



**Agenda Item 2:**

**GSI/7 - Consistent Use of Safety Management Systems**

- Review results from the Global Aviation Safety Roadmap (GASR) Workshop

(Presented by the Rapporteur of the Drafting Group)

**SUMMARY**

On 11 November 2008, the First Regional Safety Group – Pan America met as a workshop to perform a “gap analysis” of Global Safety Initiative (GSI/7), Consistent Use of Safety Management Systems. The facilitators of the workshop then met as drafting group to summarize the results of the analysis. The appendix to this paper presents the results of the drafting group’s summary of the gap analysis for consideration by the meeting.

Action for the meeting is at Paragraph 4.

**REFERENCES**

The ICAO Global Aviation Safety Plan (GASP) and Industry Global Aviation Roadmap (GASR)

**1. Introduction**

1.1 The GASP and the GANP provide the framework in which regional, subregional and national implementation plans will be developed and implemented, thus ensuring harmonization and coordination of efforts aimed at improving international civil aviation safety and efficiency (Assembly Resolution A36-7: ICAO Global Planning for Safety and Efficiency refers). The regional planning process for safety should be conducted in accordance with the GASP and its Global Safety Initiatives (GSIs). GSIs are designed to support the implementation of the ICAO Safety Strategic Objectives and other safety objectives to be established by the Pan American area as well as all other regions.

1.2 Implementation of the GASP and associated roadmap concepts should proceed in a systematic manner. The step-by-step planning process contained in the GASR is already in use in Pan America to develop appropriate action plans which, in turn, define the specific activities and projects that should take place in order to improve safety on a State, subregional and regional basis.



1.3 The first GASP/GASR Workshop was held in Bogota from 19 to 23 May 2008. During this workshop, GSI/3 (Effective Error and Incident Reporting), GSI/5 (Inconsistent Coordination of Regional Programmes) and GSI/12 (Use of Technology to Enhance Safety) were analyzed using the best practices and maturity models of the Roadmap. Three projects resulted from the analyses to address the identified gaps. Moreover, one of the “projects” was to establish the Regional Aviation Safety Group – Pan America to address the identified gaps in consistent coordination of regional programmes. An interim “Steering Committee” was also established to guide the work of the RASG-PA.

## **2. Discussion**

2.1 During the first meeting the Regional Safety Group – Pan America (RASG-PA/01) met as a workshop to perform a “gap analysis” of Global Safety Initiative (GSI/7), Consistent Use of Safety Management Systems. The participants were divided into seven working groups to perform the gap analysis on GSI/7. The groups consisted of mostly regulators, with some industry participation. Facilitators from the industry safety strategy group and ICAO were assigned to each group to assist in applying the gap analysis process.

2.2 Steps 1 through 3 (Select the Region for Analysis; Identify the Key Stakeholders; and Determine the Safety Strengths and Enablers) of the GASP/GASR process had previously been completed during the workshop in Bogota. The meeting concluded that it would not be necessary to repeat these steps and consequently began their analysis at Step 4 (Identify the Risks). Steps 4, 5 and 6 of the process were completed during the workshop. The facilitators of the workshop then met as drafting group to summarize the results of the analysis based upon the recommendations of all working groups.

2.3 The drafting group found that, for the most part, the recommendations were very similar in the way in which they addressed each of the Best Practices. It was, therefore, a straight forward process to aggregate the recommendations into summary recommendations. The summary recommendations are at the Appendix to this paper. Some of the recommendations made may not result in projects. Nevertheless, they were considered important enablers and are also included in the summary at the Appendix. The maturity level was also analyzed and the results showed that States and industry in the region were at a low maturity level in the implementation of Safety Management Systems. Indicative priorities were also assigned to each recommendation based upon the results of the workshop.

## **3. Conclusion**

3.1 The GASP/GASR Gap analysis process was considered to be sound, as well as the conduct of the workshop given the homogenous results of the seven working groups. Several of the recommendations would result in substantial projects given the scope of the work defined by the recommendation and the level of maturity in the region. However, given the level of maturity, the impending applicability date of the SARPs and importance of Safety Management Systems, high priority should be afforded to the development of projects for these recommendations.

## **4. Action by the Meeting**

4.1 The meeting is invited to:

- a) review the recommendations at the Appendix to ensure that they fully reflect the outcome of workshop; and
- b) submit the recommendations, as amended by the meeting, for consideration and prioritization by the Steering Committee

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