



**WORKING PAPER**

**ASSEMBLY — 41ST SESSION**

**TECHNICAL COMMISSION**

**Agenda Item 30: Aviation Safety and Air Navigation Policy**

**30.1 Global Aviation Safety Plan (GASP), and implementation of regional and national aviation safety plans**

**CHALLENGES IN IMPLEMENTATION OF THE NATIONAL AVIATION SAFETY PLAN AND STATE SAFETY PROGRAMME IN SUPPORT OF SAFETY MANAGEMENT**

(Presented by Bangladesh)

**EXECUTIVE SUMMARY**

The Assembly Resolution A40-1 urges Member States to implement a national aviation safety plan (NASP) consistent with the *Global Aviation Safety Plan* (GASP, Doc 10004), using the available ICAO guidance material and tools. It is now imperative on the States that the States undertake the responsibility of identifying the operational risks and other emerging issues in deciding the scope of the NASP particular to the State. This paper highlights the challenges experienced by some States in the implementation of a NASP.

This paper also presents the challenges experienced by some States in State safety programme (SSP) implementation. As many States are in varying degrees of implementing of a fully functional SSP, the identification of operational safety risks and other safety issues pose a serious problem.

To assist the States in the implementation process of their NASP and SSP simultaneously, we believe more technical guidance and implementation support should be forthcoming.

**Action:** The Assembly is invited to:

- a) take note of the information presented in this working paper;
- b) encourage States to continue to use existing ICAO guidance material and tools to implement their NASPs;
- c) request ICAO to continuously support States to implement their SSP, with new guidance material, tools and NASP-like templates for SSP; and
- d) encourage ICAO to further enhance its safety enhancement initiatives (SEIs) to support States' development and implementation of NASPs in line with the GASP and the regional aviation safety plan (RASP).

<i>Strategic Objectives:</i>	This working paper relates to the Safety Strategic Objective.
<i>Financial implications:</i>	No additional resources are required.
<i>References:</i>	Doc 10140, <i>Assembly Resolutions in Force (as of 4 October 2019)</i> Doc 10131, <i>Manual on the Development of Regional and National Aviation Safety Plans</i> Doc 9859, <i>Safety Management Manual</i>

## 1. INTRODUCTION

1.1 Safety is aviation's top priority. The Global Aviation Safety Plan (GASP, Doc 10004) sets forth ICAO's safety strategy in support of the prioritization and continuous improvement of aviation safety. Assembly Resolution A40-1 urges Member States to implement national aviation safety plans (NASP) consistent with the GASP. Bangladesh is committed to enhancing aviation safety and to the resourcing of supporting activities.

1.2 The NASP shows States commitment to continuously improve aviation safety management capabilities to reduce the risks of aviation operations. The NASP should be developed in line with the GASP goals, targets and initiatives consistent with the GASP and the Asia/Pacific Regional Aviation Safety Plan (AP-RASP). The AP-RASP calls on States to implement their NASP by 2022.

1.3 The NASP complements the SSP and national air navigation plan (NANP) to support the achievement of an acceptable level of safety performance. Through the NASP and State safety programme (SSP), aviation stakeholders affirm their commitment to the ongoing improvement of aviation safety, sufficient resourcing of activities and increased collaboration at the global, regional and State level.

1.4 The key objective of the SSP is to ensure that a State has established the required minimum regulatory requirements and to ensure harmonization between a State's regulatory authorities as regards their safety risk management roles in line with the established provisions in Annex 19 — *Safety Management* and the guidance from the *Safety Management Manual* (Doc 9859). This will lead to addressing major challenges in establishing a sustainable and effective SSP.

## 2. DISCUSSION

2.1 The SSP, an integrated set of regulations and activities aimed at improving safety, is about proactively identifying and mitigating safety risks and monitoring safety performance. Effective SSP implementation is a gradual process, requiring time to mature fully. An effective SSP implementation involves close collaboration with stakeholders, with the objective to achieve safety targets that is an acceptable level of safety performance. States are committed to implementing an effective SSP by 2025 by the Beijing (APAC Ministerial) Declaration 2018.

2.2 Feedback received with a recent ICAO Asia and Pacific (APAC) Webinar 2021, indicated that States in the APAC Region are required to commence implementation of robust and matured SSP in the States and safety management system (SMS) in their respective industry by the end of 2022. This herculean task has been commenced only in some States in the region and hence achieving such a task has become evidently a formidable challenge. Hence, States, in achieving this goal, need continuous support and guidance from ICAO and other stakeholders including experienced States and their industry.

2.3 The NASP is the master planning document containing the strategic direction of a State for the management of aviation safety for a set period of time, normally a three-year period, with the purpose of continually reducing fatalities and the risk of fatalities through the implementation of a national aviation safety strategy.

2.4 Several States have developed their NASPs and shared them across the ICAO NASP online community including Bangladesh. This had helped the regional entities and other stakeholders involved in the development and implementation of a NASP to access resources, exchange information and obtain feedback from experts in the aviation community.

2.5 We the Member States duly recognize the excellent support from ICAO provided for the development of State NASP. Some States are planning to seek advice from the ICAO Secretariat in order to finalize the draft NASP. Feedback received via the NASP Workshops indicated that some States appreciate the NASP template contained in the *Manual on the Development of Regional and National Aviation Safety Plans* (Doc 10131), as it provides clear guidance to develop their own plans.

2.6 The NASP Workshops conducted by ICAO revealed that States have difficulties in identifying national organizational challenges, operational safety risks and emerging issues due to the lack of safety data and analysis capabilities. This is particularly the case for States not having fully implemented SSP as they may lack the safety risk management and safety assurance processes to provide the information needed for their NASP and monitor the effectiveness of related activities in support of national safety goals and targets.

2.7 For some States developing a NASP becomes easy when they have a fully functioning SSP in place. Because they have available safety data and analysis capability. But in the majority of States in the APAC Region, this is the main challenge. In this regard, the State has a major role to play in the identification of hazards and their associated consequences, the assessment of the risk of those consequences and the mitigation of the risks to an acceptable level.

2.8 Data-driven decisions are dependent on the rapid and accurate sharing of information by all States to ensure informed decision-making, underlining the need for an appointed focal point, a centralized reporting system and an efficient communication strategy. In this context, ICAO supports its member States with several ICAO initiatives and tools such as the integrated Safety Trend Analysis and Reporting System (iSTARS), ICAO Annual Safety Report, etc. However, these initiatives should be further improved to better support the data-driven approach to the development of NASPs and to enable States who lack data, identify issues and implement safety enhancement initiatives

### 3. CONCLUSION

3.1 ICAO has developed technical guidance and tools, templates and provided training or workshops to support States in developing and implementing their NASP, as the strategic document that presents the directions and roadmaps for improving aviation safety performance at the national level.

3.2 We believe that in order to mitigate the challenges of developing and implementing NASP, it is important to work in close coordination with all relevant national stakeholders, including aircraft and airport operators in each stage of planning, establishing a shared understanding of the outcomes of each State wants to achieve. A greater degree of cooperation and effective and timely communication between all relevant stakeholders at all levels, might improve decision-making and contribute to enhancing aviation safety at the State level.

3.3 The harmonization of safety performance objectives and indicators common to States is required for safety management at the regional level. The harmonization of criteria and requirements related to SMS acceptance are also required at the national level.

3.4 States need continuous support and guidance from ICAO to implement an effective SSP by 2025. In this regard, it is expected that more technical guidance and tools and a NASP-like standardized template will be available to support States in developing and implementing their SSP.