



ASSEMBLY — 40TH SESSION

TECHNICAL COMMISSION

Agenda Item 28: Aviation Safety and Air Navigation Policy

SUPPORT FOR THE IMPLEMENTATION OF GASP, 2020-2022 EDITION

(Presented by Peru and sponsored by the following ICAO SAM States and Latin American Civil Aviation Commission (LACAC) States²)

EXECUTIVE SUMMARY

This working paper addresses SAM Region States' support for the draft 2020-2022 edition of the *Global Aviation Safety Plan* (GASP, Doc 10004) presented by ICAO, which provides clear and necessary guidance on the formulation of regional and national aviation safety plans by setting out a strategy, objectives, priorities, goals and initiatives for collaboration with industry and by defining roles and responsibilities. The South American (SAM) Region has updated its aviation safety plan completely in line with the GASP. It acknowledges the importance ascribed to groups that collaborate with industry, such as the regional aviation safety groups (RASGs), whose work has contributed effectively and efficiently to the development of initiatives to eliminate aviation safety risks. It highlights the importance of the support provided by the Regional Bureau to the achievement of aviation safety objectives and goals.

Action: The Assembly is invited to:

- a) promote participation by States and industry entities in the respective RASG;
- b) support initiatives that increase the collaborative endeavours of all global aviation system stakeholders, through voluntary mechanisms;
- c) support the State safety programme (SSP) implementation pilot project in the SAM Region in order to achieve GASP goals and ensure that no State remains behind; and
- d) consider the inclusion in forthcoming editions of ICAO Global Plans of a common section on the importance of building States' civil aviation management capacities as a key to the achievement of their objectives.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective – <i>Safety</i> .
<i>Financial implications:</i>	Not applicable.
<i>References:</i>	Doc 10004, <i>Global Aviation Safety Plan</i>

¹ Spanish version provided by Peru.

² Belize, Bolivia, Brazil, Colombia, Costa Rica, Cuba, Ecuador, El Salvador, Guatemala, Guyana, Honduras, Nicaragua, Panama, Paraguay, Uruguay and Venezuela (Bolivarian Republic of).

1. INTRODUCTION

1.1 The draft 2020-2022 edition of the GASP sets out the aviation safety strategy for the next triennium, with objectives and priorities for the continuous improvement of aviation safety.

1.2 Since 1997, the GASP has been updated every three years, changing according to new aviation challenges to become the main guide to the formulation of a harmonized aviation safety strategy and to the implementation of regional and national aviation safety plans in order to continuously reduce fatalities, existing risks and the occurrences thereof.

1.3 In particular, this new draft edition was compiled by a study group established by ICAO, in which both regulatory and industrial experts participated widely. Comments were also made by States and their suggestions have been incorporated.

1.4 Structurally, this edition consists of one part on aviation safety planning aspects and another part on the implementation of initiatives designed to strengthen and increase aviation safety.

1.5 Furthermore, the GASP indicates that regions and States will be encouraged to draw up regional plans and the national aviation safety plan aligned with objectives, goals and high-risk categories of occurrences (HRCs). Furthermore, it includes indicators for use in measuring progress achieved in attaining objectives and goals. Moreover, it provides a framework within which regions, States and industry can collaborate in a coordinated manner in tackling aviation safety risks and in which RASGs and planning and implementation regional groups (PIRGs) are crucial to effective GASP and *Global Air Navigation Plan* (GANP, Doc 9750) implementation.

1.6 The ICAO South American Regional Office, on behalf of SAM Region States, and the international organizations involved, published, in May 2019, the updated version of the SAM Safety Plan (SAMSP), which is wholly aligned with the objectives, strategy and goals set out in the 2020–2022 edition of the GASP.

1.7 The planning and implementation of the Plan provides for active, coordinated and cooperative participation by all interested parties, SAM Region States, the ICAO South American Office, the Regional Aviation Safety Group – Pan America (RASG-PA), the Regional Safety Oversight Cooperation System (SRVSOP) and the Aircraft Accident and Incident Investigation (AIG) Regional Cooperation Mechanism (ARCM), by defining the functions that will be discharged by each of these stakeholders.

1.8 Furthermore, with a view to effective SSP implementation, the SAM Region, on the indicative of the ICAO Regional Bureau, devised a pilot project to enable States to achieve the objective of SSP establishment in 2020 and effective implementation in 2025.

2. ANALYSIS

2.1 The SAM Region hereby states, in this working paper, that it is committed to working collaboratively to achieve the objectives and goals set in the 2020-2022 edition of the GASP in order to contribute to the development of a safe, efficient and sustainable aviation system, by ensuring that no State remains behind.

2.2 The SAM Region also states that it fully shares the aspirational safety goal of zero fatalities in commercial operations by 2030 and the adoption of HRCs which should be prioritized, on account of their effect on the accident rate, in regional and national plans.

2.3 The Region commends ICAO's decision to clarify the important role of the RASGs by establishing these collaborative integrated risk management groups, whose work is based on a data-driven methodology, as parts of the GASP for the development of proactive risk mitigation initiatives and aviation safety matters, with special importance being ascribed to information exchange in a protected and non-punitive environment.

2.4 The Region welcomes the total support provided and the initiatives developed by the Regional Bureau, which performs, moreover, a coordination role, as it would be impossible to achieve the established objectives without its support.

2.5 The above notwithstanding, the SAM Region wishes to propose specifically that consideration be given, in the forthcoming revision of the GASP and in the various Global Plans drawn up by ICAO, to the inclusion of State capacity-building aspects.

2.6 As enhancement of the capacities of States' aviation system management entities is crucial to the attainment of objectives and goals set in their regional and national plans, a State endowed with enhanced capacities and competent staff could mark the difference between effective and sustainable implementation of objectives set in ICAO's Global Plans and marginal implementation.

2.7 Against that background, the proposal is designed to provide States with an additional tool in order to make the desired impact on the implementation of ICAO's global improved safety and air connectivity plans, and thus boost their social and economic development, and strengthen their technical and independent positioning in decision making.

3. CONCLUSION

3.1 The 2020-2022 edition of GASP provides clear and necessary guidance on the formulation of regional and national aviation safety plans, by setting out a strategy, objectives, priorities, goals and initiatives for collaboration with industry, and by defining roles and responsibilities.

3.2 The SAM Region has updated its aviation safety plan completely in line with the GASP.

3.3 It acknowledges the importance ascribed to groups that collaborate with industry, such as the RASGs, whose work has contributed effectively and efficiently to the development of initiatives to eliminate aviation safety risks.

3.4 It highlights the importance of the support provided by the Regional Bureau to the achievement of aviation safety objectives and goals.

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