



WORKING PAPER

THIRTEENTH AIR NAVIGATION CONFERENCE

Montréal, Canada, 9 to 19 October 2018

COMMITTEE B

- Agenda Item 6: Organizational safety issues**
6.1 Strategic plan
6.1.1: Vision and overview of the Global Aviation Safety Plan (GASP), 2020-2022 edition

REGIONAL SUPPORT FOR THE IMPLEMENTATION OF THE GASP 2020-2022

(Presented by Brazil on behalf of the SAM States¹)

EXECUTIVE SUMMARY

This paper presents the South American (SAM) States support to the GASP proposed edition 2020-2022 and provides some recommendations to improve its efficacy and to recognize regional efforts towards implementation.

Action: The Conference is invited to:

- a) take note of this working paper; and
- b) support the items described in paragraph 3.2.

1. INTRODUCTION

1.1 Starting in 1997, the Global Aviation Safety Plan – GASP has evolved and is currently the strategic reference for the development of global, regional and national efforts directed towards the implementation of safety management initiatives. The plan has supported the improvement of safety in the States by establishing a common framework to support collaboration between States and industry towards achieving a safer civil aviation system.

1.2 Historically, the South American (SAM) region has actively supported the achievement of global objectives established on the GASP and has developed several initiatives to support the achievement of those objectives. One of the main initiatives in place in the region is the Regional Aviation Safety Group – Pan America (RASG-PA). The group was established in November 2008 to be the focal point to ensure harmonization and coordination of safety efforts aimed at reducing aviation risks in the North American, Central American, Caribbean (NAM/CAR), and SAM regions, and to promote the

¹ Supported by 13 Contracting States (Argentina, Bolivia (Plurinational State of), Brazil, Chile, Colombia, Ecuador, Guyana, Panama, Paraguay, Peru, Suriname, Uruguay and Venezuela (Bolivarian Republic of)).

proactive implementation of identified safety initiatives by all stakeholders. This is achieved through the involvement of all stakeholders including ICAO, States/Territories, International Organizations, and industry.

1.3 To align ICAO efforts with the Sustainable Development Goals (SDGs) established by the United Nations to ensure the prosperity of humankind and environmental protection, the 39th Session of the ICAO Assembly formulated Resolution A39/25 - *Aviation's contribution to the United Nations 2030 agenda for sustainable development*, urging member States to enhance their air transport systems by effectively implementing Standards and Recommended Practices (SARPs) and policies, while including the aviation sector into their national development plans and assigning it higher priority, supported by robust air transport strategic plans and civil aviation master plans in order to attain the SDGs.

1.4 In the same way and to foster State Safety Programme (SSP) implementation amongst the SAM States, the SAM Region has established a pilot project regarding SSP implementation. In this pilot project, eleven out of thirteen SAM States are participating and is aimed at ensuring SSP establishment at 2020 and SSP effectiveness at 2025. As with the other initiatives mentioned above, the SSP objectives have been aligned with the GASP objectives.

2. DISCUSSION

2.1 The proposed text for the 2020-2022, being the result of a collaborative effort of industry, organizations and States of all ICAO regions under the coordination of the ICAO Secretariat, builds on the history of continued evolution in its efficacy and relevance. The plan's mission to continually enhance aviation safety performance internationally by providing a collaborative framework for States, regions, and industry is integrally supported by the States in the SAM Region.

2.2 Through this working paper, the SAM Region expresses its commitment to the development of a safe, secure, efficient and sustainable civil aviation system. To that end, the States have been actively engaged in the study and implementation of actions to achieve these objectives, in particular to those established on the GASP.

2.3 The region also praises the enhanced prominence the proposed minute of the GASP 2020-2022 places on the role of collaborative voluntary cross-industry initiatives such as the RASG-PA in achieving its goals. We strongly believe these proactive non-regulatory initiatives can be instrumental in the development of efficient and effective safety enhancements while supporting the development of the positive safety culture necessary to make these enhancements sustainably applied across the different regions. This is based on the assumption that all aviation stakeholders need to be involved in the effort to continually improve safety. One of the major benefits of the RASGs has been to make available an environment where industry and states can openly exchange safety data, share best practices and voluntarily adopt safety enhancements in a collaborative manner, without hierarchies or the concern over the possibility of sanctions, in line with SARPs established on Annex 19.

2.4 Furthermore, the support ICAO Regional Offices provide to the aforementioned initiatives is paramount in order to keep their relevance and effectiveness. In the Pan American RASG, the ICAO SAM Office secretaries the Plenary and the Executive Steering Committee meetings.

2.5 The region also shares the vision proposed for the GASP, which is to achieve and maintain the aspirational safety goal of zero fatalities in commercial operations by 2030 and beyond. The adoption of High-Risk Categories that should be prioritized in regional and national plans is also

supported. In fact, the inclusion of Mid-Air Collisions to the set of previously named “global safety priorities” had already been adopted by the RASG-PA in the development of its safety enhancements.

2.6 One positive initiative that the ICAO Secretariat has proposed for the GASP was to create a framework of prescribed safety performance indicators that could support States to identify examples that would be applicable for them. However, it is important to acknowledge that there is no universally applicable model for implementing proactive safety management functions. Each State is ultimately responsible for identifying what works best for the size and complexity of their aviation system. It is noted that other examples are also available on ICAO’s Safety Management Implementation website on <https://www.icao.int/smi> and the proposed examples could be added to that roster.

2.7 The region shares the vision proposed for the GASP, which is “to achieve and maintain the aspirational safety goal of zero fatalities in commercial operations by 2030 and beyond”, and will continue to support it, as well as:

- a) promoting a positive safety culture;
- b) recognizing and promoting the aviation sector’s responsibility for the safety of the public;
- c) encouraging collaboration, teamwork and shared learning in the management of safety;
- d) protecting safety data and safety information;
- e) promoting the sharing and exchange of safety information;
- f) taking data-driven decisions;
- g) prioritizing actions to address operational safety issues through a risk-based approach;
- h) allocating resources to identify and analyze hazards, and address their consequences or outcomes through a risk-based approach; and
- i) proactively managing emerging safety issues.

3. CONCLUSION

3.1 The region will continue to support the continuous evolution of the GASP and its 2020-2022 edition and will support its adoption in regional and national efforts towards the improvement of safety worldwide.

3.2 The Conference is invited to:

- j) support the approval of the minutes for the GASP 2020-2022, considering the recommendations provided below;
- k) support the implementation of the GASP and Global Air Navigation Plan (GANP) safety objectives through the Regional and State safety plans;

- l) support the SAM Region SSP implementation pilot project as a means to achieve SSP GASP objectives;
- m) support initiatives that increase regional collaboration among States and industry in voluntary regional mechanisms;
- n) acknowledge the importance of RASGs in achieving ICAO strategic objectives presented on the GASP;
- o) promote engagement of States and industry organizations on their respective RASG;
- p) commend the work of the RASGs as a voluntary and proactive cross-industry effort on the continuous improvement of safety performance globally;
- q) commend the work done by the SAM and NACC ICAO Regional Offices in support of the continuous improvement of the RASG - PA; and
- r) propose the migration of example safety performance indicators (SPIs) from the GASP to ICAO's safety management implementation website.

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