

Global Aviation Safety Roadmap

A strategic action plan for future aviation safety developed jointly by
ACI, Airbus, Boeing, CANSO, FSF, IATA and IFALPA for ICAO

M. T. Comber

**Co-Chair, Industry
Safety Strategy
Group**

(ISSG)

The Global Aviation Safety Roadmap

- Background
- The Roadmap
- Implementation

The Global Aviation Safety Roadmap

Background

- Inspired by the 7th ICAO ANC Industry meeting May 2005.
 - Desire to reduce accident rate, particularly in developing regions of the world
 - Need to harmonize best practices worldwide
 - Apply resources wisely

The Global Aviation Safety Roadmap

Background

- Accident rates and numbers of fatalities differ dramatically in different regions of the world
- We know how to prevent many of the types of accidents occurring today
- Better use and coordination of industry and government resources can dramatically reduce these kinds of accidents
- Current efforts are not efficient or well coordinated

The Global Aviation Safety Roadmap

Background

- To achieve the next major breakthrough in that rate, requires moving beyond the traditional government-industry model, with its adversarial role-playing of regulator versus the regulated.
- An action plan of global dimensions was required, that clearly identified the roles played by the regulatory and industry elements, while emphasising their complementary nature.

The Global Aviation Safety Roadmap

Background

The Industry Safety Strategy Group (ISSG), representing different areas of aviation, was created to produce the Roadmap with, and for ICAO.

The Industry Strategy Safety Group ISSG



Global Aviation Safety Roadmap

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The Global Aviation Safety Roadmap

- Provides a common, understandable frame of reference for all stakeholders, including: States, regulators, ICAO, airline operators, airports, aircraft manufacturers, pilot associations, safety organisations, and air traffic service providers
- ...to Reduce risk in aviation.

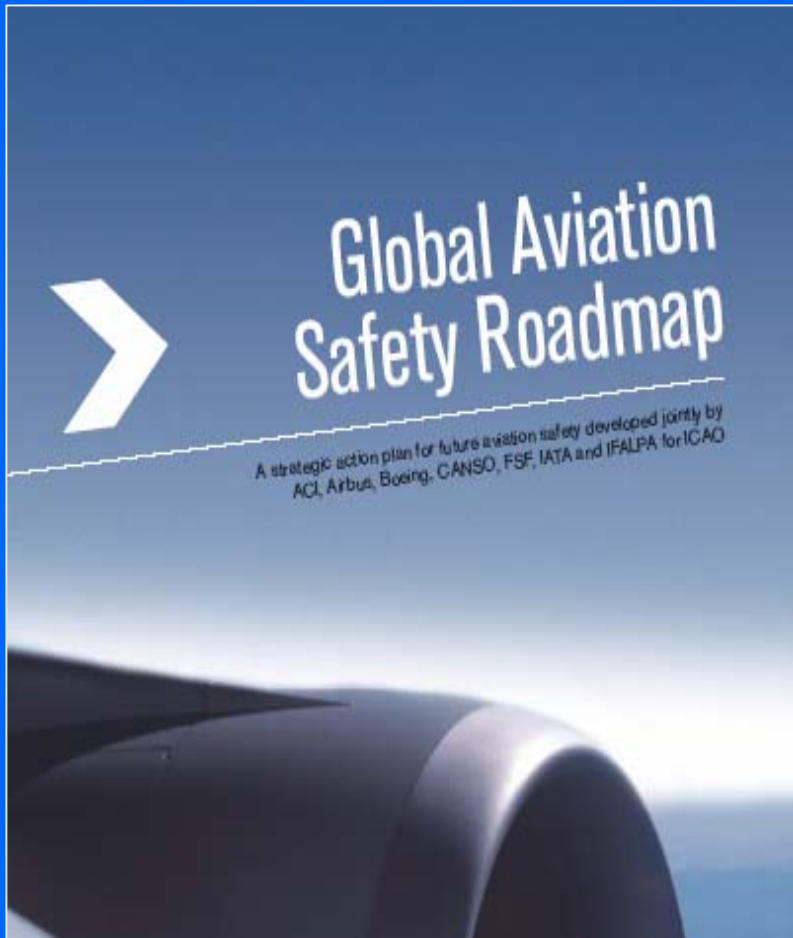
The Global Aviation Safety Roadmap: Part 1

➤ Contents

- Sets out a rationale and describes a general approach, based on metrics and risk measurement.
- Establishes 12 key focus areas
- Objectives are described for each focus area for near and mid-term accomplishment.
- Emphasizes aviation safety enablers (measures already in progress) in developing regions.

Global Roadmap's 12 Focus Areas:

Focus Areas



➤ States

- Consistent implementation of int'l. standards
- Consistent regulatory oversight
- No impediments to reporting errors/ incidents
- Effective incident and accident investigation

➤ Regions

- Consistent coordination of regional programs

➤ Industry

- No impediments to reporting and analyzing errors/ incidents
- Consistent use of Safety Management Systems
- Consistent compliance with regulatory rqmts
- Consistent adoption of industry best practices
- Alignment of global industry safety strategies
- Sufficient number of qualified personnel
- No gaps in use of technology to enhance safety

The Global Aviation Safety Roadmap: Part 1

- Part 1 of the Roadmap was delivered to ICAO in December 2005
- It was presented to the *DGCA Conference on a Global Strategy for Aviation Safety*

The Global Aviation Safety Roadmap: Part 1

Endorsement

DGCA Conference on a Global Strategy for Aviation Safety, March 2006

“That ICAO in collaboration with all States & other stakeholders, continue development of an integrated approach to safety initiatives based on the Global Aviation Safety Roadmap - a global framework for the coordination of safety policies and initiatives.”

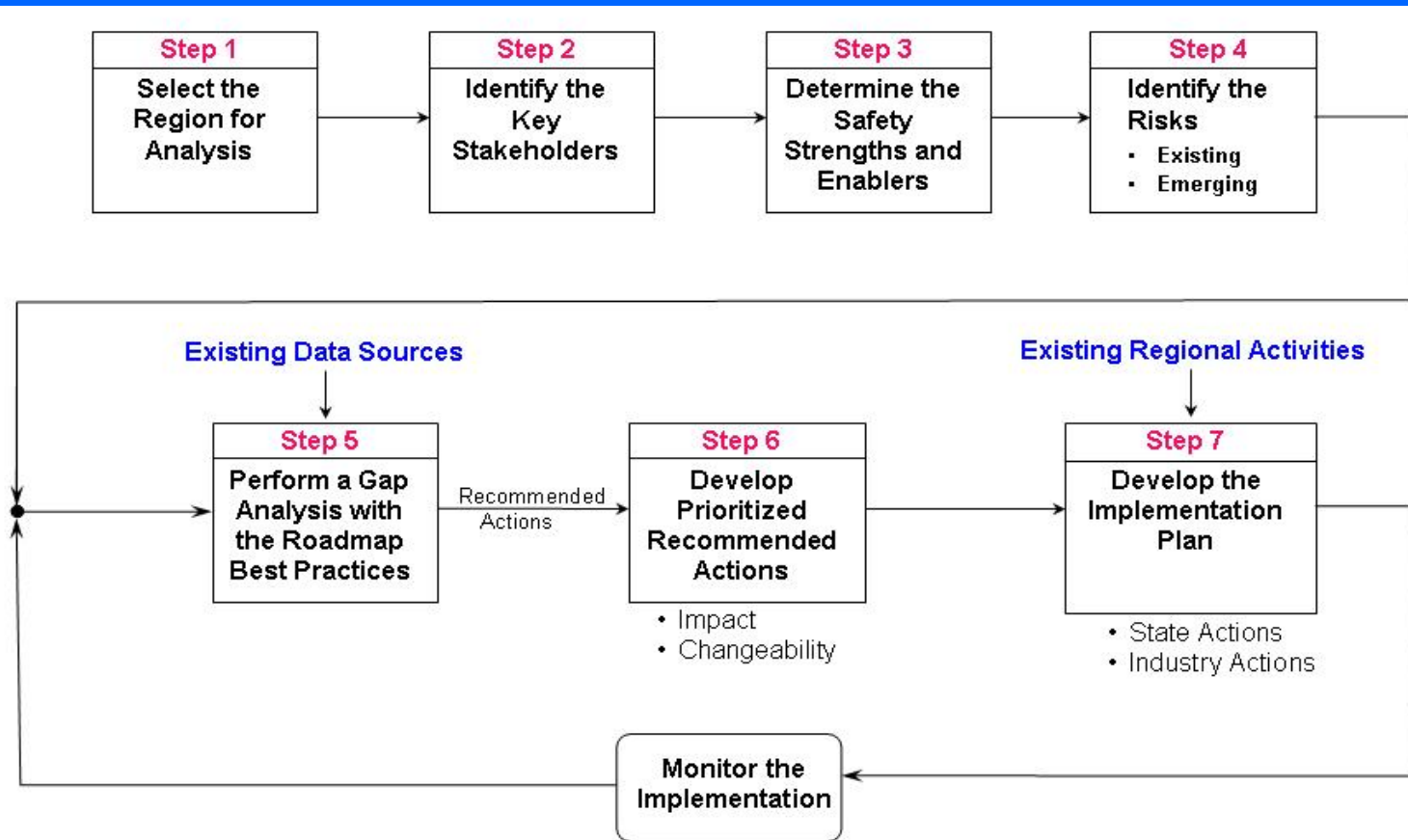
Global Aviation Safety Roadmap

Part 2

- A detailed plan intended to guide Roadmap implementation plans.
- Best Practices described for each Objective.
- Metrics provided for each Best Practice.
- A four-level Maturity Model provided for each Objective based on implementation of Best Practices
- A process is described, to assess current status and gaps that need to be addressed.

Implementing the Roadmap

Regional Safety Enhancement Plan Development Process



The Global Aviation Safety Roadmap: Part 2

➤ Endorsement

- Part 2 of the Safety Roadmap was handed over to the Air Navigation Commission in December 2006
- ICAO integrates The Safety Roadmap to its Global Aviation Safety Plan (GASP)
- The updated GASP is accepted by the Council in July 2007





Global Aviation Safety Plan

Accepted by the ICAO Council on 19 July 2007

International Civil Aviation Organization

Conclusions

- The revised Global Aviation Safety Plan seeks to better enable government and industry to work closely together within states and across regions utilizing the Safety Roadmap.
- Best results and support can only be achieved by implementing the process as a whole and using it to determine which “roads” to travel first.

Conclusions

- There needs to be full commitment by the State.
- ICAO, donor States and industry partners can help, but cannot do it for you.

Thank You

