



WORKING PAPER

ASSEMBLY — 38TH SESSION

TECHNICAL COMMISSION

- Agenda Item 27: Aviation Safety – Policy**
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**A COMPREHENSIVE STRATEGY FOR AVIATION SAFETY:
ENDORSEMENT OF THE GLOBAL AVIATION SAFETY PLAN**

(Presented by the Council of ICAO)

EXECUTIVE SUMMARY

The 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. On 30 July 2013, the Council (PRES RK/2197) approved the first edition of the GASP which is linked at Appendix A to this working paper. Also, a revised Assembly Resolution on global plans is presented in Appendix B hereto.

Action: The Assembly is invited to:

- a) endorse the first edition of the revised Global Aviation Safety Plan (GASP, Doc 10004), as presented in Appendix A of the working paper, as the strategic direction for global aviation safety;
- b) request States, RASGs and industry to establish priorities and targets consistent with the GASP objectives as well as the operational safety needs of each region; and
- c) adopt the proposed Assembly Resolution as presented in Appendix B up to and including Appendix A of the proposed resolution of this working paper.

<i>Strategic Objectives:</i>	This working paper relates to the Safety Strategic Objective.
<i>Financial implications:</i>	The activities referred to in this paper will be undertaken subject to the resources available in the 2014-2016 Regular Programme Budget and/or from extra budgetary contributions.
<i>References:</i>	Doc 9958, <i>Assembly Resolutions in Force</i> (as of 8 October 2010) Doc 10004, <i>Global Aviation Safety Plan</i>

1. INTRODUCTION

1.1 Safety fundamentally contributes to the sustainable growth of a sound and economically viable international civil aviation system. In Resolution A37-4: *ICAO Global planning for safety*, the Assembly recognized the importance of a global framework to support the Safety Strategic Objective of

ICAO. In addition, the Assembly resolved that the Global Aviation Safety Plan (GASP) shall provide the framework in which regional, subregional 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.

2. First Edition of the revised GASP

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 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 Council of ICAO has approved the revised document, entitled the first edition of the GASP, which is linked in Appendix A to this working paper.

3. FUTURE UPDATES TO THE GASP

3.1 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.

4. ASSEMBLY RESOLUTION

4.1 As the Global Aviation Safety Plan and the Global Air Navigation Plan will form the global strategic directions in the safety and air navigation fields, respectively, a single Assembly Resolution – A38-xx: *ICAO Global planning for safety and air navigation* is proposed to cover both plans. The new resolution comprises consolidated updates to, and supersedes, the current resolution on GASP (A37-4: *ICAO Global planning for safety*) as well as the current resolution on GANP (A37-12: *ICAO Global planning for sustainability*). The full text of the proposed resolution is presented in Appendix B hereto.

4.2 In accordance with Assembly Resolution A37-4, the GASP establishes priorities that drive the technical work programme of the organization over each triennium. This draft resolution also focuses on the Global Air Navigation Plan (GANP) thus superseding A37-12: *ICAO Global planning for sustainability*, which is addressed in a separate Assembly working paper.

4.3 When reviewing the resolution at Appendix B, and for the purposes of this paper, please refer only to the preamble and Appendix A dealing specifically with GASP. As mentioned above, Appendix B of the resolution, dealing specifically with GANP, is discussed A38-WP/39 under Agenda items 27, 28, 29, 30 and 31.

5. CONCLUSION

5.1 The GASP offers a long-term vision that will assist ICAO, RASGs, States and industry in developing a harmonized safety strategy.

APPENDIX A

GLOBAL AVIATION SAFETY PLAN

Available at <http://www.icao.int/Meetings/a38/Pages/documentation-reference-documents.aspx>

APPENDIX B

DRAFT RESOLUTION TO SUPERSEDE RESOLUTION A37-4 AND TO INCORPORATE AND SUPERSEDE RESOLUTION A37-12

~~A37-4: ICAO global planning for safety~~ A38-xx ICAO Global planning for safety and air navigation

Whereas ICAO strives to achieve the goal of a safe and orderly development of civil aviation through cooperation among Contracting Member States and other stakeholders;

Whereas to realize this goal, the Organization has established Strategic Objectives, including objectives for in the fields of, inter alia, safety and for capacity and efficiency;

Recognizing the importance of a global frameworks to support the Strategic Objectives of ICAO;

Recognizing the importance to of effective implementation of regional and national plans and initiatives based on the global frameworks for effective implementation; and

Recognizing that further progress in improving the global safety, capacity and efficiency of civil aviation is best achieved through a cooperative, collaborative and coordinated approach in partnership with all stakeholders under the leadership of ICAO; and

Noting the approval on 30 July 2013 by the Council of the first edition of the revised Global Aviation Safety Plan (GASP) and on 29 May 2013 of the fourth edition of the Global Air Navigation Plan (GANP);

The Assembly:

1. *Endorses* the first edition of the revised Global Aviation Safety Plan (GASP) and the fourth edition of the Global Air Navigation Plan (GANP) as the global strategic directions for safety and air navigation, respectively;
- 1.2. *Resolves* that ICAO shall implement and keep current the GASP and the GANP to support the relevant Strategic Objectives of the Organization;
- 2.3. *Resolves* that these global plans shall be implemented and kept current in close cooperation and coordination with all concerned stakeholders;
- 3.4. *Resolves* that these global plans shall provide the frameworks in which regional, subregional and national implementation plans will be developed and implemented, thus ensuring harmonization and coordination of efforts aimed at improving international civil aviation safety, capacity and efficiency;
5. *Urges* Member States to develop sustainable solutions to fully exercise their safety oversight and air navigation responsibilities which can be achieved by sharing resources, utilizing internal and/or external resources, such as regional and sub-regional organizations and the expertise of other States;

6. *Urges* Member States to demonstrate the political will necessary for taking remedial actions to address safety and air navigation deficiencies, including those identified by Universal Safety Oversight Audit Programme (USOAP), through the application of GASP and GANP objectives and the ICAO regional planning process;
7. *Urges* Member States, the industry and financing institutions to provide the needed support for the coordinated implementation of the GASP and GANP, avoiding duplication of efforts;
- 4.8. *Calls upon* States and *invites* other stakeholders to cooperate in the development and implementation of regional, subregional and national plans based on the frameworks of the GASP and GANP;
- 5.9. *Instructs* the Council to provide a report on the implementation and evolution of the GASP and GANP to future regular sessions of the Assembly;
- 6.10. *Instructs* the Secretary General to promote, make available and effectively communicate the GANP, GASP and its associated Global Aviation Safety Roadmap (GASR) GASP and the GANP Global Plans; and
- 7.11. *Declares* that this Assembly resolution supersedes Assembly Resolution A36-7 A37-4 on the ICAO Global planning for Aviation Safety Plan (GASP) and Assembly Resolution A37-12 on ICAO Global planning for sustainability.

APPENDIX A

Global Aviation Safety Plan (GASP)

Reaffirming that the primary objective of the Organization continues to be the improvement of safety and an associated reduction in the number of accidents and related fatalities within the international civil aviation system;

Recognizing that safety is a responsibility involving ICAO, Contracting Member States and all other stakeholders;

Recognizing the safety benefits that can be drawn from partnerships between States and industry; such as the Commercial Aviation Safety Team (CAST), the European Commercial Aviation Safety Team Strategic Safety Initiative (ESSIECAST), and the Regional Aviation Safety Groups (RASGs) Group Pan-American (RASG-PA) and the African and Indian Ocean Islands Safety Enhancement Team (ASET);

Recognizing that the High-level Safety Conference (2010) reaffirmed the need for the ICAO safety framework to continuously evolve to ensure its sustained effectiveness and efficiency in the changing regulatory, economic and technical environment;

Noting that the expected increase in international civil aviation traffic will result in an increasing number of aircraft accidents unless the accident rate is reduced;

~~*Realizing*~~ *Recognizing* the need to maintain the public's confidence in air transport through the dissemination of safety information by providing access to relevant safety information;

Recognizing that a proactive approach in which a strategy is established to set priorities and targets to manage safety risks are identified and managed is of paramount importance to the achievement of further improvements in aviation safety;

Recognizing that regional aviation safety groups should have been implemented by ICAO, taking into account the needs of the various regions and building on the already existing structures and forms of cooperation;

~~*Noting with satisfaction* the Global Aviation Safety Roadmap as developed by key industry partners acting as the Industry Safety Strategy Group (ISSG) with ICAO and which forms the basis for the Global Aviation Safety Plan (GASP);~~

Noting the intent to continuously apply the safety management principles in the GASP as a tool to enhance safety by focusing action where it is most needed; and

Noting the need to assist Member States in implementing safety management principles and mitigate risks on identified operational issues;

~~*Noting* the unified strategy established by ICAO to resolve safety-related deficiencies;~~

The Assembly:

1. *Stresses* the need for continuous improvement of aviation safety through a reduction in the number of accidents and related fatalities in air transport operations in all parts of the world, particularly in States where safety records are significantly worse than the worldwide average;

2. *Stresses* that limited resources of the international aviation community should be used in the first place strategically to support States or regions whose safety performance oversight maturity is not at an acceptable level and where political willingness exists to improve safety oversight functions;

3. *Urges Contracting Member States* to support the GASP objectives by: implementing the safety initiatives outlined therein.

a) implementing the State Safety Programme (SSP);

~~b) expeditiously implementing safety management systems across the aviation industry to complement the existing regulatory framework;~~

~~c) sharing operational safety intelligence among States and relevant aviation stakeholders;~~

~~d) ensuring that the travelling public has access to easily understandable safety-related information to enable informed decisions;~~

~~e) creating an environment in which the reporting and sharing of information is encouraged and facilitated and in which remedial action is undertaken in a timely fashion when deficiencies are reported; and~~

~~f) reporting accident and incident data as required to ICAO;~~

4. ~~Urges Contracting Member States, regional safety oversight organizations (RSOOs), regional aviation safety groups (RASGs) and international organizations concerned to work with all stakeholders to implement set priorities and targets consistent with the GASP objectives and GASP methodology objectives and to implement these methodologies with the view to reduce the number and rate of aircraft accidents;~~
5. ~~Urges Contracting States to demonstrate the political will necessary for taking remedial actions to address deficiencies including those identified by Universal Safety Oversight Audit Programme (USOAP) and through the application of GASP objectives and the ICAO regional planning process;~~
5. Urges States to fully exercise safety oversight of their operators in full compliance with applicable Standards and Recommended Practices (SARPs), and assure themselves that every foreign operators flying into their territory receives adequate oversight from their its own State and take appropriate action when necessary to preserve safety; and
6. Urges ICAO to complete the development of Safety roadmaps in support of the GASP by the end of 2014 to assist in the risk mitigation of operational issues identified.
7. ~~Urges States to develop sustainable safety solutions to fully exercise their safety oversight responsibilities. This can be achieved by sharing resources, utilizing internal and/or external resources, such as regional and subregional safety oversight organizations and the expertise of other States; and~~
8. ~~Urges Contracting States, the industry and financing institutions to provide the needed support for the coordinated implementation of the ICAO Global Aviation Safety Plan, avoiding duplication of efforts.~~

APPENDIX B

Global Air Navigation Plan (GANP)

~~A37-12: ICAO Global Planning for sustainability~~

Whereas the enhancement of the safety, capacity and efficiency of aviation operations is a key element of the ICAO Strategic Objectives;

Having adopted Resolution ~~A35-15~~A37-15, a consolidated statement of continuing ICAO policies and associated practices related to a global air traffic management (ATM) system and communications, navigation and surveillance/air traffic management (CNS/ATM) systems specifically to air navigation;

Noting the acceptance of 30 November 2006 by the Council of the new version of the Global Air Navigation Plan (GANP); and

Recognizing that many States and regions are developing new generation plans for their own air navigation modernization;

The Assembly:

1. ~~Instructs~~ the Council to ~~amend~~ use the guidance in the Global Air Navigation Plan (GANP) to include a framework that will allow ICAO to easily analyze the impact of States' air navigation modernization plans on the global system and then take appropriate action as needed to ensure global harmonization; ~~develop and prioritize the technical work programme of ICAO in the field of air navigation;~~
2. ~~Calls~~ upon States, planning and implementation regional groups (PIRGs), and the aviation industry to utilize the guidance provided in the GANP for planning and implementation activities which establish priorities and targets consistent with globally harmonized objectives, taking into account operational needs;
1. ~~Urges~~ Contracting States, industry and financing institutions to provide the necessary support for coordinated implementation of the GANP, avoiding duplication of effort;
3. ~~Calls~~ upon States, PIRGs, and the aviation industry to provide timely information to ICAO regarding the implementation status of the GANP, including the lessons learned from the implementation of its provisions;
4. ~~Invites~~ PIRGs to use ICAO standardized tools to monitor and, in collaboration with ICAO, analyse the implementation and performance status of air navigation systems;
5. ~~Instructs~~ the Council to publish the results of the analysis on the regional performance dashboards and in an annual global air navigation report including, as a minimum, the key implementation priorities and accrued environmental benefits using CAEP-recognized methods; and
4. 6. ~~Urges~~ States that are developing new generation plans for their own air navigation modernization to share their plans in a timely manner; ~~coordinate~~ with ICAO and align their plans so as to ensure global compatibility and harmonization.; and
5. ~~Instructs~~ the Council to ensure that the GANP is continuously maintained up to date in light of further operational and technical developments, in close collaboration with States and other stakeholders; and
6. ~~Instructs~~ the Council to organize a Twelfth Air Navigation Conference in 2012, to develop longer term planning for ICAO based on an update of the GANP.

— END —