



**Tenth Regional Aviation Safety Group — Pan America Plenary Meeting (RASG-PA/10)**

Quito, Ecuador, 20-21 June 2019

**Agenda Item 2: Organizational challenges**

**2.3 NACC & SAM GASP Implementation Status**

**STATUS OF IMPLEMENTATION OF THE GASP IN PANAMERICA**

(Presented by the Secretariat)

<b>EXECUTIVE SUMMARY</b>	
This Working paper presents information on the implementation activities and to the status of implementation of the GASP in the North American (NAM), Caribbean (CAR) and South American (SAM) Regions, designated as Pan America.	
<b>Action:</b>	The meeting is invited to see the action suggested under section 4.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> <li>• Safety</li> </ul>
<i>References:</i>	<ul style="list-style-type: none"> <li>• Doc 10004 - Global Aviation Safety Plan</li> </ul>

**1. Introduction**

1.1 In the current GASP (2017-2019 edition) a continuous improvement strategy is presented encompassing the objectives that the States must attain when implementing efficient safety overview systems and State Safety Programmes (SSP) and developing advance safety overview systems, including risk prediction management.

1.2 The GASP also includes deadlines for the global collective achievement of said short, long and mid-term objectives that are aligned to the established GASP and Global Air Navigation Plan (GANP) updating procedure, which are object of review each triennium. The GASP is a high level strategic document of policies relating to planning and implementation, developed with the Global Air Navigation Plan (Doc 9750). In both documents the coordination of national, regional and international initiatives is fostered aimed at attaining a safe, secure and efficient international civil aviation system.

1.3 The general purpose of the GASP is to guide the harmonised development of the safety regional and State planning, supported by regional coordinated activities of the Regional Aviation Safety Groups (RASG). The objective of the GASP is to assist States and the regions with their respective policies, planning and application of safety through the following:

- a) establishing the global priorities on safety and the objectives of the GASP;
- b) establishing a workframe for planning, deadlines and guidance material; and
- c) presenting implementation strategies a global roadmap for aviation safety with regard to procedures and methods to attain the objectives of the GASP and establish specific priorities at a State and regional level, as well as the industry partners' role.

1.4 An annual reporting mechanism of the Planning and Implementation Regional Groups (PIRGs) and the RASGs allows the aviation community to determine, manage and observe the objectives of safety and air navigation on an international, regional and national basis through their respective work programmes. This mechanism allows ICAO to adjust high level policies in the GASP, as well as in the GANP, with the approval of the Council of ICAO and the support of the Assembly of ICAO.

1.5 The Air Navigation Commission (ANC) of ICAO examines the GASP and the GANP as part of its work programme, informing the Council one year prior to each Assembly. Stemming from the approval by the Council, the amendments of the GASP and the GANP are presented so that ICAO Member States endorse them at the next Assembly.

## **2. Discussion**

2.1 Among the objectives of the GASP, States are requested to establish solid and sustainable safety overview systems and that they be progressively converted into more enhanced means of safety management. Said objectives are adjusted to the ICAO requirements for the application of SSPs by States and the Safety Management Systems (SMS) by service providers.

2.2 Among the short term objectives, to be attained by para 2017, the current implementation level of safety overview systems is taken into account at a regional and national level. Two objectives are mainly aimed at the States and the third one at the aviation stakeholders. The short-term objectives are the following:

- a) States lacking essential safety overview capacity should attain globally at least 60% EI concerning the eight CEs of the State of the safety overview system. States should prioritise the resolution of deficiencies or findings with higher repercussions concerning safety improvements. USOAP protocols, used to assess the application of ICAO provisions, are divided into categories in accordance with eight CEs. ICAO analysis indicated that the application of CE-6, related with obligations concerning license provision, certification, authorization and approval, is essential to reduce the accident rate. Moreover, through a cause analysis, deficiencies in CE-6 may be related with aspects of the protocol in CE-1 to CE-5 that establishes a safety overview system. Therefore, each deficiency in CE-6 should be related to a specific action plan for corrective measures by the State. The effective implementation of the action plan is the basis of compliance by priorities;

- b) States with an EI of 60% or above should apply the SSP, which will facilitate the resolution of risks related specifically with its aviation systems; and
- c) all States and stakeholders are encouraged to establish exchange safety information mechanisms through their RASGs and other regional or sub-regional fora.

2.3 Concerning the mid-term objective, all States are requested to finalize implementation of SSP by 2022. Moreover, the RASG should continue progressing towards enhanced regional programmes of observation and safety management. In view that deadlines and measures demanded by the application of the SSP vary from one State to the other, the short and mid-term objectives should be coordinated at a regional level through the RASG.

2.4 With regard to the long-term objective, States are requested to base on safety management practices within the SSP to develop advanced safety management systems, including predictive management of risks. The analysis of safety will be integrated into all the aspects of the future aviation systems it will be used to establishing risk models before introducing operational changes.

2.5 One of the RASG-PA roles related with the GASP is the support and monitoring of the progress of the implementation of the GASP at a regional level. **Appendices A and B** present the status of implementation of the GASP in NACC and SAM respectively.

3. ICAO and its Member States will approve the new edition of the GASP for 2020-2022 (Doc 10004) in the next 40th Assembly

#### **4. Suggested Actions**

4.1 The Meeting is invited to:

- a) note the information presented in this document;
- b) monitor periodically the status of implementation of the GASP in the Pan American States; and
- c) take the corresponding actions to foster and promote the implementation of the GASP, and particularly with its new 2019-2020 edition.

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APPENDIX A

STATUS OF GASP IMPLEMENTATION IN NACC STATES

A. SHORT-TERM OBJECTIVES (2017)

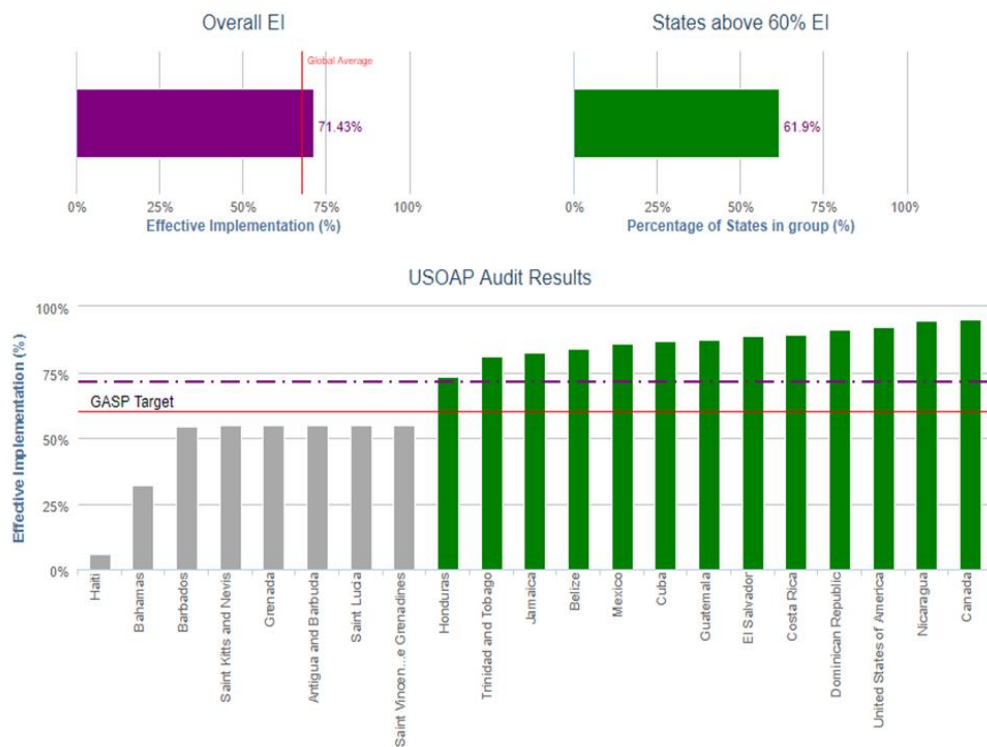
**A.1** States that have a lack critical safety oversight capacity must achieve an EI of at least 60% overall over the eight CEs of a State's safety oversight system.

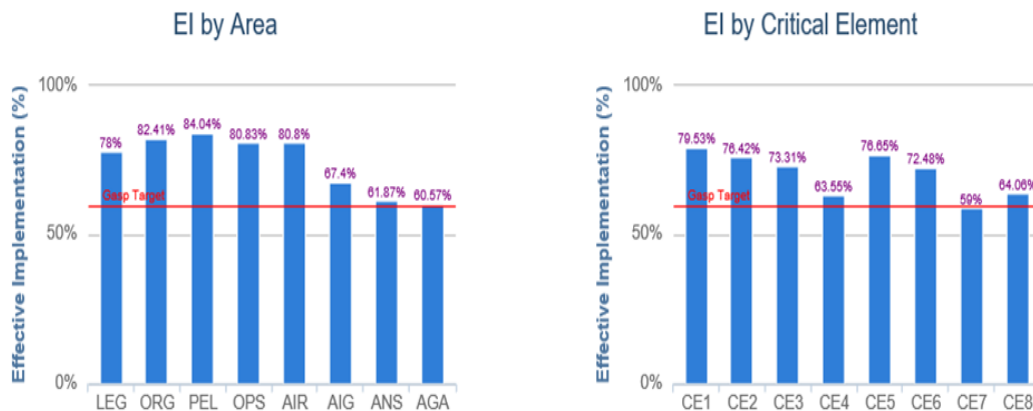
**A.2** After the implementation of the System Assistance Program (SAP) of the NACC office, the number of states that reached an "EI" equal to or greater than 80% doubled to 2017. As goals for its fourth year of development NACC have: increase at least 3 states to an "EI" of 80% and that there are no more than 2 states with less than 80% of EI by 2021.

For more information on the systemic assistance program go to:

<https://www.icao.int/NACC/Pages/nacc-nclb.aspx>

13 States NACC has an effective application percentage (EI) of more than 60%.





**Protocol Questions (PQs) that are at a high level of LEI by area and by CE in the NAM / CAR Member States:**

Qty PQs		91	34	255	472	422	606	1187	1030		
		LEG	ORG	PEL	OPS	AIR	AIG	ANS	AGA		
126	CE 1		8							1	HI LEI
448	CE2					5				2	
379	CE3			6						3	
480	CE4				4					4	
595	CE5						3			5	
1159	CE6							1		6	
596	CE7								2	7	
314	CE8	7								8	LOW LEI

**A.2** States that have an EI of 60% or more should apply the SSP.

- a) In accordance with the regional strategy for the implementation of the SSP for the NAM /CAR regions, the process of verifying the states of group 1 (above 95%) has begun, according to the results of the "SSP foundation tool", then of which technical assistance will be given for the purpose of finalizing its implementation in 2020.
- b) The group 2 of the States (above 85% to 94%) should prepare an implementation plan and then receive technical assistance to finalize its implementation in 2021.
- c) Technical assistance will be through our Champion State (Canada), as well as other states in the region that show significant progress in the implementation of the SSP

**B. MEDIUM-TERM OBJECTIVES (2022)**

- a) The medium-term objective is for the states in group 3 and 4 to complete the implementation of the SSP for 2022 and 2023 respectively.
- b) Groups 3 (above 75% to 84%) and 4 (above 60% to 74.5%) should prepare an implementation plan and then receive technical assistance to finalize its implementation in 2022 and 2023 respectively..

**C. LONG-TERM OBJECTIVES (2028)**

The long-term objective is asking to the States to build on safety management practices within the SSP to develop advanced safety management systems, including management predictive of risks.

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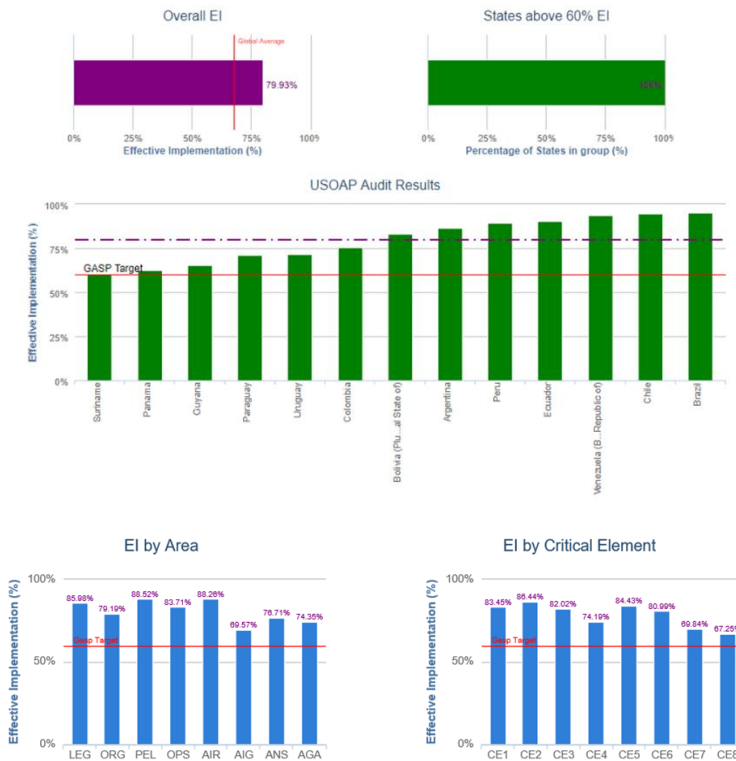
**APPENDIX B**

**GASP implementation status in SAM**

**A. NEAR TERM OBJECTIVES (2017)**

**A.1** States lacking fundamental safety oversight capabilities are to achieve an EI of at least 60 per cent overall of the eight CEs of a State safety oversight system.

All SAM States have an effective implementation score above 60%.



**Protocol Questions with Unsatisfactory status in 7 or more SAM States:**

LEG	ORG	PEL	OPS	AIR	AIG	ANS	AGA
1205 (11)	2053 (7)		4361 (7)	5007 (9)	6015 (7)	7069 (7)	8015 (9)
	2103 (7)		4359 (9)	5051 (9)	6017 (8)	7177 (8)	8039 (8)
			4107 (7)		6029 (8)	7183 (10)	8055 (11)
					6031 (8)	7233 (8)	8087 (8)
					6317 (7)	7243 (8)	8099 (7)
					6405 (7)	7281 (8)	8113 (8)
					6425 (7)	7289 (7)	8115 (9)
					6435 (7)	7337 (8)	8135 (7)
						7354 (7)	8145 (7)
						7353 (7)	8147 (8)

						7385 (8)	8163 (7)
						7395 (8)	8165 (8)
						7428 (8)	8203 (7)
						7499 (7)	8205 (7)
						7537 (7)	8257 (7)
							8373 (9)
							8375 (11)
							8377 (10)
							8411 (8)
							8413 (9)

**A.2** *States which have an EI of 60 per cent or greater should implement SSP, which will facilitate addressing risks specific to their aviation systems*

According to the Regional SSP Implementation Plan, all 13 SAM States are currently at either Phase 2 or 3 of implementation. Major obstacle is the implementation of the Safety Data Collection and Processing Systems (SDCPS).

Argentina, Brasil and Chile are expected to complete SSP implementation by the end of 2019, while the remaining States will do so between 2020 and 2022. According to the implementation plan, all SAM States should have an effective SSP in place before the end of 2025.

**B. OBJETIVOS A MEDIANO PLAZO (2022)** – *The mid-term objective calls for all States to achieve SSP implementation by 2022.*

Argentina, Brasil and Chile are expected to complete SSP implementation by the end of 2019, while the remaining States will do so between 2020 and 2022. According to the implementation plan, all SAM States should have an effective SSP in place before the end of 2025.

**C. OBJETIVOS A LARGO PLAZO (2028)** – *The long-term objective calls for States to build upon safety management practices within the SSP to develop advanced safety oversight systems, including predictive risk management. Safety analysis will be integrated into all aspects of future aviation systems and will be used to model risks prior to the implementation of operational changes.*

Not applicable.

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