



DIRECTORS GENERAL OF CIVIL AVIATION-MIDDLE EAST REGION

Second Meeting (DGCA-MID/2)
(Jeddah, Saudi Arabia, 20-22 May 2013)

Agenda Item 6: Aviation Safety

SUPPORT FOR A GLOBAL SAFETY FRAMEWORK

(Presented by the United States)

SUMMARY

The Global Aviation Safety Plan (GASP) was developed as a high level policy document to coordinate the efforts of States, industry, and international organizations in pursuit of the safe and orderly development of civil aviation. The United States supports the GASP as the framework for States to develop their national and regional safety management initiatives. However, for the GASP to be successfully implemented, this framework must be centered on broad collaboration and equal partnership amongst States, the aviation industry, and other stakeholders, to work together towards a mutually beneficial goal of promoting continuous improvement to the safety, efficiency, and integration of the international aviation system. The revised GASP will be presented at the upcoming Assembly, and the United States is seeking the support of States and aviation stakeholders in endorsing the GASP, with a focus on system compatibility, harmonization of technical standards, partnership amongst stakeholders, and the promotion and sharing of best practices.

Action by the meeting is at para. 3

1. INTRODUCTION

1.1. The United States is preparing for the upcoming ICAO 38th Assembly, and is seeking cooperation with foreign partners on commitment for a common framework that provides for the management of safety through broad collaboration amongst regulators and industry. Such an approach will aid in collecting and integrating the necessary safety information that will foster predictive decision-making and promote greater partnerships across all aviation stakeholders.

1.2. The Global Aviation Safety Plan (GASP) will be presented for approval by the Assembly, and was developed as a high level policy document to coordinate the efforts of States, industry, and international organizations in pursuit of the safe and orderly development of civil aviation. The United States supports the GASP as the framework for States to develop their national and regional safety management initiatives. However, for the GASP to be successfully implemented, this framework must be centered on broad collaboration and equal partnership amongst States, the aviation industry, and other stakeholders, to work together towards a mutually beneficial goal of promoting continuous improvement to the safety, efficiency, and integration of the international aviation system.

1.3. The GASP delineates the safety management responsibilities at an international, regional, and national level. The collective implementation of such a framework at these varying levels will provide a clear direction on the global state of aviation safety, as intended. For such a framework to function, the GASP must serve as a tactical guide to determining the approach to these responsibilities at each level.

2. DISCUSSION

2.1. To effectively implement such a framework, the international community should seek to support aviation safety initiatives that ensure a collaborative approach to the proactive management of safety with a focus on; system compatibility, harmonization of standards, partnership between States and industry, and the promotion of best practices.

System compatibility

2.2. As the flow of aircraft, operations, and aviation infrastructure becomes increasingly integrated, States oversight responsibilities are becoming increasingly interdependent. The development of internationally relevant Standards and Recommended Practices (SARPs) provide a basic foundation for the management of these interdependent oversight obligations of national systems. To ensure the viability of future SARPs and amendments to the existing SARPs, the development process must consider the multiple components that affect the ability to implement a SARP into a national or regional system. The assessment process should incorporate a wider analysis into the technical feasibility, economic impact, administrative complexity, and legal capability that may affect the ability of States or regional oversight organizations to implement such a change within their system.

2.3. In addition to this basic foundation set in place by SARPs, States must seek broad system-wide compatibility in the performance of these Standards. An ability of a State to accept the findings, certificates, or approvals of another State is based not solely on the existence of similar requirements, but on the performance of those requirements within unique national or regional systems. Compatible systems are based both on the adherence to international Standards as well as the ability to accept the performance of those Standards under the jurisdiction of another oversight system, wherein compatible systems yield equivalent safety management capabilities and result in increased opportunity for collaboration and acceptance of oversight functions.

2.4. The United States is very supportive of the work thus far accomplished by the recently formed ICAO Safety Management Panel, and views the foundation established by the new Annex 19 as paramount to the international system compatibility necessary for an equivalent safety management approach.

Harmonization

2.5. To avoid unnecessarily duplicative oversight and actively promote interoperability, States should seek harmonization of technical standards to the utmost extent possible. The justification for a harmonized requirement must be based on safety data and potential for decreased risk.

2.6. The development of requirements is both a technical and political action, and all oversight authorities are bound to comply with varying degrees of autonomy from their governing authority. However, Contracting States should work together with standards organizations to coordinate the development of requirements, with the common foundation of these requirements being universally recognized data.

Partnership

2.7. To continuously improve safety, all stakeholders must jointly approach management of the risk factors that are most likely to cause aviation accidents and incidents in a cohesive, collaborative, and mutually beneficial manner. Proactive management of principal fatality risk factors demands a strong partnership between both the regulatory community and the industry it oversees, with the ultimate shared goal of predicting and mitigating the potential for an accident. The United States promotes such an approach through the collection, analysis, and sharing of safety information with an emphasis on joint regulatory and industry partnership.

2.8. A collaborative approach between the regional regulatory community, industry, and aviation stakeholders is critical to the success of these groups, as regional performance cannot be determined without a free flow of information that serves the sole purpose of promoting mutually beneficial safety goals.

Best Practices

2.9. The collective experience of the aviation community in managing situations such as aviation accidents, natural disasters, pandemics, and other major national or international incidences should be used as a foundation towards improving response time and returning to normal operations while still ensuring a safe and functional system. Continuously striving for a safer, more efficient aviation system demands the ability to build upon past lessons learned, share experiences and information across stakeholders, and ultimately incorporate best practices into national or regional oversight frameworks.

3. ACTION BY THE MEETING

3.1. The meeting is invited to:

- a) note that the United States supports the GASP, and would like to work collaboratively with foreign partners to ensure its adoption by the Assembly.
- b) encourage States to determine the necessary elements of the GASP that affect the ability of such a framework to function within their unique systems.
- c) support the four criteria as outlined above - system compatibility, harmonization, partnership, and promotion of best practices - as being fundamental components of a global safety framework as proposed by United States