



International Civil Aviation Organization

**Second Meeting of the Middle East Regional Aviation Safety Group
(RASG-MID/2)**

(Abu Dhabi, UAE, 12 - 14 November 2012)

Agenda Item 2: Global Developments related to Aviation Safety

GLOBAL AVIATION SAFETY PLAN

(Presented by the Secretariat)

SUMMARY

This information paper presents a summary of the proposed revisions to the Global Aviation Safety Plan, including milestones and safety performance areas for the near, mid and far-term objectives.

Action by the meeting is at paragraph 3.

1. INTRODUCTION

1.1 The 37th Session of the ICAO Assembly, held in 2010, resolved that ICAO shall implement and keep current the Global Aviation Safety Plan and the Global Air Navigation Capacity & Efficiency Plan to support the relevant strategic objectives of the International Civil Aviation Organization (Assembly Resolution A37-4, refers).

1.2 The relation of the Global Air Navigation Capacity & Efficiency Plan and Global Aviation Safety Plan, as strategic planning documents, includes a series of global targets for use by States and the international aviation community to continuously improve efficiency and safety. Recognizing the complexity of the contemporary air transport system and the corresponding need for a strategy that is both global and multi-disciplinary, the Global Air Navigation Capacity & Efficiency Plan and Global Aviation Safety Plan facilitate coordination of activities undertaken by all stakeholders.

1.3 In view of the latest developments in safety management practices, it has become necessary to update the Global Aviation Safety Plan as accepted by the Council in July 2007. The proposed edition will provide a proactive strategy to improve aviation safety through incorporation of the latest developments related to safety management practices. Thus, the updated Global Aviation Safety Plan revision will offer a multi-disciplinary and, risk-based approach to attain continuous improvement in global safety performance through the achievement of defined milestones.

2. DISCUSSION

2.1 The purpose of the Global Aviation Safety Plan is to set out a strategic framework for the aviation community to continuously improve aviation safety. It is designed to leverage the benefits of cooperation among aviation stakeholders; therefore being applicable to ICAO, its Member States, international and regional organizations, as well as product and service providers involved in the continuous enhancement of aviation safety performance. This enhancement is proposed to be achieved by reducing the

level of risk in the international air transport system that can result in the loss of life, serious injury or property damage.

2.2 To attain the overall goal of enhancing aviation safety performance, the Global Aviation Safety Plan is undergoing revision intended to promote the achievement of specific milestones for near, mid and far-term objectives. Each milestone represents a progression of State safety oversight maturity that is required to support the growth of air traffic in an increasingly complex and dynamic operating environment.

2.3 A minimal level of compliance is a requisite enabler for safe and sustainable traffic growth. Consequently, the primary safety objective for the Organization in the near term is for all States to achieve fundamental safety oversight capabilities through compliance with international requirements.

2.4 In the mid-term, the means to ensure safety will increasingly depend upon the continued development of a risk-based approach to proactively manage operational risks while simultaneously improving rates of compliance. The increasing complexity of the air transportation system requires the use of a risk-based regime to identify safety issues and assess residual safety risks that may continue to exist within a compliant system. Therefore the mid-term objective supports the evolution for States to proactively identify existing or emerging safety issues and manage the associated risks through the full implementation of State safety programme (SSP).

2.5 In the far term, sustainable growth of the international air transport system will require the introduction of new predictive safety capabilities that can simultaneously accommodate anticipated traffic growth while improving safety margins. The far term safety objective will therefore support the collaborative decision making environment characterized by increased automation and integration of advanced flight deck and aviation infrastructure technologies.

2.6 Each of the near, mid and far term objectives will work toward the overall goal to continuously enhance aviation safety performance by reducing levels of risk associated with loss of life, serious injury or property damage. The attainment of this goal will be achieved through improvements in safety performance areas such as:

- a) **Standardization** through continued implementation of International Standards and sector-specific industry best practices.
- b) **Collaboration** among ICAO, its Member States and other partner organizations within the international aviation community to ensure alignment of safety programmes.
- c) **Investment** in the development of aviation professionals and deployment of new technologies that improve safety.
- d) **Exchange of safety information** necessary to identify systemic risks having the potential to impact global safety performance.

2.7 These performance areas are common threads that are undertaken throughout the near, mid and far-term Global Aviation Safety Plan objectives.

2.8 With respect to implementation activities at the regional level, the Global Aviation Safety Plan will assist in the development of more collective solutions to common safety deficiencies by aligning and coordinating activities and plans supported by ICAO such as the Global Air Navigation Capacity & Efficiency Plan, ICAO Member States, as well as international and regional organizations. Global safety targets and related initiatives will guide regional and sub-regional activities, promoting further coordination of all partner efforts.

2.9 This more strategic implementation plan will enhance State safety oversight capabilities as well as industry initiatives, resulting in continuous improvements in safety performance throughout the global civil aviation system.

2.10 The revised Global Aviation Safety Plan is to be reviewed by the Air Navigation Commission and will be subsequently be presented to the Council for approval and endorsed by the 38th Session of the ICAO Assembly in 2013.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the information in this paper.

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