



International Civil Aviation Organization

MIDANPIRG/19 and RASG-MID/9 Meetings

(Riyadh, Saudi Arabia, 14-17 February 2022)

Agenda Item 4.1: Global Aviation Safety Developments

GLOBAL AVIATION SAFETY DEVELOPMENTS

(Presented by ICAO HQ)

SUMMARY

This paper presents global aviation safety developments, as related to the RASG-MID Work Programme.

Action by the RASG-MID is in paragraph 6.

1. INTRODUCTION

1.1 As per Assembly Resolution A40-1: *ICAO Global planning for safety and air navigation*, the *Global Aviation Safety Plan* (GASP, Doc 10004) presents the global strategic direction for safety. The Resolution urges Member States and regions¹ to implement national and regional aviation safety plans, respectively, consistent with the GASP to continually reduce fatalities and the risk of fatalities. Consistent with Assembly Resolution A40-1, ICAO revises the GASP every three years to ensure it remains relevant to the aviation community.

1.2 This working paper presents an overview of proposed amendments to the 2023-2025 edition of the GASP. It also presents other global aviation safety developments related to implementation support for national aviation safety plans (NASP); safety management; and upcoming safety events, which are relevant to the RASG-MID Work Programme.

2. 2023-2025 EDITION OF THE GASP

2.1 The GASP was developed and revised through the efforts of the GASP Study Group (GASP-SG), a joint regulatory-industry expert group established by ICAO to ensure that the plan and its content reflect the needs of the aviation community at the international, regional and national levels. In April 2020, the GASP-SG began the process of reviewing the GASP. The study group established a series of general principles to guide the review and defined the scope of the revision. To guide the process, the

¹ In the context of the GASP, the term “region” refers to a group of States and/or entities working together to enhance safety within a geographic area.

GASP-SG conducted a review of available data, implementation support activities conducted by ICAO, and feedback received on the 2020-2022 edition of the GASP, all of which were analysed to determine proposals for the review of the GASP. In Q3 2020, the proposals developed by the GASP-SG were presented by the Secretariat to the ANC for approval. These proposals, for the 2023-2025 edition of the GASP, as well as a proposal to update the GASP targets and indicators were presented to the High-Level Conference on COVID-19 (HLCC 2021), held virtually, from 12 to 22 October 2021, to obtain wider feedback from States and international organizations. In preparation for the Conference, ICAO conducted a survey via an online *Questionnaire on the GASP Update*. The questionnaire provided an opportunity for key stakeholders to give specific feedback on the 2020-2022 edition of the GASP and to provide suggestions for the 2023-2025 edition.

2.2 A total of 35 recommendations stemmed from working papers presented at HLCC 2021, containing proposals for the revision of the GASP, as well as for updating guidance material to support the implementation of national and regional aviation safety plans. The Conference agreed on the need for the GASP-SG to examine the appropriate means to take into consideration input from the Conference and the questionnaire, in preparation for subsequent endorsement of the GASP at the 41st Session of the ICAO Assembly.

2.3 During its eight meeting (GASP-SG/8), held virtually, from 16 to 18 November 2021, the GASP-SG reviewed all HLCC-2021 recommendations for GASP-SG follow-up. Each recommendation was analysed in terms of intent and interdependencies with other recommendations. Then each recommendation was classified according to the following taxonomy, prompting a specific action. The study group conducted the same exercise for the feedback from the questionnaire, using the same classification scheme. As a result of the GASP-SG meeting and subsequent teleconferences, the Secretariat produced a draft 2023-2025 edition of the GASP. The draft document will be presented to the Air Navigation Commission for review, and then to the Council for approval in Q2 2022.

2.4 The draft 2023-2025 edition of the GASP maintains some key elements from its previous edition, such as the six goals and the five high-risk categories of occurrences. Some targets had their date of completion extended, due to the impact of the COVID-19 pandemic on the ability of States to work on them. In addition, new targets were added, to better support States and regions setting in the strategic direction for the management of aviation safety. Some targets were deleted, as part of the revision. Other targets were slightly re-worded to clarify their intent. In addition, text in the GASP was revised to clarify the use of the GASP indicators, as examples. The number of indicators, presented for each GASP target, was revised and reduced. All these amendments will be detailed in the Secretariat working paper on the GASP presented at 41st Session of the ICAO Assembly (A41), in Q3 2022.

2.5 Terminology used in the GASP was revised to include the term “global high-risk categories of occurrences (G-HRCs)” and the term “additional categories of operational safety risks” was removed and replaced by “operational safety risks”. These changes were made to introduce, at a high level in the GASP, the notion that regions and States should consider the G-HRCs when identifying regional and national operational safety risks.

2.6 The 2023-2025 edition of the GASP addresses the impact of global aviation disruption events on aviation safety and the need for resilience. However, disruption events are not covered in-depth in the GASP, due to their rapid changing nature and the pre-set GASP update cycle, which happens once every three years.

3. UPDATE OF NASP GUIDANCE & IMPLEMENTATION SUPPORT

3.1 The global aviation safety roadmap, previously included in the GASP, is being updated and will be contained in a standalone document: Doc 10161, *Global Aviation Safety Roadmap*. Additionally, content in the 2020-2022 edition of the GASP providing guidance for the implementation of national and regional aviation safety plans will be transferred and expanded in the second edition of Doc 10131, *Manual on the Development of Regional and National Aviation Safety Plans*, which will also encompass Cir 358, *Regional and National Aviation Safety Plan Checklists*. A full summary of amendments will be presented in a dedicated section of the 2023-2025 edition of the GASP, which provides further information. Guidance on the use of GASP indicators for a NASP will be presented in a standalone manual, Doc 10162, *Manual on Monitoring Implementation of Regional and National Aviation Safety Plans*.

3.2 In addition, as part of implementation support, ICAO developed a dedicated NASP Implementation Package (iPack). The goal of this iPack is to facilitate and guide States in developing a NASP that contains a strategy that best addresses their safety issues, through training and detailed guidance. It emphasizes the importance of including key elements in a NASP; the development of a clear action plan (i.e. a roadmap); and collaboration among stakeholders internally in the State, regionally and with industry. Detailed information is available on the ICAO website at: <https://www.icao.int/secretariat/TechnicalCooperation/Pages/NASP-IPACK.aspx>

4. SAFETY MANAGEMENT

4.1 The fifth Safety Management Panel (SMP/5) meeting was held virtually from 29 November to 10 December 2021. Proposals for Amendment 2 to Annex 19 – *Safety Management* were presented for review and endorsement. Agreement was also reached on proposed updates to the Panel's work programme, including updates to the status of the existing job cards and proposals for new job cards. ANC Preliminary Review for Amendment 2 to Annex 19 is planned to take place in Q4 2022 during ANC 221 (fall session). The proposed applicability date for Amendment 2 to Annex 19 is November 2026.

4.2 In 2020, ICAO received a safety recommendation (SR39/2020) from the United Arab Emirates which recommended that "ICAO study the benefit of establishing a global, coordinated and structured data sharing within the industry, which derives the precursors to accidents and serious incidents. This initiative, together with participation of the aircraft manufacturers, should provide clear guidance on how these precursors can be identified through data analysis". The actions to be taken by ICAO to address this recommendation includes that the SMP consider the development of safety management provisions to assist States in systematically managing aviation safety risks and support the continued evolution of a proactive strategy to improve safety performance. The SMP proposed a new job card in response to this recommendation.

4.3 ICAO circulated a survey via State Letter (AN 8/9 – 21/66), dated 14 October 2021, to seek feedback from States on the challenges they face or have faced implementing Annex 19. The survey was developed with support of the SMP and ICAO Regional Offices. To date, ICAO have received 98 responses to the survey, including 9 from the MID region, which presents just over 9% of total responses received. The Secretariat is in the process of analysing the responses both globally and regionally which will be used to support the prioritization of future ICAO safety management initiatives to support the effective implementation of State safety programmes and safety management systems.

5. UPCOMING SAFETY EVENTS

5.1 The following safety events are planned for 2022:

- a) [Forty first Session of the ICAO Assembly](#) – 27 September to 7 October, Montreal, Canada (TBC); and
- b) [Eleventh Session of Statistics Division](#) – 4 to 8 April 2022, virtual / online;

5.2 It should be noted that other events have yet to be confirmed due to ongoing restrictions related to the COVID-19 pandemic. Additional information on ICAO meetings and events can be found at the ICAO public website, at: www.icao.int/Meetings/Pages/Home.aspx.

6. ACTION BY THE MEETING

6.1 The Meeting is invited to:

- a) note the progress made towards the 2023-2025 edition of the GASP; and
- b) encourage States in the MID region to develop and implement a national aviation safety plan (NASP), in alignment with the GASP and the MID-RASP.

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