



Global Aviation Safety Plan

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Global Aviation Safety Plan



- The first edition of GASP was issued in 1997.
- GASP was used to guide and prioritize the technical work programme of the Organization and was updated regularly until 2005 to ensure its continuing relevance.
- A need for a major overhaul of GASP was identified in May 2005 (informal meeting with the industry).
- The industry volunteered to work with ICAO on the development of the Plan.

Global Aviation Safety Plan



- The first step was the development of the Global Aviation Safety Roadmap (GASR) by the industry and ICAO.
- The GASR was then integrated in the “new” GASP by ICAO.
- The “new” GASP was approved by the ANC on 12 June 2007 and accepted by Council on 19 July 2007
- The 36th Assembly *resolved* that ICAO shall implement and keep current the Global Aviation Safety Plan to support the safety Strategic Objectives of the Organization.

Global Aviation Safety Roadmap



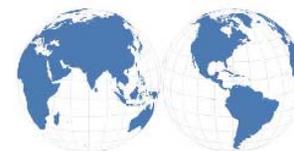
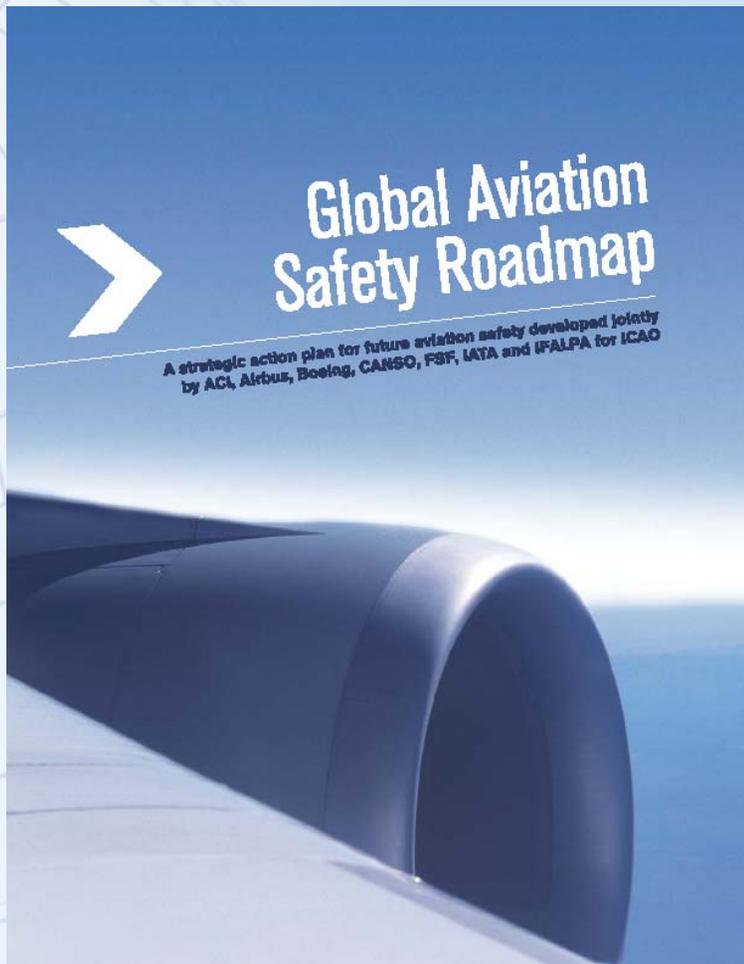
✈ Background:

- ✓ Inspired by the 7th ICAO ANC Industry meeting in May 2005
- ✓ Modeled after a similar effort in the ATM field (Air Navigation Roadmap and Global Air Navigation Plan)
- ✓ Produced by the ISSG (Industry Safety Strategy Group made of Airbus, ACI, Boeing, CANSO, FSF, IATA and IFALPA) and ICAO

✈ Goals and Objectives:

- ✓ Provide a common frame of reference for all stakeholders
- ✓ Coordinate and guide safety policies and initiatives worldwide to reduce the accident risk for commercial aviation
- ✓ Avoid duplication of effort and uncoordinated strategies
- ✓ Encourage close industry and government cooperation on common safety objectives

Global Aviation Safety Roadmap



Global Roadmap's 12 Focus Areas



Focus Areas

→ States

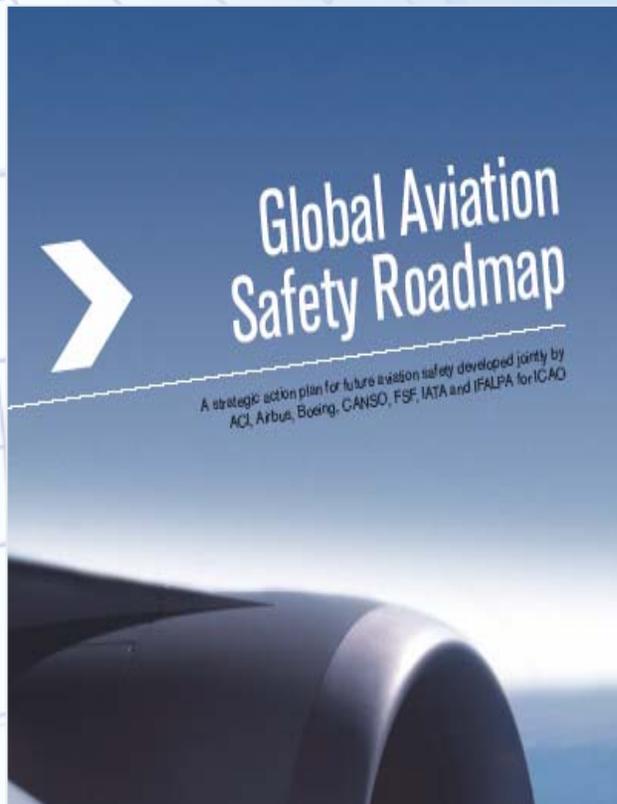
- ✓ Consistent implementation of international standards
- ✓ Consistent regulatory oversight
- ✓ No impediments to reporting errors / incidents
- ✓ Effective incident and accident investigation

Regions

- ✓ Consistent coordination of regional programmes

Industry

- ✓ No impediments to reporting and analysing errors / incidents
- ✓ Consistent use of Safety Management Systems
- ✓ Consistent compliance with regulatory requirements
- ✓ 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



Global Aviation Safety Roadmap: Part 1



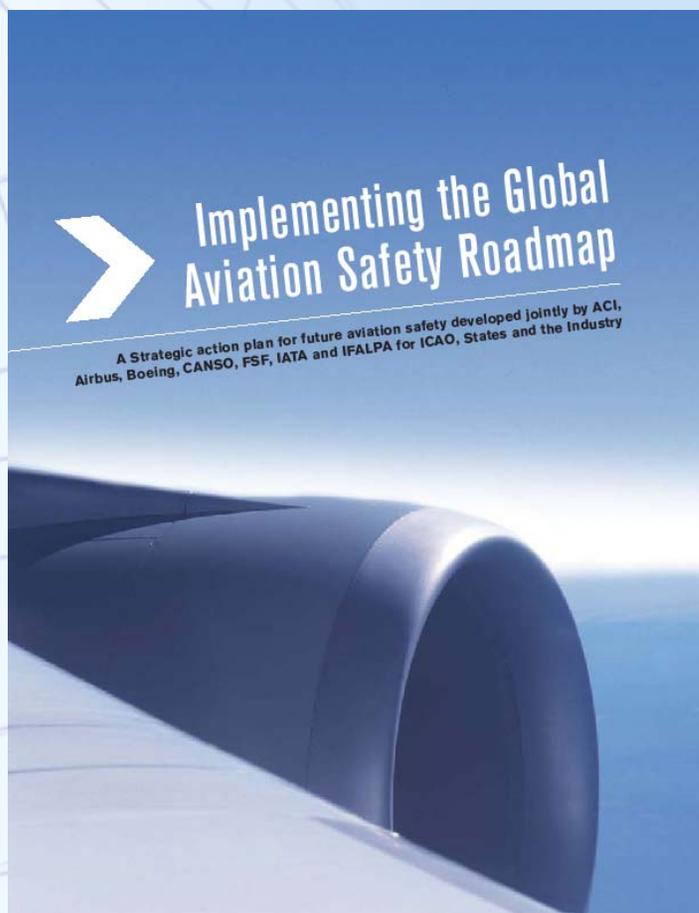
- **Contents**

- Describes rationale and a general approach based on metrics and risk measurement.
- Objectives are described for each focus area for near and mid-term accomplishment.
- Focuses on aviation safety enablers in developing regions.

- **Endorsement**

- Signed by industry CEOs, December 2005.
- Endorsed by the Directors General at the 2006 ICAO Global Strategy for Aviation Safety Conference, 20 to 22 March 2006.

The Global Safety Roadmap: Part 2

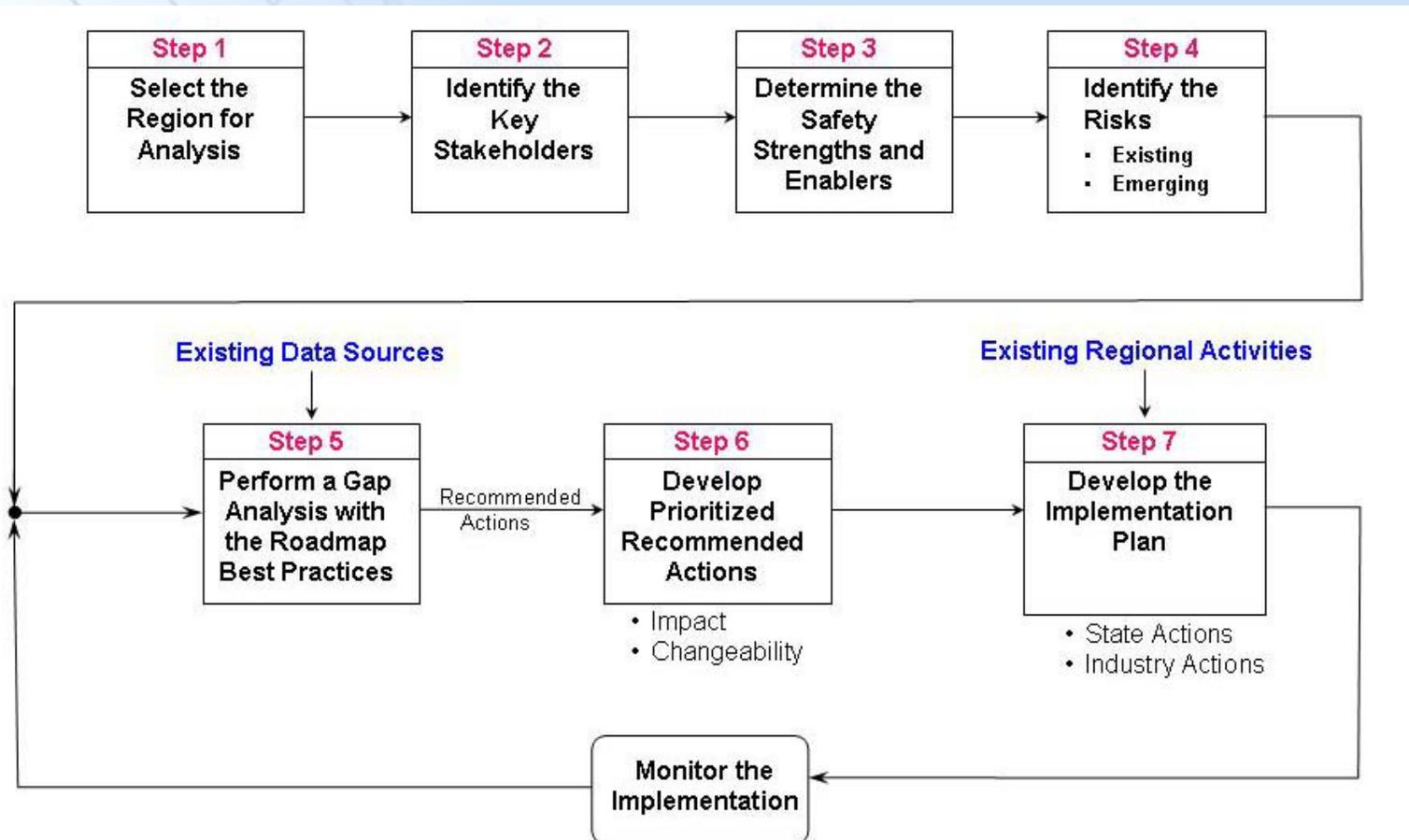


- A detailed plan intended to guide Roadmap implementation plans by regional safety teams.
- Best Practices described for each Objective.
- Metrics provided for each Best Practice.
- A four-level Maturity Model provided for each Objective based on implementation of Best Practices.
- Process described to assess current status and gaps that need to be addressed.
- Delivered to ICAO on 4 December 2006.

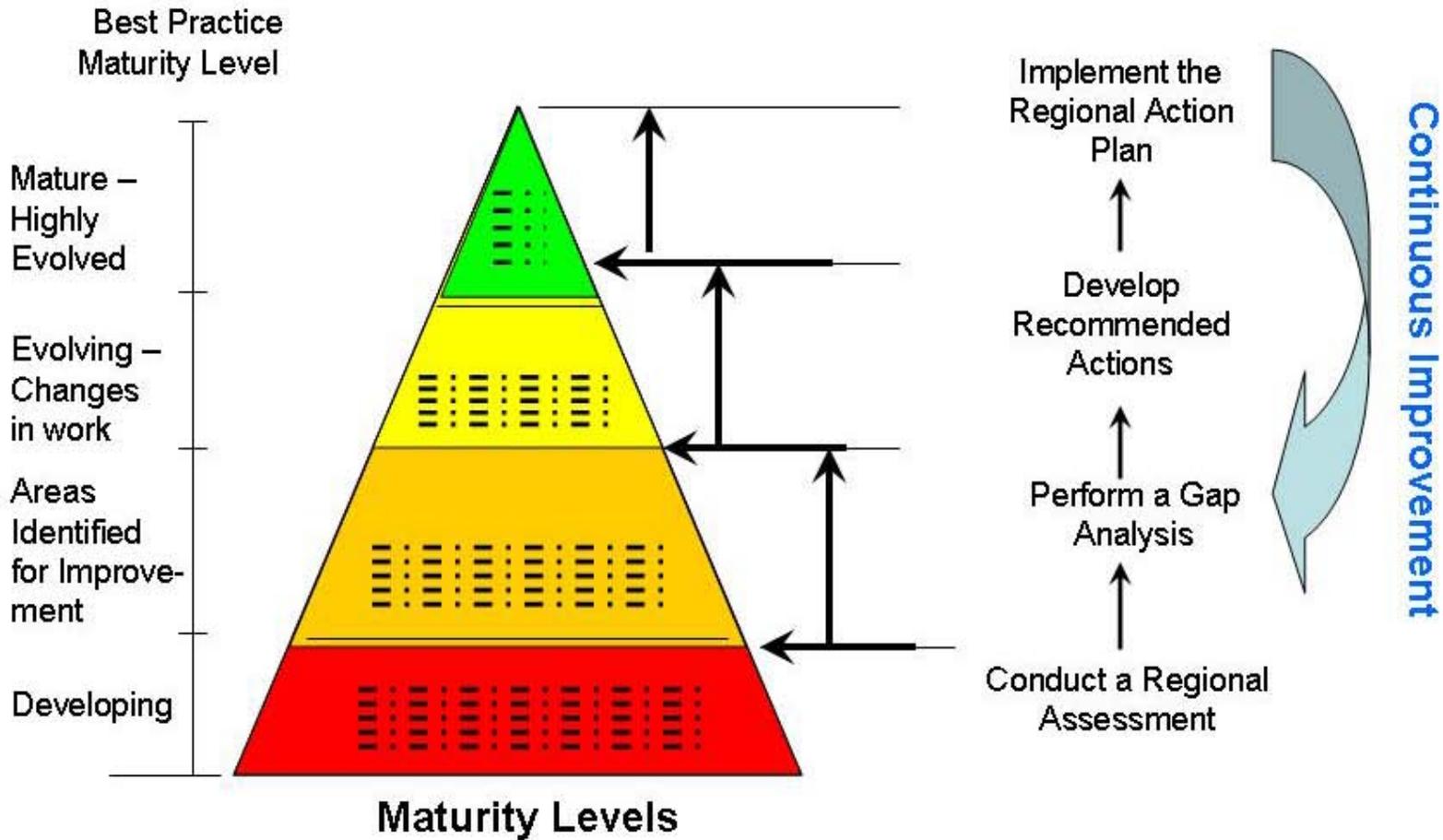
Implementing the Roadmap



Regional Safety Enhancement Plan Development Process



Maturity Model to Guide Gap Analysis





The Roadmap Elements: 3 Dimensions and 12 Focus Areas

States - Areas for Action

1. Consistent implementation of international standards
2. Consistent regulatory oversight
3. No impediments to reporting of errors & incidents
4. Effective incident & accident investigation

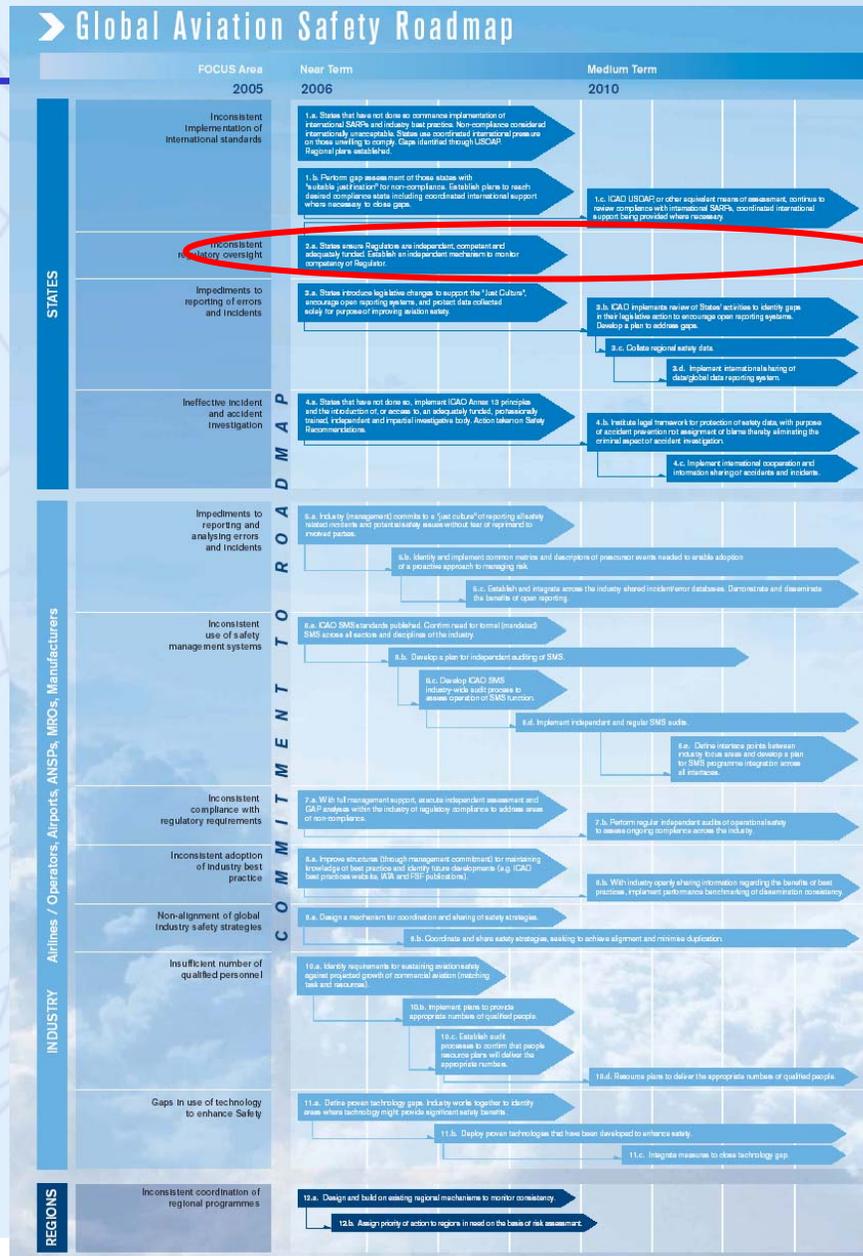
Industry - Areas for Action

1. No impediments to reporting & analysing errors / incidents
2. Consistent use of safety management systems
3. Consistent compliance with regulatory requirements
4. Consistent adoption of industry best practices
5. Alignment of industry safety strategies
6. Sufficient number of qualified personnel
7. No gaps in the use of technology to enhance safety

Regional Area of Focus

Consistent coordination of regional programmes

Developing a Best Practice Approach



Focus Area 2 Objectives



Focus Area 2 – Inconsistent Regulatory Oversight

- **Objective 2a** – *States ensure their Regulatory Authority is independent, competent and adequately funded. Establish an independent mechanism to monitor competency of Regulatory Authority.*
- **Objective 2b** – *ICAO USOAP, or other equivalent means of assessment, continue to review compliance with international SARPs, coordinated international support being provided where necessary.*

Best Practices: Objective 2a



Inconsistent Regulatory Oversight

| Table 2a –Best Practices | Metrics |
|--|--|
| <p>BP 2a-1 – <u>State utilizes/implements the 8 critical elements of the safety oversight system.</u></p> <p>Primary aviation legislation Specific operating regulations CAA structure and safety oversight functions Technical guidance Qualified technical personnel Licensing and certification obligations Continued surveillance obligations Resolution of safety issues</p> | <ul style="list-style-type: none">• State implements in accordance with ICAO Doc 9734, Part A, Chapter 3 |
| <p>BP 2a-2 – <u>State provides a mechanism for sufficient funding of safety oversight activities.</u></p> | <p>a. USOAP ORG 2.051</p> |

Best Practices: Objective 2a



Inconsistent Regulatory Oversight

| Table 2a –Best Practices | Metrics |
|---|--|
| <p>BP 2a-3 – <u>State applies the principles of risk management to its safety related activities.</u></p> <ul style="list-style-type: none">a. Hazards and risks are assessed and prioritized on a regular basis.b. Risk mitigation strategies are developed and implemented.c. Results are assessed and corrective action taken as needed. | <ul style="list-style-type: none">a. ICAO Doc. 9859, para. 3.3b. Attendance at ICAO SMS Training Course |
| <p>BP 2a-4 – <u>The Regulatory Authority acts independently where safety issues are implicated in its actions.</u></p> <ul style="list-style-type: none">a. The individuals responsible for such action must be given appropriate authority to exercise their responsibilities.b. Accountability for the exercise of regulatory authority must be in accordance with the principles of a “just culture” (see <i>Objective 3a for a discussion of “just culture”</i>). | <ul style="list-style-type: none">a. USOAP LEG 1.109; USOAP 1.111b. Annex 13, Attachment E; i.e. USOAP AIG 6.505 |

Maturity Table: Focus Area 2



| Maturity Level | Capability |
|--|--|
| Level 1 – Developing | <ul style="list-style-type: none">→ Low level of implementation of SARPs and little or no attempt to correct the situation is in progress.→ State unable or unwilling to exercise oversight.→ [Added significance if a large part of the aviation activity under the oversight of the State occurs in other States.] |
| Level 2 – Areas Identified for Improvement | <ul style="list-style-type: none">→ State aware of and attempting to correct deficiencies but has not completed implementation of corrective action.→ There is no certainty that the State is able to provide proper oversight for existing level of activity. |

Maturity Table: Focus Area 2



| | |
|---|--|
| <p>Level 3 – Evolving – Changes in work</p> | <ul style="list-style-type: none">→ State has the capacity to exercise oversight on the type of operation for which it has responsibility.→ State has limited ability to continue oversight if there is:<ul style="list-style-type: none">✓ a significant increase in the volume or scope of activities✓ improvements in technology |
| <p>Level 4 – Highly Evolved</p> | <ul style="list-style-type: none">→ State aware of level of compliance, has implemented appropriate SARPs and has access to the resources necessary to support the existing activities.→ State has processes in place and access to the necessary resources to continually reassess and maintain levels of compliance in light of modifications to SARPs and changes in activity within its jurisdiction. |

The Roadmap vs. GASP



- Quote from GASP: “The Global Aviation Safety Roadmap constitutes the basis on which the Global Aviation Safety Plan is built and is an integral part of it.”
- They are identical for practical purposes
 - ✓ Share the same goals and objectives
 - ✓ GSIs are the focus areas of the roadmap
 - ✓ GSI strategies are the objectives of the focus areas
 - ✓ GASP refers to the roadmap best practices and metrics
 - ✓ The planning process is identical
- Why do we have the roadmap and GASP?
- Updating of the Roadmap and GASP will be synchronized

Implementing GASP



✈ For the Industry and States

- ✓ Identifies the areas in which the safety efforts should be focussed to best achieve improvement in safety.
- ✓ Best practices and metrics provide the tools to develop action and to measure progress.
- ✓ Industry has indicated that they would only support a project if it is linked to a focus area or a GSI.

Implementing GASP



✈ For ICAO

- ✓ GSIs guide activities supporting the implementation of the ICAO Safety Strategic Objective.
- ✓ No safety task will be included in the ICAO Business Plan if it is not linked to one of the 12 GSIs.
- ✓ Resolution on ICAO Global Planning for Safety and Efficiency (A36-7)
 - *Resolves* that the global plans shall provide the framework in which regional, sub-regional and national implementation plans will be developed and implemented;
 - *Urges* Contracting States and the industry to apply the GASP and Global Aviation Safety Roadmap principles and objectives and to implement its methodologies in partnership with all concerned stakeholders to reduce the number and rate of aircraft accidents.

GASP at work



- Cooperation continues with the industry on the implementation.
- GASP Workshop
 - ✓ Assist States and the Industry in working together on gap analysis and remedial activities
 - ✓ First workshop in Abu Dhabi (January 2008)
 - ✓ Others scheduled in Abuja (April 2008) and Bogota (May 2008)
 - ✓ At least two others planned in support of AFI plan in 2008

Conclusions



GASP is designed to

- Provide a common frame of reference for all stakeholders
- Coordinate and guide safety policies and initiatives worldwide to reduce the accident risk for commercial aviation
- Avoid duplication of effort and uncoordinated strategies
- Encourage close industry and government cooperation on common safety objectives

Access to documents



- The current version on the Global Aviation Safety Roadmap and GASP are available on FSIX
<http://www.icao.int/fsix/>