



WORKING PAPER

ASSEMBLY — 41ST SESSION

TECHNICAL COMMISSION

Agenda Item 30: Aviation Safety and Air Navigation Policy

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

DEVELOPING UNIFIED POLICIES RELATED TO OPERATIONAL SAFETY IN SUPPORT OF GASP AND GANP

(Presented by Colombia and supported by Argentina, Bolivia (Plurinational State of), Brazil, Chile, Dominican Republic, El Salvador, Guyana, Mexico, Panama, Paraguay, Peru, Suriname, Uruguay and Venezuela (Bolivarian Republic of))

EXECUTIVE SUMMARY

The Global Aviation Safety Plan (GASP) and Global Air Navigation Plan (GANP) require policies that sustain the main thrust of goals in both strategic cases and in furtherance of safety on both counts. Accordingly, this working paper suggests that ICAO should formulate a policy that merges State Safety Programme (SSP)-specific policies that give direction to action taken under the Safety Plan with policies for the conduct and undertaking of action under the Air Navigation Plan in each State.

Under “umbrella” policies, SSP implementation could be supported more broadly by promoting strategic goals more effectively and coordinated in establishing priorities and continuously improving aviation safety, as well as in developing the global air navigation system and meeting the aviation community’s expectations coherently and jointly, while reducing the likelihood of overlapping activities and allocating resources appropriately.

Action: The Assembly is invited to:

- a) endorse this working paper; and
- b) request ICAO to formulate cross-cutting policies that cover the strategic goals and plans enshrined in GASP and GANP.

<i>Strategic Objectives:</i>	This working paper relates to Safety and Air Navigation Capacity and Efficiency Strategic Objectives
<i>Financial implications:</i>	None is expected
<i>References:</i>	Annex 19 – <i>Safety Management</i> Doc 9859, <i>Safety Management Manual (SMM)</i> Doc 9883, <i>Manual on Global Performance of the Air Navigation System</i> Doc 10004, <i>2020-2022 Global Aviation Safety Plan</i>

¹ Spanish version provided by Colombia.

1. INTRODUCTION

1.1 The strategic plans drawn up by ICAO in the *Global Aviation Safety Plan (GASP)* and in the *Global Air Navigation Plan (GANP)* contain guidelines for current and future aviation management and development worldwide.

1.2 As strategic plans, they are designed to be adapted, discussed and implemented in each State, depending on its capabilities and resources.

1.3 Both plans and related plans in each region and State have a shared general goal, namely, safety enhancement.

1.4 Conversely, general policy formulation refers to a structured and reasoned system of principles that guide decision-making with a view to securing rational results and stakeholder commitment to achieving certain goals.

1.5 Drawing on the above considerations, it is suggested that harmonized policies be formulated as guidance in rolling out and implementing both plans.

2. ANALYSIS

2.1 The GASP and GANP planning instruments drawn up by ICAO contain guidelines for current and future aviation management and development worldwide.

2.2 As strategic plans, GANP and GASP are designed to be adapted, while their respective targets are to be considered and defined for implementation in each State according to its capabilities and resources. GANP goals and indicators are not, however, “supported” by a policy and, therefore, may not obtain the commitment or responsibility required for stakeholders’ targets to be attained.

2.3 On the other hand, policies, as guiding principles for decision-making, must be structured in such a way as to yield rational results, which must implicitly entail rationalization of the resources that must be invested in order to attain the targets of each goal.

2.4 As matters stand, policies for which common goals can be set should ideally be harmonized or, if practicable, merged. In any event, both plans must be adopted in each State, which must rationalize resources, optimize resource allocation and identify attainable targets, while ensuring that they are not similar, parallel or contradictory, in an endeavour to meet the expectations of the aviation community and use resources efficiently.

2.5 Formulated and published cross-cutting policies that sustain common goals will be basic strategic tools for fulfilling both strategic plans, for drawing up mutually consistent action plans and, consequently, for attaining the respective targets.

3. **CONCLUSION**

3.1 Policies formulated on the goals of national plans, concerning both safety and air navigation, will permit optimized definition of goals, plans and targets under both global plans.

3.2 The ICAO Assembly is invited to consider the inclusion in forthcoming editions of its global plans of policies that harmonize safety criteria for GASP and GANP goals and thus permit resource optimization.

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