



WORKING PAPER

ASSEMBLY — 40TH SESSION

TECHNICAL COMMISSION

Agenda Item 28: Aviation Safety and Air Navigation Policy

PLANNING AND IMPLEMENTATION OF NATIONAL SAFETY PLANS

(Presented by Brazil and supported by the following ICAO SAM States and LACAC States¹))

EXECUTIVE SUMMARY

This paper is intended to express the Brazilian support for the continued evolution of the *Global Aviation Safety Plan* (GASP, Doc 10004) as the high-level framework to strengthen safety worldwide. The GASP indicates that the States should develop national safety plans in order to remain focused both on reducing accident rates and on the continuous improvement of its safety oversight capabilities.

Action: The Assembly is invited to:

- a) encourage States, regions and international organizations to support a collaborative approach to develop national and regional safety plans;
- b) invite ICAO to promote the principles which support all States in ensuring commitment and development of timely and accurate National Safety Plans aligned with Regional and Global Plans;
- c) request ICAO to support States to build capacities for developing and monitoring aviation safety plans aligned with regional and global safety plans; and
- d) support the revision of the GASP proposed by the Council.

<i>Strategic Objectives:</i>	This working paper relates to the Safety Strategic Objective.
<i>Financial implications:</i>	No additional funding required.
<i>References:</i>	Doc 9859, <i>Safety Management Manual (SMM)</i> Doc 10004, <i>2017–2019 Global Aviation Safety Plan</i> Annex 19 – <i>Safety Management</i>

¹ Belize, Bolivia, Chile, Colombia, Costa Rica, Cuba, Ecuador, El Salvador, Guatemala, Guyana, Honduras, Nicaragua, Panama, Paraguay, Peru, Uruguay and Venezuela.

1. INTRODUCTION

1.1 The current Global Aviation Safety Plan (2017-2019) and the draft of the forthcoming edition (2020-2022) indicate that National and Regional Aviation Safety Plans are instruments that must be elaborated to set strategies and objectives that will guide States in the prioritization of efforts aiming to improve aviation safety. It also mentions that established regional activities and organizations (e.g., the RASGs) may be able to provide implementation strategies and support.

1.2 In this process of providing guidance and clarification to the States, due to the unique operational environment of each ICAO region, ICAO Regional Offices, Regional Aviation Safety Groups and other aviation safety regional entities have a fundamental role. They are capable of developing regional safety plans, putting GASP into a regional perspective and indicating priorities that should be considered by the States in its influence zone.

1.3 At a global level, the GASP attempts to enhance aviation safety by i) promoting a positive safety culture, ii) encouraging collaboration, iii) protecting safety data, iv) promoting the sharing and exchange of information related to safety, and v) encouraging the data driven decision-making. But, at a national level, there are still some challenges to be addressed.

2. DISCUSSION

2.1 The South America ICAO Regional Office developed in 2018, in collaboration with the South American (SAM) States, the South America Safety Plan (SAMSP). The SAMSP was elaborated to address the implementation of three main priorities: improvement of effective implementation (EI) and of the safety oversight index (SOI) within the context of the ICAO Universal safety oversight audit programme (USOAP) continuous monitoring approach (CMA); the implementation of the State safety programme (SSP); and the reduction of the accident rate in the high-risk categories identified in the South American (SAM) Region.

2.2 In its turn, the SAMSP was used by Brazil, in conjunction with the GASP, as the primary references to produce the first Brazilian National Safety Plan, which was also the first national safety plan published in the South America Region.

2.3 Although not a new concept, only a small number of States have already elaborated and published National Safety Plans. One of the influencing factors is that there is still confusion between the State Safety Program, the State Policy and National Safety Plans. Thus, it is understood that ICAO should take the lead to support all States in developing and implementing their National Safety Plans, and, more importantly, to disseminate and build capacity in States with information related to the correct implementation of GASP.