



WORKING PAPER

ASSEMBLY — 40TH SESSION

TECHNICAL COMMISSION

Agenda Item 30: Other issues to be considered by the Technical Commission

STATE ASSURANCE OF OPERATIONAL SAFETY: ESTABLISHMENT OF PROACTIVE REGIONAL INDICATORS

(Presented by the Dominican Republic)

EXECUTIVE SUMMARY

The reactive management strategy is appropriate for assessing the results of State action to ensure operational safety, thus validating the effectiveness of measures taken to minimize the occurrence of undesired events as much as possible and to preserve passengers' lives, air operations and business continuity, but is postdates the event that should have been prevented.

From the inception of aviation, incident and accident investigation has been the main source of information for decision making on operational safety improvements, but owing to the decreasing trend and the predictability that currently prevail in aviation, States require proactive information in order to set in train action to ensure that timely incident and accident prevention measures are taken.

It is therefore necessary to establish regionally proactive State performance indicators that provide valuable information on matters such as experience, outcomes of activities, processes, promotion, monitoring, performance and State-derived operational safety trends.

Action: The Assembly is invited to:

- a) request ICAO to instruct the regional aviation safety groups (RASGs) to establish working groups with States in order to draw up proactive indicators for State performance, results and trends in operational safety performance so that, depending on the operational context, activities and good practices would be disseminated and carried out because they are considered to be part of the worldwide promotion of operational safety; and
- b) call on ICAO to organize training and fora for experiential exchanges on the subject in order to guide Member States on data-driven decision making.

<i>Strategic Objectives:</i>	This working paper relates to Safety Strategic Objective.
<i>Financial implications:</i>	N/A
<i>References:</i>	<i>Global Aviation Safety Plan</i> (Doc 10004) <i>Annex 19 – Safety Management</i> <i>Safety Management Manual</i> (Doc 9859)

¹ Spanish version provided by the Dominican Republic.

1. INTRODUCTION

1.1 The purpose of operational safety indicators is to provide information to the State on its performance in order to motivate and improve operational safety continuously at the State level. Since the inception of aviation, operational safety has undergone a number of positive changes, from decision making dependent on incidents and accidents to the concept of predictive risk management today.

2. DEVELOPMENT

2.1 Reactive operational safety management strategies yield measures and recommendations for the prevention of occurrences, but they do so belatedly as the event that they should prevent has already occurred; consequently, the establishment of reactive indicators to inform operational safety improvement decisions would be equally belated. The purpose of operational safety indicators is to provide information to the State on its performance in order to drive and improve operational safety continuously at the State level. Since the inception of aviation, operational safety has undergone a number of positive transformations, from decision making dependent on incidents and accidents to the concept of predictive risk management today.

2.2 All operational safety management systems should recommendably consist of a balanced proportion of reactive and proactive indicators for gauging operational safety performance, geared above all to proactivity and predictability.

2.3 The regional establishment of proactive indicators for State performance would result in the promotion of good practices, a continuous quest for means of improving performance, the dissemination of valuable experiential information and results of activities, processes, promotional endeavours, monitoring, performance and State-derived operational safety trends. These matters contrast with the dissemination of reactive indicators such as fatalities, accidents and incidents that are indeed required for reactive investigation processes for the purposes of study, recommendation and prevention, but they do not constitute the main goal of an operational safety management system, which is rather to minimize the occurrence of undesired events as much as possible and preserve passengers' lives, air operations and business continuity for the development of aviation and the people.

3. CONCLUSION

3.1 The establishment of proactive indicators for State performance regionally will serve as an enabling factor in the achievement of GASP 2020-2022 goals of achieving a continuous reduction in operational safety risks, strengthening States' safety oversight capabilities, implementing effective State Safety Programmes, increasing collaboration regionally and strengthening the use of industry programmes through experiential exchanges and good practices that will be seen as trends in the indicators that will be developed by States.