



INFORMATION PAPER

**SPECIAL AFRICA-INDIAN OCEAN (AFI)
REGIONAL AIR NAVIGATION (RAN) MEETING**

Durban, South Africa, 24 to 29 November 2008

**Agenda Item 5: Development of a set of comprehensive work programmes in the safety field
(Safety Committee)**

**REGIONAL APPROACH TOWARDS IMPLEMENTATION OF THE GLOBAL AVIATION
SAFETY PLAN (GASP)**

(Presented by Uganda)

SUMMARY

This paper raises one issue arising from SP AFI/08-WP/16 presented by the ICAO Secretariat. The proposed mechanism for effective coordination and monitoring of the implementation of GASP through the AFI plan, and use of performance framework forms based on GSIs is strongly supported by Uganda. The only issue is with element (a) of GSI 3 which requires States to introduce legislative changes to support the “just culture”, and encouragement of open reporting systems and protection of data collected solely for the purpose of improving aviation safety.

1. INTRODUCTION

1.1 SP AFI/08-WP/16 ably presents a viable mechanism for the effective coordination and monitoring of implementation of GASP through the AFI Plan, and use of performance framework forms based on Global Safety Initiatives (GSIs). Uganda supports the proposal by the ICAO Secretariat. However, Uganda has concerns with the practicability of element (a) of GSI 3 “Effective Errors and Incident Reporting”, which requires States to introduce legislative changes to support the “just culture”, and encouragement of open reporting systems and protection of data collected solely for the purpose of improving aviation safety. Whereas Uganda acknowledges that this is the way to go, there is a feeling that the subject is fraught with controversies that may make it hard to realize.

2. DISCUSSION

2.1 The ideas of “just culture”, encouragement of voluntary reporting of incidents and protection of data collected solely for improvement of aviation safety are very noble. Indeed, Uganda believes that their adoption in all countries would contribute immensely to the improvement of aviation safety.

2.2 The difficulties in implementing these clearly noble ideas arise from a number of considerations. This paper deals with only two of them namely, the fact that aviation is only one of several modes of transportation, and the belief among many people that this would encourage impunity.

2.3 Regarding the first consideration, application of these ideas only to aviation (leaving other modes of transport) could be regarded (by those outside aviation) as elitism. Indeed others could even question why such ideas are not applied to all safety issues even outside the transport sector, for example in factories, etc.

2.4 Regarding the second consideration, not many people are exposed to the work done to show that these ideas of “just culture” etc., would lead to safety improvements. Instead, they think that this would encourage impunity. After all it has taken so long even for aviation to appreciate them. Considering that, especially in the AFI Region, other modes of transport do not have nearly as much data on incidents and errors and yet they handle the bulk of transportation, there will be an uphill task to persuade legislators and other interested parties.

2.5 From the foregoing considerations, it would be necessary to mount a sensitization campaign targeting stakeholders, especially those that would block the implementation of these ideas.

3. CONCLUSIONS

3.1 The proposed performance framework forms are a good management tool for use by States in the AFI Region as a whole.

3.2 The ideas of “just culture”, voluntary reporting of errors and incidents and protection of data collected solely for improvement of aviation safety are good but will meet resistance from legislators unless targeted sensitization is done by States and ICAO.

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