGRAMMES (SSP) AND SERVICE PROVIDERS SAFETY MANAGEMENT SYSTEMS (SMS):

- COMPLETE GAP ANALYSES
- DEVELOP ACTIONS PLANS
- IMPLEMENTATION OF ACTION PLANS

COOPERATIVE PROGRAMES TO FACILITATE:

- UNIFORM IMPLEMENTATION OF ICAO STANDARDS
- COLLABORATION AMONGST STAKEHOLDERS
- INVESTMENT
- EXCHANGE OF INFORMATION



# ICAO SMS

- One overriding requirement:  
**ALIGN THE HUMAN FACTOR!**
- Another complex requirement:  
**Change the regulatory system**



**Time = by end 2015?**

What about quick wins that can already start to change the human element in preparation for SMS?



# What can we start doing as of tomorrow to change to the mind set required for SMS?

- Utilize all training opportunities for regulators and industry:
  - Safe skies for Africa
  - Assistance programs
  - Sponsorships, donor funding
  - Etc.
- Capacitate oversight function – interstate assistance, recruitment;
- Remove obstacles to regional cooperation;
- Implement “maintenance reliability programs”, confidential hazard reporting, etc.;
- 83 bis could be applied wider;
- IOSA and soon to be launched ISSA. Why wait?
- DON'T LET THE FOREST INTIMIDATE YOU – TACKLE THE TREES ON THE EDGE.



END

THANK YOU

