



Tenth Regional Aviation Safety Group — Pan America Plenary Meeting (RASG-PA/10)
Quito, Ecuador, 20-21 June 2019

Agenda Item 2: Organizational Challenges

Item 2.3 NACC & SAM GASP implementation status

REGIONAL AVIATION SAFETY PLAN

(Presented by Secretariat)

EXECUTIVE SUMMARY

According to the Global Aviation Safety Plan (2020-2022), each region and each State should use the GASP to develop a regional aviation safety plan and national aviation safety plan, respectively. Given the fact that the Regional Aviation Safety Group of Pan America (RASG-PA), it is regionally composed of two ICAO Regional Offices (NAAC & SAM), which also have other sub-regional groups, sub-regional aviation safety plans might be appropriate in between regional safety plans, as perceived by the GASP, and national safety plans, to adequately address sub-regional safety risk

Action:	The meeting is invited to: a) Take note on the contents of this Working Paper; b) Provide comments; and c) Consider the conclusion proposed in 2.3
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> Safety
<i>References:</i>	<ul style="list-style-type: none"> GASP 202-2022 Edition

1. Introduction

1.1 According to the Global Aviation Safety Plan (2020-2022), each region and each State should use the GASP to develop a regional aviation safety plan and national aviation safety plan, respectively, which includes industry participation. The regional or national aviation safety plan presents the strategic direction for the management of aviation safety at the regional or national level, for a set time period and should be developed in line with the GASP’s goals, targets and HRCs.

1.2 Although the GASP presents a global perspective, its content may need to be adjusted to meet regional needs. In order to do so, each region should produce a regional aviation safety plan. The regional aviation safety plan presents the strategic direction for the management of aviation safety at the regional level for a set time period (e.g. over the next five years). It outlines to all stakeholders where the different regional entities involved in the management of aviation safety and the SSP should target resources over the coming years. The RASGs are considered the main drivers behind the planning and

implementation of SEIs at the regional level. They are the regional entity responsible for the development and implementation of the regional aviation safety plan.

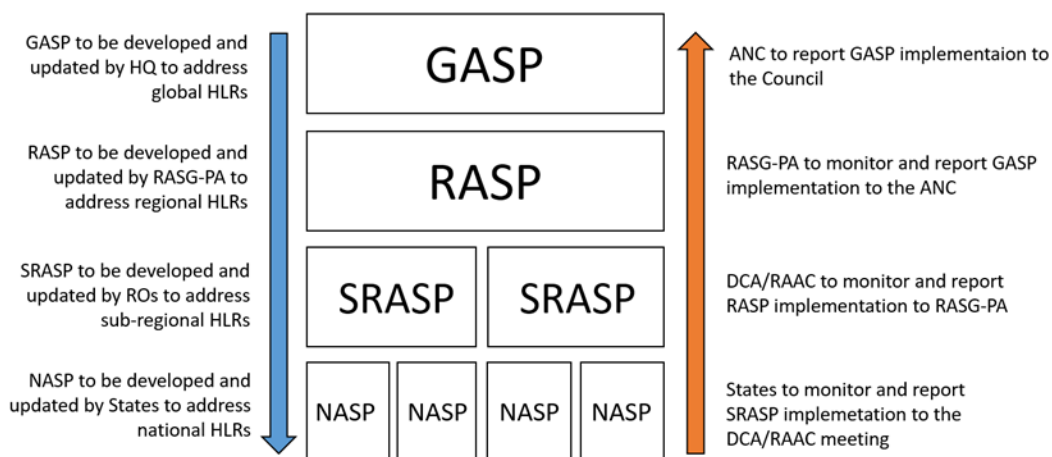
1.3 Regional aviation safety plans should be developed in alignment with the GASP. However, priority should be given to regional safety concerns. Regional SEIs should be adapted to address issues faced by the States concerned as well as industry and should be based on a regional analysis. The development process of the regional aviation safety plan should include consultation with States, industry and other stakeholders. National aviation safety plans of States which make up the region should be aligned and coordinated with the region’s aviation safety plan (as appropriate) and with other efforts aimed at enhancing aviation safety. Guidelines should be provided to States on the development of a national aviation safety plan to harmonize content at the regional level. Regional aviation safety plans should be updated to take into consideration revisions to the GASP.

1.4 The RASGs are considered the main drivers behind the regional aviation safety plans. However, other regional stakeholders may share the responsibility for the development and implementation of the regional aviation safety plan to ensure the harmonization and coordination of efforts.

2. Regional and Sub Regional Aviation Safety Plans

2.1 The Regional Aviation Safety Group of Pan America (RASG-PA), it is regionally composed of two ICAO Regional Offices (NAAC & SAM), which also have other sub-regional groups. In this context, sub-regional aviation safety plans might be appropriate in between regional safety plans, as perceived by the GASP, and national safety plans, to adequately address sur-regional safety risk.

2.2 The regional safety plan will allow addressing regional safety risks and setting a series of regional objectives and targets; while sub-regional safety plans would address sub-regional safety risk according to their needs and safety interests:



2.3 In order to address regional and sub-regional needs, the following RASG-PA conclusion is proposed:

CONCLUSION	DEVELOPMENT OF RASG-PAs REGIONAL SAFETY PLAN
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RASG-PA/10-01	
<p>What:</p> <p>a) That the RASG-PA develop a high level Regional Aviation Safety Plan according to the guidelines provided by the GASP and its supporting documents, as an overarching enabler for the sub regional safety plans;</p> <p>b) That the ESC creates a project team to be led by the IACO NACC and SAM Regional Offices, to develop a proposal for the RASG-PA's Regional Aviation Safety Plan to be presented at the ESC/33 meeting.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Tech.</p>
<p>Why: To comply with the GASP and to allow Regional Offices to manage sub-regional safety risks.</p>	
<p>When: ESC/33</p>	<p>Status: Valid</p>
<p>Who: <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other ICAO SAM Office (Secretariat)</p>	<p>Javier Puente – SAM Eric Picaud - NACC</p>

3. Required action

3.1 The meeting is invited to:

- a) Take note on the contents of this Working Paper;
- b) Provide comments; and
- c) Consider the conclusion proposed in 2.3