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South American Regional Office

**Fourth Meeting of Air Navigation and Flight Safety Directors of the
SAM Region**

(Lima, Peru, 2 to 4 October 2017)

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07/09/17

**Agenda Item 2: Progress report on the implementation of activities performed since the last
Coordination Committee meeting**

**GLOBAL AVIATION SAFETY PLAN (GASP), SAM SAFETY PLAN AND STATE SAFETY
PLAN**

(Prepared by the Secretariat)

SUMMARY

This working paper presents information concerning the Global Aviation Safety Plan (GASP), the SAM Safety Plan, and the State Safety Plan.

1. Background

1.1 ICAO introduced the first version of the Global Aviation Safety Plan (GASP) in 1997, formalizing a series of conclusions and recommendations put forward at a meeting between the ICAO Air Navigation Commission (ANC) and the industry.

1.2 The GASP was used to provide guidance and establish priorities for the technical work programme of the Organization. Furthermore, it was updated on a regular basis to ensure it maintained its relevance.

1.3 In May 2005, at another meeting with the industry, the need was felt to expand the GASP in order to provide a common framework for all stakeholders. The plan would provide a more active approach towards aviation safety and would help to coordinate and guide safety policies and initiatives worldwide towards reducing the risk of accidents in commercial aviation.

1.4 Accordingly, it was decided that, in representation of the industry, the Industry Safety Strategy Group (ISSG) would work with ICAO in the development of a common approach to aviation safety. The global aviation safety roadmap developed by the ISSG served as the basis for the GASP, edition 2007. In March 2006, ICAO held the Directors General of Civil Aviation Conference on a Global Strategy for Aviation Safety (DGCA/06), which welcomed this roadmap and recommended that ICAO develop an integrated approach to safety initiatives, based on the aforementioned roadmap, which would become a global framework for coordinating safety policies and initiatives.

1.5 In 2013, at its 38th session, the Assembly urged ICAO to complete the drafting of a global aviation safety roadmap in support of the GASP. The second High-Level Safety Conference 2015 (HLSC 2015) agreed on the need for ICAO to prepare a global aviation safety roadmap in support of the GASP, in cooperation with the States, regional aviation safety groups (RASG), aviation safety stakeholders, and the industry.

1.6 In 2015, ICAO established the Global aviation safety plan roadmap group (GASPRG) to take steps as needed to help the Organization in updating the GASP, especially for the development of a new global aviation safety roadmap to facilitate GASP implementation. The GASPRG was made up by experts of the States, the industry and regional and international organisations, and included all the organisations that had previously participated in the ISSG.

1.7 The GASP is reviewed and updated before each Assembly session. ICAO reviews the GASP every three years through a predefined transparent mechanism. The Air Navigation Commission (ANC) reviews the GASP as part of its work programme, and consults States about the proposed amendments. The ANC then reports to the Council and issues recommendations.

1.8 Following approval by the Council, GASP amendments are submitted to the following Assembly session for endorsement by member States.

1.9 The GASP has changed significantly since its introduction in 1997 and has evolved through continuous consultations and reviews. The 2014-2016 edition was published in 2013 and included GASP objectives that States had to achieve through an effective safety oversight system, a State safety programme (SSP) and the required safety capabilities to support future aviation systems. The current 2017-2019 edition is an update to the GASP and includes a global aviation safety roadmap developed in support of an integrated implementation methodology.

2. GASP 2017-2019

The GASP defines the strategy for prioritising and continuously improving aviation safety. The GASP contains the framework for the development and implementation of regional, sub-regional and national safety plans. Through the GASP, ICAO promotes the harmonisation and coordination of efforts towards the enhancement of international civil aviation safety.

2.1 Purpose of the GASP

2.1.1 The general purpose of the GASP is to provide a harmonised guide for the development of regional and State safety plans, supported by regional safety activities, coordinated by the regional safety groups (RASGs). The GASP seeks to support the States and the Regions with the policies, planning and implementation of safety aspects through:

- a) the establishment of global safety priorities and GASP objectives;
- b) the provision of a planning framework, timetables and guidance material; and
- c) implementation strategies and a global roadmap with procedures and methods for achieving GASP objectives and for defining specific priorities at regional and State level, and also defining the role of industry.

2.2 GASP objectives

2.2.1 The GASP sets forth the objectives to be achieved by States through the implementation of effective safety oversight systems, State safety programmes (SSP) and the development of advanced safety oversight systems that include predictive risk management. The GASP also defines a timetable for the attainment of short-, medium- and long-term objectives at global level.

2.3 Global roadmap

2.3.1 The global roadmap is an action plan that has been developed in order to assist the aeronautical community to achieve GASP objectives. It provides a structured frame of reference for all stakeholders. The objective of the roadmap is to make sure that safety initiatives provide the expected benefits associated to GASP objectives through better coordination, thus reducing inconsistencies and duplication of efforts. The GASP contains instructions for using the roadmap and facilitating its implementation.

2.4 GASP study group (GASPSG)

2.4.1 The GASPSG is an ICAO study group that develops and maintains the GASP and provides guidance for harmonised development of regional and State safety plans, with the support of regional safety activities coordinated by the regional aviation safety groups (RASGs).

2.4.2 The GASPSG seeks to assist States and the Regions in their respective safety policies, planning and implementation, providing specialised advice to the ICAO Secretariat. It consists of experts from civil aviation authorities, airlines, aircraft manufacturers and international organisations.

2.4.3 The ICAO South American Regional Office and the Regional Safety Oversight Cooperation System (SRVSOP) form part of the GASPSG to ensure regional representation and to make sure that relevant regional aspects are contemplated in the GASP.

2.5 The GASP and regional and national safety plans

2.5.1. While the GASP offers a global perspective its content might need to be adjusted to meet regional or national requirements. Regional and national safety plans should be consistent with the GASP. Regional and national safety policies should be adjusted based on the issues facing the States concerned.

2.6 SAM safety plan

2.6.1 The SAM Safety Plan (SAMSP) provides for the implementation of safety management based on three priorities: improving effective implementation (EI) within the framework of the ICAO universal safety oversight audit programme (USOAP) continuous monitoring approach (CMA); implementing the State safety programme (SSP); and reducing the accident rate in high-risk categories identified in the South American Region (SAM). This plan corresponds to the safety pillar of the Agenda 2035 for air transport in South America contained in the SAM Plan. The objectives of the SAMSP are consistent with the objectives of the Global aviation safety plan (GASP).

2.6.2 Within the framework of the Agenda 2035 for the development of air transport in South America (SAM Plan), the South American safety plan (SAMSP) has been developed taking into account the last revision of the Global aviation safety plan (GASP), and falls within the scope of a preventive strategy for improving safety performance in the South American (SAM) Region. This preventive safety strategy is based on the implementation of a State safety programme (SSP) that systematically addresses risk and the effective implementation and continuous improvement of the eight (8) critical elements (CEs) of the safety oversight system.

2.6.3 The plan is aimed at establishing a safety management implementation strategy in the SAM Region, based primarily on GASP guidelines, the provisions of Annex 19 and other safety-related Annexes, and guidance provided in Doc 9859 – Safety management manual (SMM).

2.6.4 The document contains the SAM vision concerning safety management, assigning high priority to safety, the sustainability of operations, environmental protection, and training.

2.7 State safety plan

2.7.1 Each State will develop a safety plan. In this plan, the State will define the policy, guidelines, objectives, indicators, goals, and alert levels, in accordance with the guidelines, objectives, indicators, and goals established in this plan. Development will depend on the level of maturity of the State with respect to the implementation of a safety management system that integrates the eight critical elements (CEs) of the safety oversight system with SSP provisions.

2.7.2 The State safety plan will include:

- a) the CAP, describing the activities to be carried out by the State in order to meet the objectives and goals of its safety plan with respect to EI improvement, or the plan for updating the PQs based on the percentage of EI obtained by each State in the USOAP CMA;
- b) the SSP implementation plan, describing the implementation phases and elements; and
- c) mitigation plans for managing risk and preventing accidents.

The State safety plan and its corresponding sections will be submitted to the ICAO South American Regional Office for control and oversight.

2.7.3 The draft SAM Safety plan (SAMSP) is contained in **Appendix A** to this working paper.

3. Suggested action

3.1 The Meeting is invited to:

- a) review the information contained in this working paper and its **Appendix A**, and make comments; and
- b) confirm its commitment towards the development of State safety plans within the framework of the SAM Plan and the GASP.
