



Agenda Item 4: Aviation Safety Matters
4.3 Regional Aviation Safety Group – Pan America (RASG-PA)

**A COMPREHENSIVE STRATEGY FOR AVIATION SAFETY: REVISED GLOBAL AVIATION
SAFETY PLAN**

(Presented by the Secretariat)

SUMMARY

The Global Aviation Safety Plan (GASP), 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. This paper presents the revised edition of the GASP, the 2013 edition, which is available at <http://www.icao.int/safety/GASP>.

**Strategic
Objective**

*This information paper is related to Strategic
Objective: A. SAFETY – ENHANCE GLOBAL CIVIL
AVIATION SAFETY*

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. 2013 Edition of GASP

2.1 The 2013 Edition incorporates and updates the initiatives and objectives that were set out in the previous versions of the GASP, in addition to the successful initiatives developed in the Global Aviation Safety Roadmap (GASR).

2.2 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 Areas. These performance areas 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 edition, entitled the 2013 Edition of the GASP, which is available at <http://www.icao.int/safety/GASP>.

3. Updates to the GASP

3.1 The ICAO 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 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 ICAO Member States at the ICAO Assembly.

4. **Conclusion**

4.1 C/CAR States are to note the 2013 Edition of the Global Aviation Safety Plan (GASP); and RASGs, States and industry are to establish priorities and targets consistent with the GASP.

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