



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**SECOND MEETING OF THE REGIONAL AVIATION SAFETY GROUP FOR
AFRICA AND THE INDIAN OCEAN REGION (RASG-AFI/2)**

(Dakar, Senegal, 1-2 November 2013)

Agenda Item 5: GASP Objectives and Safety Performance Areas

GLOBAL AVIATION SAFETY PLAN OBJECTIVES AND SAFETY PERFORMANCE AREAS

(Presented by the Secretariat)

SUMMARY

The Global Aviation Safety Plan (GASP), provides the strategic direction for the technical work programme of ICAO in the field of safety. It also provides planning and implementation guidance for the Regional Aviation Safety Groups (RASGs), States and industry. This working paper presents the revised 2013 edition of the GASP, which is provided at Appendix A to this working paper.

The action by the Meeting is as stated in paragraph 3 of this paper.

REFERENCE(S):

- The 3rd Edition of the Global Aviation Safety Plan
- Global Aviation Safety Roadmap (GASR)

Related ICAO Strategic Objective(s): This working paper is related to the Safety Strategic Objective of ICAO.

1. INTRODUCTION

1.1 Safety fundamentally contributes to the sustainable growth of a sound and economically viable international civil aviation system. The 38th Session of the ICAO Assembly (24 Sept – 4 Oct 2013) recognized the importance of a global framework to support the Safety Strategic Objective of ICAO. In addition, the Assembly fully endorsed the 2013 edition of the Global Aviation Safety Plan (GASP). The GASP provides the framework under 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 process of planning and implementing safety related activities. In this respect, the AFI Regional Safety Targets are consistent with the implementation of GASP guidance.

2. DISCUSSION of the 2013 GASP Edition

2.1 The 2013 Edition of the GASP 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 updated GASP that are important for all aviation safety stakeholders. First of all, the revised GASP places an emphasis on continuity with the elements of the preceding version. Secondly, it recognizes that there exists disparity between States in their levels of safety oversight maturity, traffic volumes and safety needs. Finally, the new GASP also recognizes that priorities must be established to effectively guide the implementation of safety initiatives in aviation.

2.3 The 2013 edition specifically establishes safety objectives and initiatives with associated targets, 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 with defined milestones.

2.6 The Plan recognizes the distinct operational profile of different States, allowing each State 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 has been fully endorsed by the 38th Assembly; a copy is in Appendix A to this working paper.

3. ACTION BY THE MEETING

The Meeting is invited to:

- a) Take note of the 2013 Edition of The Global Aviation Safety Plan, as presented in Appendix A of the working paper; and
- b) request RASG-AFI Safety Teams, States and industry to take ownership of the Global Aviation Safety Plan (GASP) and apply its principles..

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