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INTERNATIONAL CIVIL AVIATION ORGANIZATION

A UN SPECIALIZED AGENCY

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Session 2 – GASP

Moderator:

Deputy Regional Director, ICAO WACAF

Outline

01 – Background

02 – GASP 2023-2025 Edition

03 – GASP Global and Regional Implementation Results

04 – Main Challenges

06 – Way Forward

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BACKGROUND

GASP Purpose

GLOBAL AVIATION SAFETY PLAN (GASP)

- The GASP is the document (Doc 10004) that presents the **global strategy for the continuous improvement of aviation safety.**
- The purpose of the GASP is to **continually reduce fatalities, and the risk of fatalities,** by guiding the harmonized development and implementation of regional and national aviation safety plans**.**
- The **Global Safety roadmap (ICAO Doc 10161)** serves as an **action plan to assist the aviation community** in developing RASPs and NASPs, in line with the GASP goals, through a structured, common frame of reference for all relevant stakeholders.

GLOBAL AVIATION SAFETY PLAN (GASP)

✈GASP Purpose:

- The GASP promotes the **implementation of a State's safety oversight system**, a **risk-based approach to managing safety** as well as a **coordinated approach to collaboration** between States, regions and industry.

- The GASP seeks **to assist States, regions and industry in their respective safety planning and implementation** by:

  ☑ Establishing a global strategy , including goals, targets and indicators

  ☑ Providing a framework for the development and implementation of regional and national aviation safety plans

  ☑ Providing guidance for the development of action plans to support the implementation of regional and national aviation safety plans, through the use of the global aviation safety roadmap;

  ☑ Providing a methodology to guide the identification of organizational challenges, hazards and emerging issues, and the management of operational safety risks.

02

GASP 2023-2025 Edition

GASP Goals, Targets and Indicators

GASP 2023 – 2025 Edition

GASP aspirational safety goal: To achieve and maintain zero fatalities by 2030 and beyond.

- The 2023-2025 edition of the GASP maintains the goals and G-HRCs listed in the previous 2020-2022 edition and contains updated targets and examples of indicators.
- The roadmap was migrated into a standalone document (Doc 10161). The **Global Safety roadmap (ICAO Doc 10161)** serves as an **action plan to assist the aviation community** in developing RASPs and NASPs, in line with the GASP goals, through a structured, common frame of reference for all relevant stakeholders.
- **Guidance related to the regional and national aviation safety plans** is addressed in the **ICAO Doc 10131**, Manual on the Development of Regional and National Aviation Safety Plans.
- The roadmap (**Doc 10161**) should be used in conjunction with the Global Aviation Safety Plan (**Doc 10004**), the Manual on the Development of Regional and National Aviation Safety Plans (**Doc 10131**) and the Manual on Monitoring Implementation of Regional and National Aviation Safety Plans (**Doc 10162**).

GASP 2023 – 2025 Edition Goals

✈The GASP is supported by a **series of goals, targets, and indicators**:

- **Goal 1:** Achieve a **continuous reduction of operational safety risks**.
- **Goal 2:** Strengthen States' **safety oversight capabilities**.
- **Goal 3:** Implement **effective State Safety Programmes** (SSPs).
- **Goal 4:** Increase **collaboration at the regional level**.
- **Goal 5:** Expand the **use of industry programmes and safety information sharing** networks by service providers.
- **Goal 6:** Ensure the **appropriate infrastructure is available** to support safe operations.

GASP Goals 2023 - 2025

ICAO ASPIRATIONAL SAFETY GOAL "ZERO FATALITIES BY 2030 AND BEYOND"

Goal	Target	Priority Indicators
Goal 1: Achieve a continuous reduction of operational safety risks	1.1 Maintain a decreasing trend of global accident rate.	• Number of accidents per million departures (accident rate) • Number of fatal accidents per million departures (fatal accident rate) • **Percentage of occurrences related to high-risk categories (HRCs)**
Goal 2: Strengthen States' safety oversight capabilities	2.1 All States to improve their score for the effective implementation (EI) of the critical elements (CEs) of the State's safety oversight system (with focus on priority PQs) as follows: a) by 2024 – 75 per cent EI score b) by 2026 – 85 per cent EI score c) by 2030 – 95 per cent EI score	• Number of States that met the EI score as per the timelines • **Number of States that have fully implemented the priority PQs** • **Percentage of required corrective action plans (CAPs) submitted by States (using OLF)** • Percentage of completed CAPs per State (using OLF)
Goal 3: Implement effective State safety programmes (SSPs)	3.1 By 2023, all States to implement the foundation of an SSP. 3.2 By 2024, all States to publish a national aviation safety plan (NASP). 3.3 All States to work towards an effective SSP as follows: a) by 2025 – Present b) by 2028 – Present and effective	• **Percentage of required CAPs related to the SSP foundation PQs submitted and implemented by States (using OLF)** • **Number of States having published their NASP** • **Number of States having an SSP that is present** • Number of States that require applicable service providers under their authority to implement an SMS

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GASP Goals 2023 - 2025

ICAO ASPIRATIONAL SAFETY GOAL "ZERO FATALITIES BY 2030 AND BEYOND"

Goal	Target	Priority Indicators
Goal 4: Increase collaboration at the regional level	4.1 By 2023, States that do not expect to meet GASP Goals 2 and 3 to seek assistance to strengthen their safety oversight capabilities or facilitate SSP implementation.	• Number of States seeking assistance, by using a regional safety oversight mechanism, another State's or other safety oversight organization's ICAO-recognized functions • Number of States that submitted a draft NASP to an ICAO Regional Office • Number of regions having published an updated RASP
	4.2 By 2023, all regions to publish an updated regional aviation safety plan (RASP), in line with the 2023–2025 edition of GASP.	
	4.3 By 2025, all States to contribute information on operational safety risks, including SSP safety performance indicators (SPIs), and emerging issues, to their respective regional aviation safety group (RASG).	• Number of States that are sharing their SSP SPIs with RASGs • Percentage of safety enhancement initiatives completed by RASGs on safety risk management • Number of regions having a mechanism to collect and process data on operational safety risks and emerging issues

GASP Goals 2023 - 2025

ICAO ASPIRATIONAL SAFETY GOAL "ZERO FATALITIES BY 2030 AND BEYOND"

Goal	Target	Priority Indicators
Goal 5: Expand the use of industry programmes and safety information sharing networks by service providers	5.1 Maintain an increasing trend in industry's contribution in safety information sharing networks to States and regions to assist in the development of NASPs and RASPs.	• Percentage of service providers participating in the corresponding ICAO-recognized industry assessment programmes • Number of States and regions reporting increased and improved provision of safety information by industry to assist in the development of NASPs and RASPs • Number of States having established safety data collection and processing systems (SDCPS) to facilitate participation in a safety information-sharing network
Goal 6: Ensure the appropriate infrastructure is available to support safe operations	6.1 By 2025, maintain an increasing trend of States with air navigation and aerodrome infrastructure that meet relevant ICAO Standards.	• Number or percentage of infrastructure-related air navigation deficiencies by State, against the regional air navigation plans • Number or percentage of States having implemented infrastructure-related PQs linked to the basic building blocks

GASP Goals 2023 - 2025

Effective Implementation

TARGET 4.1	TARGET 2.1	TARGET 3.1	TARGET 3.2	TARGET 3.3
ICAO **Recognized** functions	Implement **Safety Oversight**	Sustainable **SSP**	Publication of **NASP**	Effective **SSP**
By 2023, States that do not expect to meet GASP Goals 2 and 3 to seek assistance to strengthen their safety oversight capabilities or facilitate SSP implementation.	All States to improve their score for the EI of the critical elements (CEs) of the State's SO system (with focus on priority PQs) as follows: a) by 2024 – 75 per cent EI score b) by 2026 – 85 per cent EI score c) by 2030 – 95 per cent EI score	By 2023, all States to implement the foundation of an SSP.	By 2024, all States to publish a national aviation safety plan (NASP).	All States to work towards an effective SSP as follows: a) by 2025 – Present2 b) by 2028 – Present and effective
2023	2024+	2023	2024	2025

BBBs

TARGET 6.1
Appropriate **Infra-structure**
By 2025, maintain an increasing trend of States with air navigation and aerodrome infrastructure that meet relevant ICAO Standards.
2025

Operational Risks

TARGET 1.1	TARGET 5.1	TARGET 4.2	TARGET 4.3
Reduced **Accident rate**	**INDUSTRY** assessment programmes	Safety risk information to **RASG**	**RASG** Risk mgmt. activities
Maintain a decreasing trend of global accident rate.	Maintain an increasing trend in industry's contribution in safety information sharing networks to States and regions to assist in the development of NASPs and RASPs.	By 2023, all regions to publish an updated regional aviation safety plan (RASP), in line with the 2023–2025 edition of GASP.	By 2025, all States to contribute information on operational safety risks, including SSP safety performance indicators (SPIs), and emerging issues, to their respective regional aviation
Yearly	Yearly	2023	2025

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03

GASP 2023-2025 Edition

GASP Regional Implementation Results

GASP Implementation in the Region

Goal 1: Achieve a continuous reduction of operational safety risks

✈ Global Accident Rate *(based on ADREP data reported by the State of Occurrence in 2021 and SR 2022)*

- The global accident rate of **1.93 accidents** per million departures in 2021 **decreased by 9.8 per cent** from the 2020 rate of 2.14 accidents per million departures.

*Note: the accidents used in these statistics are **accidents involved with scheduled commercial operations of aircraft with a certified maximum take-off weight (MTOW) of over 5 700 kg**,* as defined in ICAO Annex 13 — Aircraft Accident and Incident Investigation.

✈ Aviation Safety Report (2022) Statistics

ICAO region	Estimated departures	Number of accidents	Accident rate (per million departures)	Fatal accidents	Fatalities
APAC	8 503 311	6	0.71	1	62
ESAF	568 887	1	1.76	1	10
EUR/NAT	5 100 289	12	2.35	2	32
MID	806 274	0	-	-	-
NACC	8 594 991	26	3.03	-	-
SAM	1 159 332	1	0.86	-	-
WACAF	187 378	2	10.67	-	-
World	24 920 462	48	1.93	4	104

*Note: Partly due to the **small number of departures**, some regions experience a large fluctuation in the accident rate from year to year. For this reason, **these numbers should be considered in relation to the total number of accidents** to gain an overall perspective.*

Source: ICAO Safety Report | 2022 Edition

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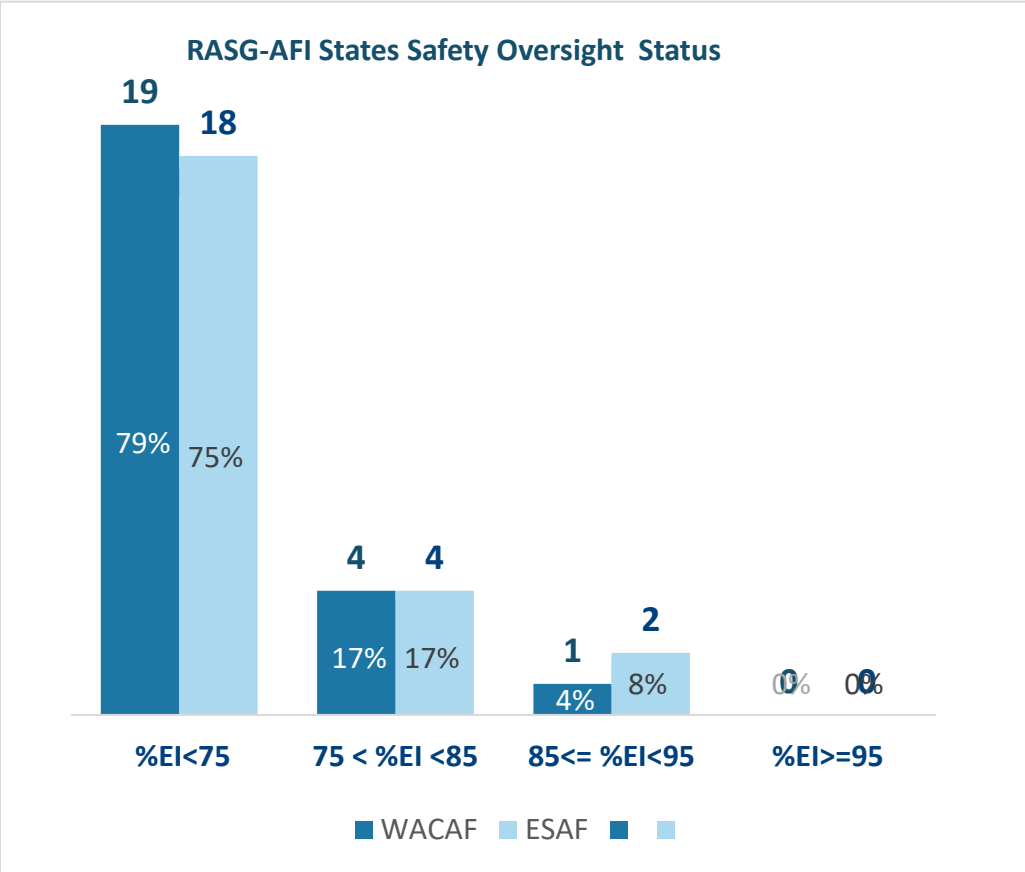
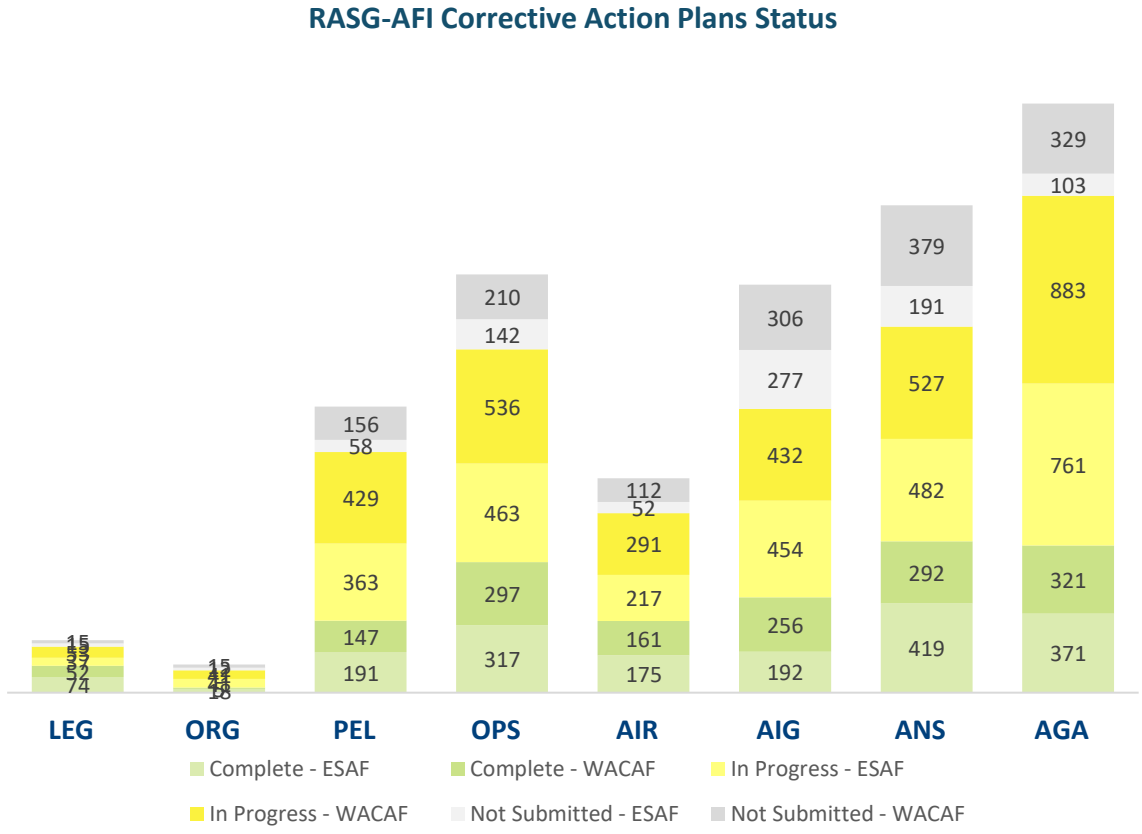
GASP Implementation in the Region

Goal 2: Strengthen States' safety oversight capabilities



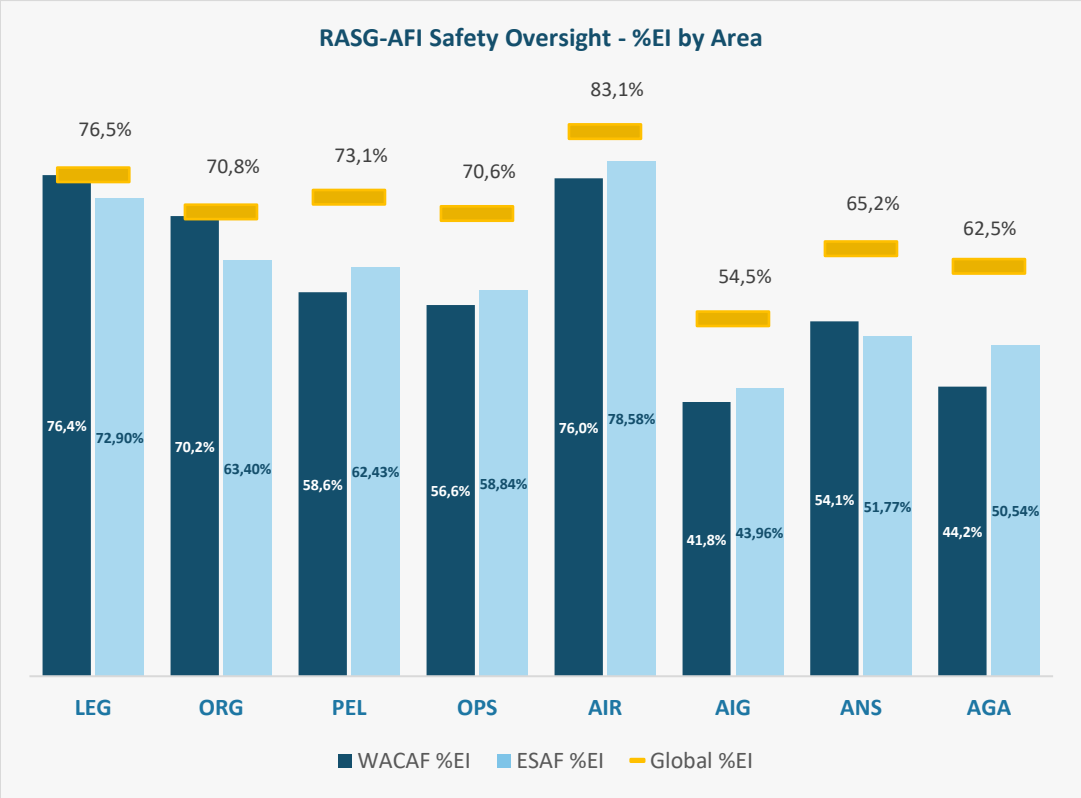


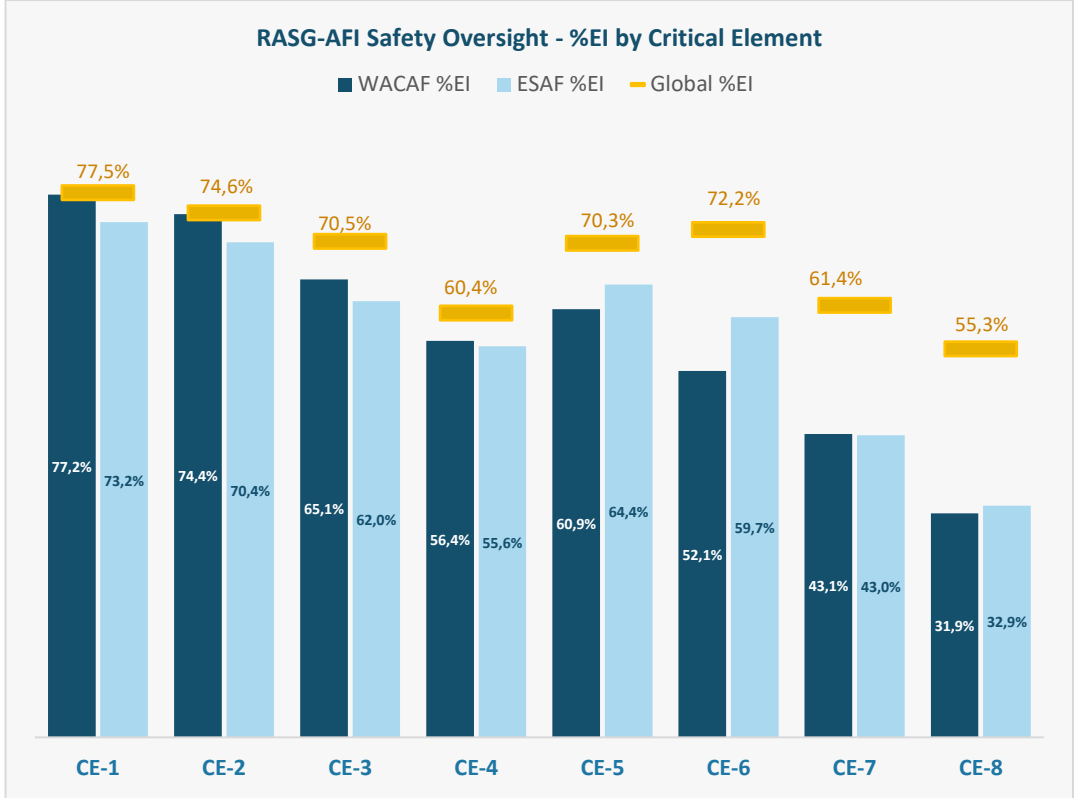
- The **level of effective Implementation** of SO system in **ESAF** Region is **58.3%** and **in WACAF 56.7%**
- **72 %** (35) of the States out of 48 States (Somalia South and Sudan did not have a USOAP-CMA activity) have %EI of the critical elements (CEs) **less than 75%**

Source: USOAP-CMA results from ICAO OLF

GASP Implementation in the Region

Goal 2: Strengthen States' safety oversight capabilities





- The areas of **AIG**, **ANS** and **AGA** have **the lowest level of Effective implementation**
- The level of Effective Implementation for **Critical Elements 3, 4, 5, 6, 7 and 8 are below global average**

Source: USOAP-CMA results from ICAO OLF

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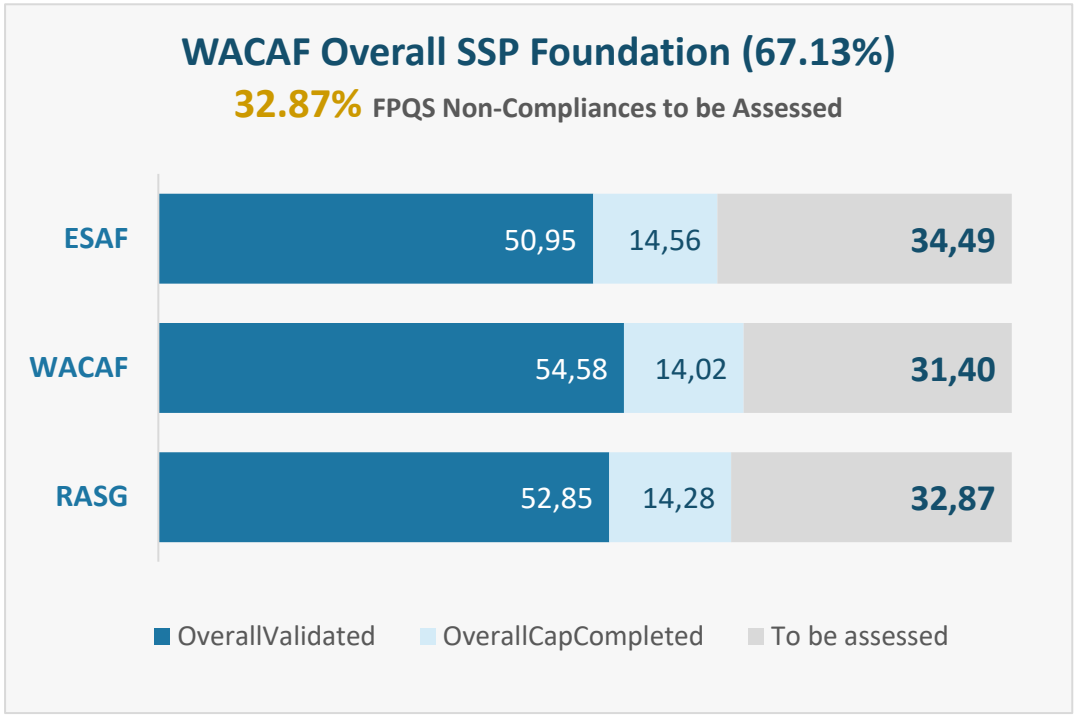
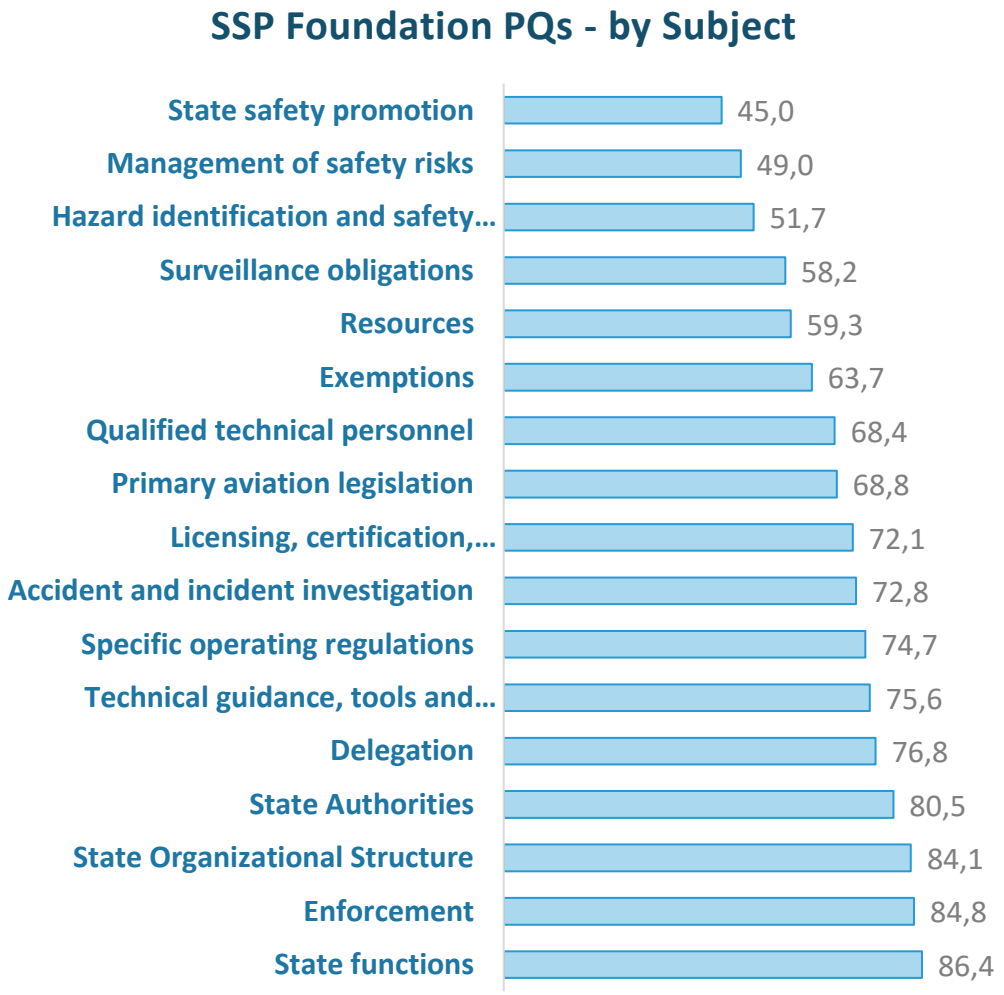
GASP Implementation in the Region

Goal 3: Implement effective State safety programmes (SSPs)

✈ **States to implement the foundation of an SSP** – Target 3.1 (**2023**)



Source: ICAO API 27 (Not updated with 2020 PQs)



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GASP Implementation in the Region

Goal 3: Implement effective State safety programmes (SSPs)

✈ **States to publish a National Aviation Safety Plan (NASP)** – Target 3.2 (**2024**)

- Only **19%** of the RASG-AFI published the NASP, **3 (13%)** States from **ESAF** and **6 (25%)** from **WACAF**

Region	Name	Approved	NASP Published On-line	Published on NASP Community
ESAF	Ethiopia NASP 2023-2025	Mai-22	Undetermined	Yes
ESAF	Rwanda NASP	Mar-22	Undetermined	Yes
ESAF	Uganda NASP	25-May-22	Undetermined	Yes
WACAF	Benin NASP	Mai-22	Yes	Yes
WACAF	Cabo Verde 2023-2025	Dec-22	Yes	No
WACAF	Côte d'Ivoire NASP	16-Jun-22	Yes	Yes
WACAF	Ghana NASP	18-May-22	Yes	Yes
WACAF	Sierra Leone NASP	May-22	Undetermined	Yes
WACAF	Togo NASP 2020 2025	20-May-22	Undetermined	Yes

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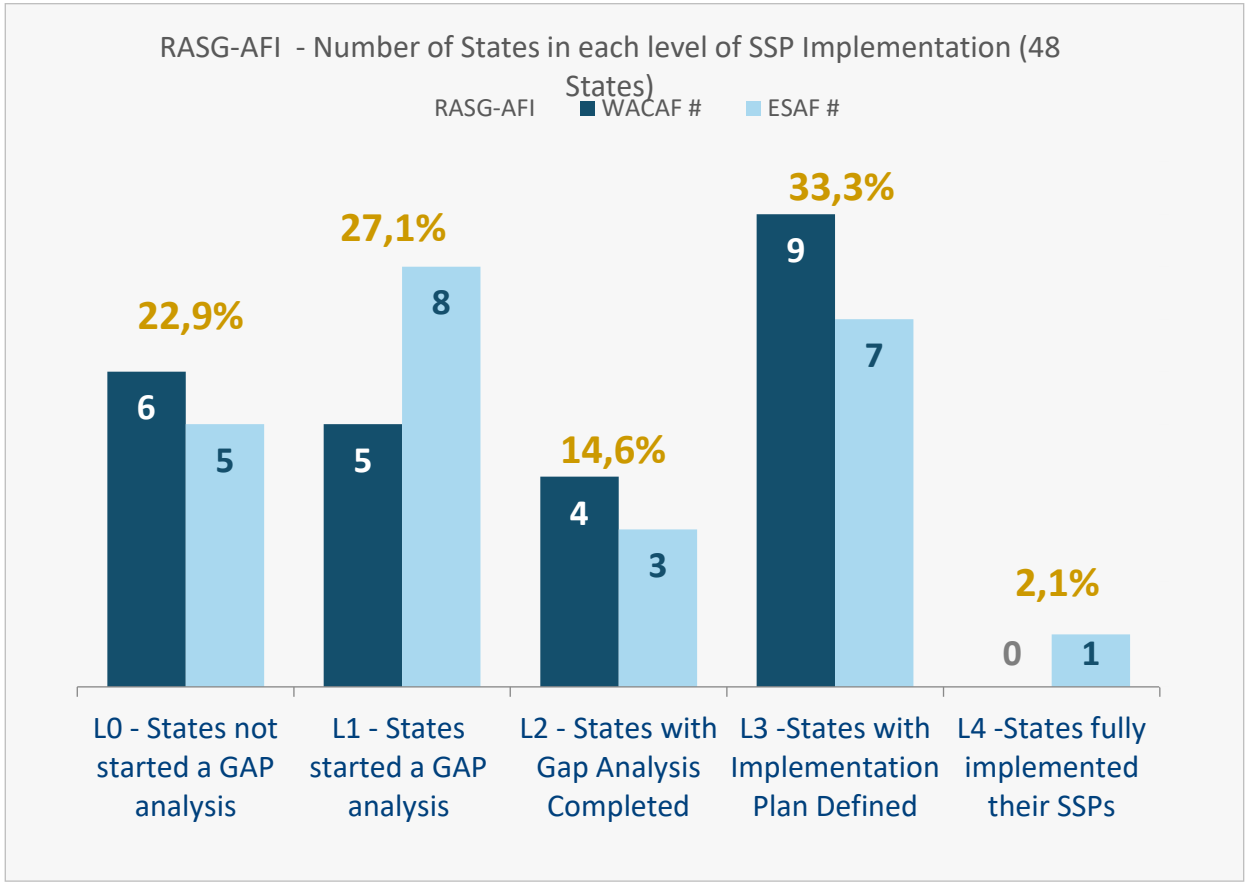
GASP Implementation in the Region

Goal 3: Implement effective State safety programmes (SSPs)

✈ **All States to work towards an effective SSP as follows**– Target 3.3 (**2024**)



Level 0	Level 1	Level 2	Level 3	Level 4
- Central African Republic - Chad - Eritrea - Guinea - Guinea-Bissau - Lesotho - Liberia - Malawi - Sao Tome and Principe - Somalia South Sudan	- Angola - Botswana - Burundi - Comoros - Democratic Republic of the Congo - Djibouti - Equatorial Guinea - Eswatini - Mozambique - Niger - Senegal - Seychelles - Sierra Leone	- Burkina Faso - Cabo Verde - Cameroon - Ethiopia - Ghana - Uganda - Zimbabwe	- Benin - Congo - Cote d'Ivoire - Gabon - Gambia - Kenya - Madagascar - Mali - Mauritania - Mauritius - Namibia - Nigeria - South Africa - Togo - United Republic of Tanzania - Zambia	- Rwanda

Source: iSTARs data as reported by States 30/07/2023

- **65%** of States have not defined a SSP Implementation Plan, only **one 1** (Rwanda) reported L4 of implementation

GASP Implementation in the Region

Goal 4: Increase collaboration at the regional level

- **Annual Regional Coordination Meetings** convened with the aviation partners to harmonise their work programmes for effective implementation and avoid duplication of efforts.
- The ICAO Regional Office, Dakar, continue to conduct **joint assistance missions** with BAGASOO to States (Sierra Leone, Nigeria).
- **Draft AFI-RASP under development, expected to be presented for validation at a workshop scheduled for September 2023.**

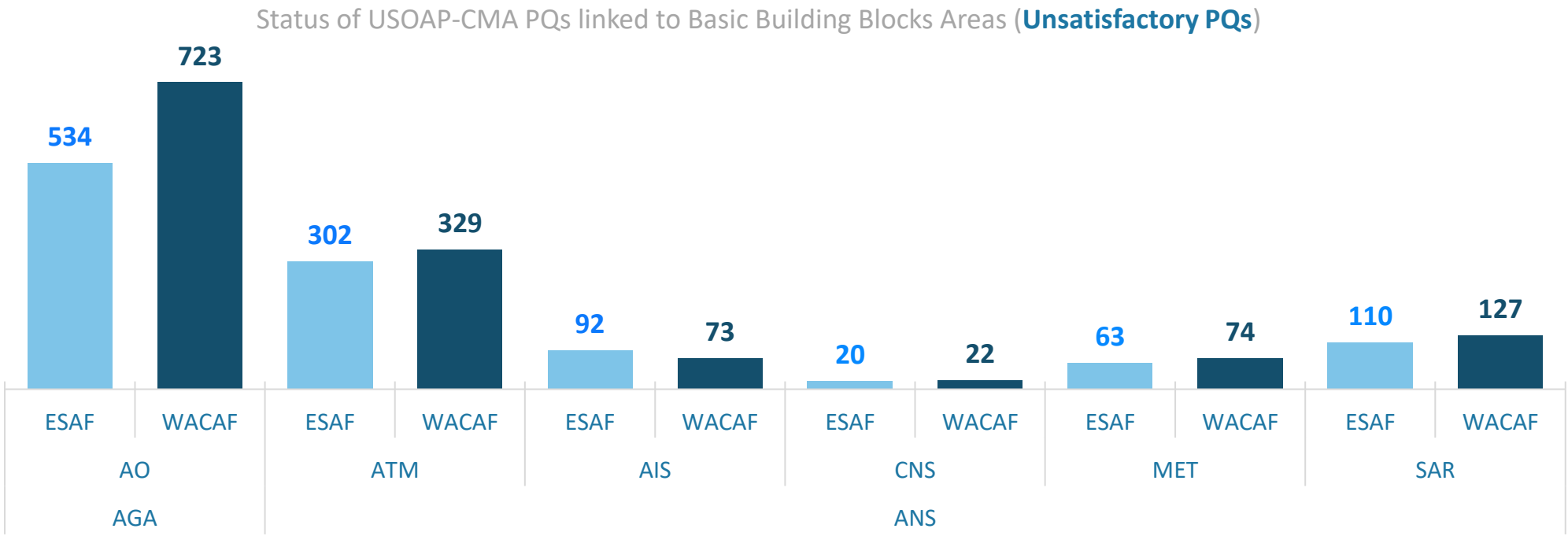
Goal 5: Expand the use of industry programmes and safety information sharing networks by service providers

- The IATA Operational Safety Audit (IOSA) is the benchmark for global safety management in airlines and is an internationally recognized and accepted evaluation system designed to assess the operational management and control systems of an airline - **26 Airlines in the Region have been certified under IOSA**.
- IATA Safety Audit for Ground Operations (ISAGO) **- 34 ISAGO audits were conducted in RASG-AFI Region throughout the year 2022**. 30 Airlines from the Region joined the new IGOM Portal.
- **EU Safety List. 8 RASG-AFI States had operational restrictions** with regards to European airspace: Angola, Congo, Democratic Republic of the Congo, Djibouti, Equatorial Guinea, Eritrea, Sao Tome and Principe, and Zimbabwe.

GASP Implementation in the Region

Goal 6: Ensure the appropriate infrastructure is available to support safe operations

✈ **Implementation of infrastructure-related PQs linked to the basic building blocks – (2025)**



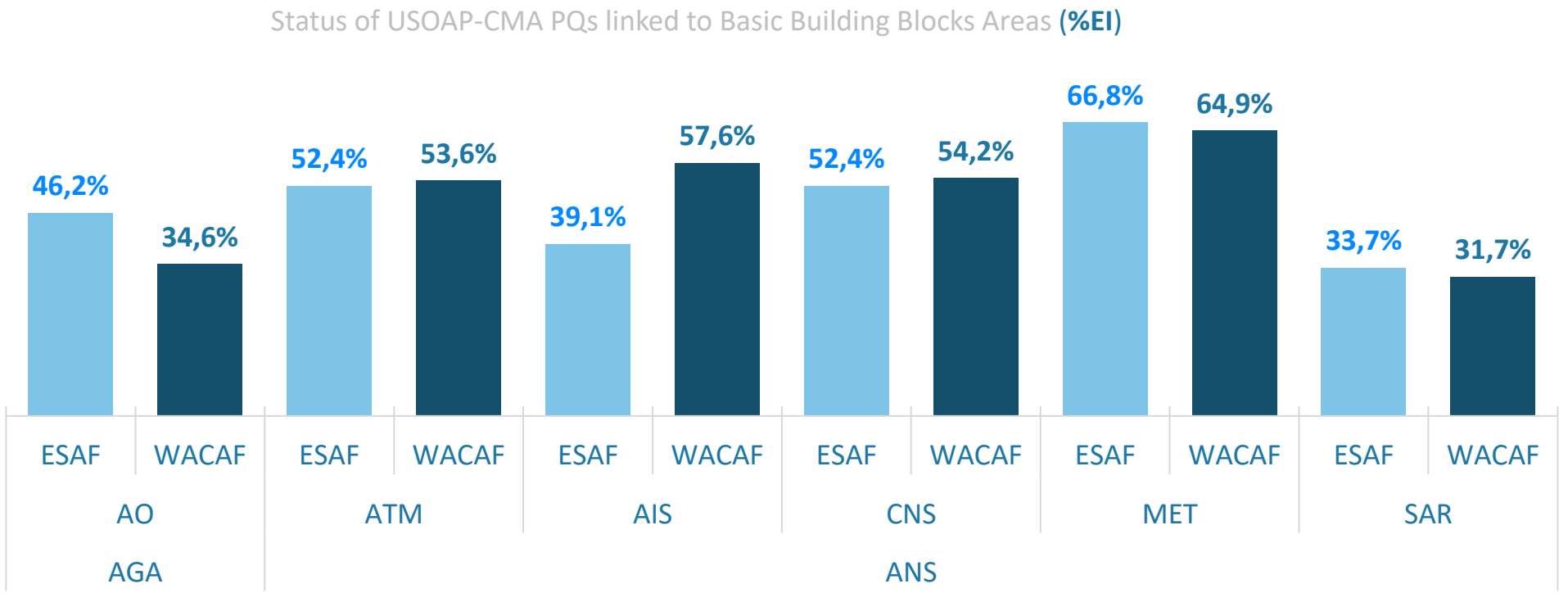
- Average %EI of the PQs linked to BBBs is **46.4%** **(ESAF - 48.5%, WACAF - 44.5%),** with **40.1%** in **AGA**, **53.1%** in **ATM**, **48.9%** in **AIS**, **53.3%** in **CNS**, **65.8%** in MET and **32.7%** in **SAR**

Source: USOAP-CMA results from ICAO OLF

GASP Implementation in the Region

Goal 6: Ensure the appropriate infrastructure is available to support safe operations

✈ **Implementation of infrastructure-related PQs linked to the basic building blocks – (2025)**



- The overall average EI of the PQs linked to BBBs is **46.4%** **(ESAF - 48.5%, WACAF - 44.5%),** with **40.1%** in **AGA**, **53.1%** in **ATM**, **48.9%** in **AIS**, **53.3%** in **CNS**, **65.8%** in MET and **32.7%** in **SAR**

Source: USOAP-CMA results from ICAO OLF

04

GASP

Main Challenges

GASP Implementation - Main Challenges

- **Limited collaboration and coordination in providing assistance to States resulting in:**
  - **Duplication of efforts** without tangible increase in the level of effective implementation of States' safety oversight systems; and slow progress towards achievement of GASP goals.
  - **Lack of standardization in the approach** for providing assistance to States by different organizations.
  - **States overwhelmed with the number of assistances pro**vided and the different approaches adopted by the various entities, thereby creation confusion for States about what measures to adopt/adapt.
  - **Lack of efficiency in the use of limited available human and financial resources**.
  - **Lack of cooperation from some States** in receiving assistance missions.
  - **Lack of commitment of States in implementing the recommendations** made by assistance missions.
  - **Low level of participation of States in the Regional activities**.
  - **Limited updated and accurate data** to monitor the progress of implementation.
  - Lack of **regional systems to collect safety data and information** from states and service providers

05

GASP

Way Forward

GASP Implementation - Way Forward

✈ Publication and effective implementation of up-to-date Regional Plans (AFI-RASP, AFI-RANP)

- APIRG and RASG-AFI to **finalise and publish the Regional Air Navigation Plan** (AFI-RANP) **and Regional Aviation Safety Plan** (AFI-RASP), respectively, and ensure effective implementation of the enhancement initiatives identified therein;
- **States, RSSOs, RAIO and other stakeholders to take ownership of the Regional Plans** and drive their effective implementation measures.
- **Donor agencies to commit necessary resources** (financial and material) for the effective implementation of the Regional Plans.

GASP Implementation

Can we do more to address the challenges?

Thank You!

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