



**Agenda Item 2: Global and regional context. Global Air Navigation Plan (GANP) seventh edition. CAR/SAM Regional Plan (RANP). GREPECAS programmes**

**GANP AND GASP – PROGRESS MADE IN THE IMPLEMENTATION OF SMS IN ATSPS**

(Presented by Uruguay)

**SUMMARY**

This working paper establishes the relationship among the ICAO Global Plans that are essential to support a safe, secure, efficient, economically viable and environmentally responsible air transport. These plans represent the means to advance ICAO's strategic objectives and to ensure that no country is left behind.

**References:**

- LAR 211 – Air Traffic Management. First edition. Amendment 2.
- Doc 9859 - Safety Management Manual. Fourth edition
- Doc 10004 - Global Aviation Safety Plan 2020-2022 (GASP)

**1. Background**

1.1 One of the primary objectives of the Organization is to ensure the safety of international civil aviation worldwide, a responsibility that also rests, collectively and individually, with Member States.

1.2 The Convention and its Annexes provide the legal and operational framework for Member States to develop a civil aviation safety system based on mutual trust and recognition, which requires all Member States to apply SARPs to the maximum extent possible and to exercise appropriate safety oversight.

1.3 To fulfil this responsibility, the GASP supplements the GANP by providing States and service providers with the necessary tools to implement a safety management approach through the SSP and the SMS, and is essential when planning the introduction of air navigation operational enhancements in line with the GANP, in order to determine whether such enhancements can be implemented in a safe manner.

**2. Discussion**

2.1 A safety risk assessment provides information to identify hazards that could arise, for example:

- a) any planned modification in the use of airspace;
- b) the introduction of new technologies and procedures; or

- c) the deactivation of older navigation aids.

2.2 Assessments permit the analysis of potential consequences (*e.g.*, a mid-air collision) and, based on the results, the implementation of mitigation strategies to maintain an acceptable level of safety performance (ALoSP) with any air navigation safety enhancements.

2.3 In November 2006, requirements for the implementation of SMS in ATS were established and then incorporated into LAR 211. SAM States have started the process of harmonising their national regulations with the LAR. So far, only 3 States have an SMS accepted by their authority, and the rest are still in the process.

### 3. **Suggested action**

3.1 In order to ensure an integrated approach to performance management, provide a link between the GANP and the GASP, and offer a coordinated approach to safety performance measurement, the Meeting is invited to:

- a) promote the effective implementation of the SMS in ATSPs in the SAM Region;
- b) through ongoing follow-up of effective implementation by SAM States;
- c) reinforce training of ATCOs and supervisors in the ATS SMS; and
- d) draw up a conclusion on this matter.

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