



INTERNATIONAL CIVIL AVIATION ORGANIZATION

THIRD MEETING OF THE REGIONAL AVIATION SAFETY GROUP FOR AFRICA AND THE INDIAN OCEAN REGION (RASG-AFI/3)

(Yamoussoukro, Cote d'Ivoire, 03-04 December, 2015)

Implementation and review of the Global Aviation Safety Plan (GASP)

REVISION OF THE ICAO GLOBAL AVIATION SAFETY PLAN.

(Presented by the Secretariat)

SUMMARY

The Global Aviation Safety Plan (GASP) has significantly changed since its introduction in 1997, and has evolved through continuous consultation and review. The 2014-2016 edition was published in 2013 and included GASP objectives for States to achieve through the implementation of an effective safety oversight system, a State safety programme (SSP) and safety capabilities necessary to support future aviation systems. The 2017-2019 edition updates the GASP to include a global aviation safety roadmap developed to support an integrated approach to implementation. A State Letter, containing the proposed 2017-2019 edition of the GASP, will be issued at the end of November 2015. Its intent will be to gather feedback on the proposed changes in the Plan, from all relevant stakeholders, as part of the preparations for the final review of the GASP by the Air Navigation Commission and subsequent submission for approval by the ICAO Council prior to the 39th Session of the Assembly. The purpose of this paper is to provide information on these on-going developments and seek the involvement of States and relevant stakeholders by providing timely feedback on the proposed 2017-2019 edition of the GASP, in response to the ICAO State Letter on the subject.

REFERENCE(S):

- *2014-2016 Edition of the Global Aviation Safety Plan (Doc 10004).*

Related ICAO Strategic Objective(s): The working paper relates to the Safety Strategic Objective of ICAO.

1. INTRODUCTION

1.1 In 2013, during its 38th Session, the Assembly urged ICAO to complete the development of a global aviation safety roadmap in support of the Global Aviation Safety Plan (GASP). The second High-level Safety Conference (HLSC), held in 2015, agreed on the need for ICAO to develop a global aviation safety roadmap in support of the GASP, in collaboration with States, regional aviation safety groups (RASGs), aviation safety partners, and industry.

1.2 In 2014, the ICAO Secretariat began the revision of the GASP. A group of technical officers from ICAO Headquarters conducted a preliminary update of the document, which was then submitted for review by all the sections of the Air Navigation Bureau in May 2015. During August and

September 2015, an informal group, composed of interested Commissioners and Observers, reviewed the draft GASP and proposed further changes. The Secretariat took into account the outcomes of this informal group's discussion for the preparation of the latest draft of the GASP. In October 2015, the Air Navigation Commission (ANC) conducted a preliminary review of the proposed 2017-2019 edition of the GASP, as part of the established process to update the GASP in preparation for endorsement of the document during the next Assembly.

1.3 In addition, in 2015, ICAO established the Global Aviation Safety Plan Roadmap Group (GASPRG) to undertake necessary actions to assist the Organization in updating the GASP, particularly in relation to the development of a new global aviation safety roadmap supporting the implementation of the GASP. The GASPRG is composed of subject matter experts from States, industry, as well as regional and international organizations, and has active participation from the ICAO Regional Offices. The group held two meetings so far and will meet again in February 2016 to finalize the roadmap.

2. DISCUSSION

2.1 The draft edition of the 2017-2019 GASP maintains the framework, objectives and safety performance enablers of the 2014-2016 edition. Since the GASP is at an early stage of implementation, stakeholders are still becoming familiar with the current edition of the Plan and working towards its implementation. The intent behind maintaining stability in the GASP framework, and its main components is to allow stakeholders to seamlessly continue with implementation. The timelines associated with the near- and mid-term objectives (2017 and 2022, respectively) are maintained. The timeline associated with the long-term objective shifted from 2027 to 2028 to align with the dates of the sessions of the Assembly.

2.2 The content of the GASP has been enhanced to facilitate implementation. The revision also aims at strengthening the link between the GASP and the GANP.

2.3 Most of the changes are editorial in nature and aim to improve the logical flow of the document (for example, to explain high-level concepts first and then examine specifics). They also present the layout of the document in accordance with the standard guidelines for official, numbered ICAO publications (with numbered paragraphs and sections), making the document user-friendly.

2.4 The GASPRG is currently developing the content for the roadmap, which will be a major part of the GASP. Therefore, a placeholder has been included for the roadmap, which will become Appendix A of the 2017-2019 edition of the GASP and will be presented to the ANC for review during the Spring 2016 Session. The draft GASP which will be included in the State Letter provides an overview of the roadmap and a sample of how safety initiatives will be outlined in it. The Assembly working paper, which will be issued in mid-2016, will contain the entire, completed roadmap as part of the GASP.

2.5 A new appendix was also incorporated in the proposed 2017-2019 edition of the GASP, to provide guidance regarding safety indicators and level of activity indicators. These indicators were presented at the HLSC 2015 as part of a Secretariat Information Paper. This addition aims at providing a first step towards the development and implementation of harmonized global indicators, which can be adapted at the regional, subregional and national levels, and supports the achievement of the GASP objectives related to State safety programmes.

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