



**WORKING PAPER**

**ASSEMBLY — 41ST SESSION**

**TECHNICAL COMMISSION**

- Agenda Item 30: Aviation Safety and Air Navigation Policy**  
**30.2 Latest developments related to the Global Air Navigation Plan (GANP)**

**POWER OF COLLABORATION BETWEEN SAFETY AND AIR NAVIGATION**

(Presented by Uruguay, co-sponsored by Guyana and the Member States of the Latin American Civil Aviation Commission (LACAC)<sup>2</sup>)

**EXECUTIVE SUMMARY**

The present working paper articulates the concerns of the South American (SAM) Region regarding the need for coordinated action between the Regional Aviation Safety Groups to address cross-cutting issues of interest to the Global Air Navigation Plan (GANP) and the Global Aviation Safety Plan (GASP) and proposes practical approaches to integrating the working groups of both areas.

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

- encourage the GANP and GASP working groups to prepare common indicators for both ICAO global plans;
- encourage the regional groups to work jointly on cross-cutting GANP and GASP issues; and
- encourage the regional groups to organize interactive awareness-raising workshops between the three ICAO global plans.

<i>Strategic Objectives:</i>	This working paper relates to the Safety and Air Navigation Capacity and Efficiency Strategic Objectives.
<i>Financial implications:</i>	Positive for the States: By establishing a joint collaborative arrangement between the areas of safety and air navigation, duplication of effort can be avoided. Positive for ICAO: If common agendas are agreed between the regional groups for cross-cutting issues, the multiplication of workshops and seminars on the same topic can be avoided. Positive for ICAO and States: By establishing common indicators for the cross-cutting issues of safety and air navigation, the automatic indicator measuring processes will be shared between the different working groups.

<sup>1</sup> Spanish version provided by Uruguay.

<sup>2</sup> Argentina, Aruba (Kingdom of the Netherlands), Belize, Bolivia (Plurinational State of), Brazil, Chile, Colombia, Costa Rica, Cuba, Dominican Republic, Ecuador, El Salvador, Guatemala, Honduras, Jamaica, Mexico, Nicaragua, Panama, Peru, Paraguay, Uruguay, Venezuela.

<i>References:</i>	<i>Doc 10140, Assembly Resolutions in Force (as of 4 October 2019)</i> <i>Resolution A40-1, ICAO global planning for safety and air navigation</i> <i>Resolution A40-5, Regional implementation support mechanisms</i> <i>Resolution A40-6, Regional cooperation and assistance to resolve safety deficiencies, establishing priorities and setting measurable targets</i>
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## 1. INTRODUCTION

1.1 The International Civil Aviation Organization has set Strategic Objectives that include safety, capacity and efficiency. The most certain means of enhancing and strengthening the safety, capacity and efficiency of civil aviation is through the cooperative, collaborative and coordinated partnership of all stakeholders.

1.2 Both the third edition of the GASP and the sixth edition of the GANP are the global strategic guidance option for safety and air navigation respectively, seeking to maintain close cooperation and coordination with all stakeholders by demonstrating that collaboration makes everything faster, more reliable and more cost-effective.

## 2. ANALYSIS

2.1 The GASP and GANP global plans serve as a framework for the development and implementation of regional, subregional and national plans, whereby Member States, industry and financial institutions provide the necessary support for a coordinated implementation of the GASP and GANP, avoiding duplication of efforts. We believe, however, that we could improve the relationship between the two plans by optimizing communication and coordination between them.

2.2 The overall purpose of the GASP is to guide the harmonized development of regional and State-level safety planning, supported by regional activities coordinated by the Regional Aviation Safety Groups (RASGs). The GASP is intended to assist States and regions in their respective safety policies and plans and their implementation.

2.3 Member States must devise sustainable solutions in order to fully exercise their safety oversight and air navigation service provision responsibilities, which can be achieved by sharing internal and/or external resources, such as those of regional and subregional organizations and the expertise of other States. An example of this coordination is the performance-based navigation and visual flight rules (PBN VFR) procedure implemented by States in the SAM region to reduce destabilized approaches and hard landings by 100%, obtaining collateral benefits such as improvements in cancellations due to adverse weather conditions, reduction in fuel consumption and CO<sub>2</sub> emissions, among other benefits.

2.4 Efforts to enhance safety in aviation in general and in air navigation in particular are of paramount importance with a proactive approach where a strategy should be established to identify and share priorities, targets and indicators to manage safety risks in air navigation.

2.5 Joint efforts, using shared inputs, key performance areas, indicators, targets and objectives, should be promoted at the regional and State levels to take corrective action as required to address safety and air navigation deficiencies, including those identified in audits under the Universal Safety Oversight Audit Programme (USOAP), through the ICAO GASP, GANP and regional planning process.

## 3. PROPOSED MEASURES

3.1 Considering the need to assist States in implementing safety management principles and in mitigating the risks arising from identified air navigation operational problems, and recognizing that

many States and regions are developing new air navigation plans for the upgrading of their own air navigation, it is understood that a single project should be worked on that has an overview of air navigation with safety as a cross-cutting issue.

3.2 ICAO has set up regional aviation safety groups, taking into account the needs of the various regions and building on existing structures and forms of cooperation, and using the safety management principles set out in the GASP to enhance safety by concentrating actions where they are most needed, with international air navigation as the primary focus;

3.3 A global aviation safety road map has also been developed as an action plan to assist the aviation community in implementing the safety initiatives set forth in the GASP, through a structured and common framework for all relevant stakeholders in which air navigation should be emphasized.

3.4 A proposed measure would be to adopt and share performance indicators across the two plans on the percentage of compliance of corrective actions designed to tackle identified safety concerns and shortcomings in air navigation. Among all aviation safety partners, within the framework of the comprehensive programme for the assistance of Member States, it would make a significant contribution to be able to assess the rates at which identified air navigation shortcomings are rectified, with a view to creating a shared indicator and devising measurable targets.

3.5 As States are urged to fully exercise their role of ensuring that national air navigation providers are in full compliance with the Standards and Recommended Practices (SARPs), and to take appropriate action where necessary to ensure safety, we consider it necessary to carry out a survey of the relationship between the GASP and the GANP, looking at the consistency, harmonization and coordination of efforts to enhance the safety, capacity and efficiency of international civil aviation.

3.6 The survey has been circulated to all States participating in the SAMIG/27 Air Navigation Plan Implementation Meeting. This initial approach has shown that very few States have promoted joint efforts between safety and air navigation. In order to obtain more representative results from both sectors, however, we should circulate them in other safety-related meetings in order to be able to evaluate the results from both points of view.

3.7 ICAO makes mention, in the three global plans, of the interaction between the plans. In the GANP, it can be seen that two key performance areas (KPAs), safety and security, are directly linked to the GASP and the Global Aviation Security Plan (GASeP). Regionally, however, the interaction between GANP and GASP is still incipient, mainly driven by back-to-back meetings of the Caribbean/South American Regional Planning and Implementation Group (GREPECAS) and the Regional Aviation Safety Group–Pan America (RASG-PA).

3.8 ICAO's message is that the GASP complements the GANP by providing States and service providers with the necessary tools to implement a safety management approach, not only through the State Safety Programme (SSP) and safety management system (SMS). This should, however, be translated into a joint effort of regional groups and working groups in States, which could result in common indicators that make it possible to carry out an objective assessment of the implementation of safety in air navigation processes.

3.9 These interactions and the joint work of both areas would improve the safety and security of the air navigation system and meet the performance aspirations set out in the global plans.

#### 4. **REGIONAL IMPLEMENTATION SUPPORT MECHANISMS**

4.1 ICAO is unwavering in its efforts to achieve the safe and orderly development of civil aviation through cooperation among Member States and other stakeholders and its conviction that the best means of enhancing the safety, capacity and efficiency of civil aviation worldwide is through a regional approach of cooperation, collaboration and coordination in partnership with all stakeholders;

4.2 Attention should be drawn to the joint and harmonized work of the Planning and Implementation Regional Groups (PIRGs) and the RASGs to further support the implementation and updating of the GANP and the GASP.

4.3 As part of effective safety oversight, initiatives for the exchange of air navigation safety information can provide an agreement-based mechanism by which confidential information is exchanged and put to constructive use for the benefit of both areas, which are indivisible.

#### 5. **CONCLUSION**

5.1 It is recognized that, while significant progress has been made towards the establishment of a results-based management framework between the new processes established between the GANP and the GASP, the Assembly should be requested to work towards maintaining and strengthening the link between the two plans in the pursuit of tangible results.

5.2 The new developments of the GANP are oriented towards indicators for the safety KPA. The Assembly should urge the GANP and GASP Working Groups to consolidate their performance indicators in order to promote joint work.

5.3 Considering the ICAO message, that the two global plans are closely interrelated, the Assembly should encourage the regional and interregional groups to promote the holding of regional workshops on the interaction between the ICAO global plans.

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