



*International Civil Aviation Organization*

**Second Meeting of the RASG-MID Steering Committee  
(RSC/2)**

*(Amman, Jordan, 28 – 30 October 2013)*

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**Agenda Item 3: Global Developments Related to Aviation Safety**

**GLOBAL DEVELOPMENTS RELATED TO AVIATION SAFETY (REVISED GASP)**

*(Presented by the Secretariat)*

**SUMMARY**

The First Edition of the revised Global Aviation Safety Plan (GASP, Doc 10004), while providing the strategic direction for the technical work programme of ICAO in the field of safety, serves as planning and implementation guidance for the Regional Aviation Safety Groups (RASGs), States and industry.

Action by the meeting is at paragraph 3.

**REFERENCES**

- Doc 10004, Global Aviation Safety Plan

**1. INTRODUCTION**

1.1 The 37th Session of the ICAO Assembly, held in 2010, resolved that the Global Aviation Safety Plan (GASP) shall provide the framework in which regional, sub-regional and national implementation plans will be developed and implemented, thus ensuring harmonization and coordination of efforts aimed at improving International Civil Aviation Safety and Efficiency. To accomplish this, the GASP has been restructured and revised, and will be supported by planning tools to assist Regional Aviation Safety Groups (RASGs), States and industry in the planning and implementation process (Assembly Resolution A37-4, refers).

1.2 On 30 July 2013, the ICAO Council (PRES RK/2197) approved the First Edition of the revised GASP. Accordingly, the 38th Session of the ICAO Assembly endorsed the First Edition of ICAO Doc 10004, Global Aviation Safety Plan.

**2. DISCUSSION**

2.1 The First Edition of the revised GASP incorporates and updates the initiatives and objectives that were set out in previous versions, in addition to the successful initiatives developed in the Global Aviation Safety Roadmap (GASR).

2.2 Consistent with original -and now superseded- Assembly Resolution A37-4, there are three characteristics of the GASP update that are important for all aviation safety stakeholders. First, the revised GASP places an emphasis on continuity with the elements of the existing GASP. Second, the GASP recognizes that there exists disparity between States in their levels of safety oversight maturity, their traffic volumes and their safety needs. Finally, the GASP also recognizes that priorities must be established to effectively guide the implementation of safety initiatives in aviation.

2.3 The GASP specifically establishes targeted safety objectives and initiatives while ensuring the efficient and effective coordination of complementary safety activities between all stakeholders. In this latest iteration of the GASP, the objectives and implementation initiatives have evolved to reflect progress in the implementation of proactive safety management practices in both States and industry. They are furthermore aligned with ICAO's strategic planning processes.

2.4 A key priority of the 2013 GASP is to continually reduce the global accident rate through a structured and progressive approach comprising near-, mid- and long-term targets. Furthermore, the GASP objectives are supported through specific safety initiatives that are categorized according to distinct Safety Performance Enablers. These performance enablers provide common thematic threads that run through each stage of the global objectives.

2.5 The GASP objectives and target dates are developed for the Global Aviation Community as a whole. Each objective includes specific initiatives to be implemented by States in a continuous manner along defined milestones.

2.6 The plan recognizes the distinct operational profile of different States, allowing each to establish independent priorities within the global objective framework. In this way, the initiatives included in the GASP will serve to deliver tailored progress within the framework of each Member State's safety oversight capabilities, their safety management culture as well as with the implementation of a safety structure necessary to support the Air Navigation Systems of the future.

2.7 The Air Navigation Commission will review the GASP on a triennial basis, reporting to the Council in advance of each session of the ICAO Assembly. The ANC report will provide a review of global progress made in achieving the GASP objectives and will consider lessons learned by RASGs, States and industry. Moreover, the report will consider possible changes in future aviation needs, regulatory context and other influencing factors and will propose adjustments to relevant components of the GASP. Prior to being presented to Council, proposed updates will be circulated to Member States for consultation. Following approval by Council, any amendments to the GASP and its specified supporting documents will then be submitted for endorsement by the ICAO Assembly.

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to note the information provided in this working paper and take necessary actions as appropriate.