



# ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

## FOURTH MEETING OF THE REGIONAL AVIATION SAFETY GROUP FOR AFRICA - INDIAN OCEAN (RASG-AFI/4)

(Nairobi, Kenya, from 12 to 13 October, 2017)

### Agenda Item 3: Global Safety Update

#### 3.1 The Global Aviation Safety Plan (GASP)

(Presented by the Secretariat)

#### SUMMARY

The Global Aviation Safety Plan (GASP, Doc 10004) sets forth a strategy which supports the prioritization and continuous improvement of aviation safety. The overall purpose of the GASP is to guide the harmonized development of regional and State safety planning, supported by regional safety activities coordinated by the regional aviation safety groups (RASGs), regional safety oversight organizations (RSOOs), cooperative development of operational safety and continuing airworthiness programmes (COSCAPs), States and industry.

In line with the established GASP update process, the GASP is reviewed by ICAO every three years. The 2017-2019 Edition of the GASP reflects changes made pursuant to the recommendations of the 39th Session of the Assembly (A38), as well as those of the Second High-level Safety Conference 2015 (HLSC 2015). It includes the newly developed global aviation safety roadmap.

This paper presents for information the latest version of the 2017-2019 Edition of the GASP is available at <http://www.icao.int/gasp> The 2017-2019 Edition of the GASP was approved by the Council during its 208th Session in May 2016 and endorsed at the 39th Session of the ICAO Assembly (27 September – 7 October 2016).

**Action by the meeting is at paragraph 4.**

#### REFERENCES

- Assembly Resolution A39-12
- Doc 10004, Global Aviation Safety Plan
- Doc 10046, Second High-level Safety Conference 2015 Report

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## INTRODUCTION

1.1 ICAO strives to achieve the goal of a safe and orderly development of civil aviation through cooperation among Member States and other stakeholders. In order to realize this goal, the Organization has established Strategic Objectives, including objectives for safety and for capacity and efficiency. The Global Aviation Safety Plan (GASP) sets out a strategy which supports the prioritization and continuous improvement of civil aviation safety. Through this document, which includes the new global aviation safety roadmap, ICAO promotes harmonization and coordination of efforts aimed at improving international civil aviation safety.

1.2 The 2017-2019 Edition of the GASP was approved by the Council during its 208th Session in May 2016 and endorsed at the 39th Session of the Assembly (27 September – 7 October 2016).

1.3 In Resolution A39-12: *ICAO Global planning for safety and air navigation*, the Assembly recognized the importance of a global framework to support the Safety Strategic Objective of ICAO. In addition, the Assembly resolved that the GASP, along with the Global Air Navigation Plan (GANP), shall provide the frameworks in 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, capacity and efficiency. The GASP, including the global aviation safety roadmap, serves as an action plan to assist the aviation community in achieving the objectives presented in the Plan, through a structured, common frame of reference for all relevant stakeholders.

## 2. DISCUSSION

2.1 The 2017-2019 Edition of the GASP reflects changes made pursuant to the recommendations of the 39th Session of the Assembly (A39), as well as those of the Second High-level Safety Conference 2015 (HLSC 2015). The 2017-2019 Edition of the 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 previous 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. 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.

2.2 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.

2.3 A significant change in the 2017-2019 Edition of the GASP is the development of a new global aviation safety roadmap, incorporated in an appendix. The roadmap's goal is to ensure that safety initiatives deliver the intended benefits associated with the GASP objectives through enhanced coordination, thus reducing inconsistencies and duplication of efforts.

2.4 Detailed information on implementation guidance and assistance available to States is found in an appendix to the GASP. This includes: the No Country Left Behind (NCLB) initiative, the next generation of aviation professionals (NGAP) programme, the integrated safety trend analysis and reporting system (iSTARS), the safety fund (SAFE), coordination and collaboration with aviation safety partners with the Aviation Safety Implementation Assistance

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Partnership (ASIAP), the collaborative arrangement for the prevention and management of public health events in civil aviation (CAPSCA) programme, and performance-based navigation (PBN) products and services.

2.5 A new appendix was also incorporated to provide guidance regarding safety indicators and level of activity indicators. These indicators were presented at the HLSC 2015. This addition aims at providing a first step towards the development and implementation of harmonized global indicators, which can be adapted at the regional, sub-regional and national levels, and supports the achievement of the GASP objectives related to State Safety Programmes.

## **CONCLUSION**

2.6 The GASP offers a long-term vision that will assist ICAO, RASGs and other regional entities, States and industry in developing a harmonized safety strategy. The inclusion of the global aviation safety roadmap, in the GASP, provides a structured, common frame of reference for all relevant stakeholders to ensure that safety initiatives deliver the intended benefits associated with the GASP objectives.

### **3. ACTION BY THE MEETING**

3.1 The Meeting is invited to approve the following draft Conclusion:

#### **DRAFT CONCLUSION – GLOBAL AVIATION SAFETY PLAN (GASP)**

That States are:

a) requested to establish a national safety plan, including goals and targets consistent with the regional safety plan, and in line with the GASP objectives, including the global aviation safety roadmap, and based on their operational safety needs; and

b) invited to provide ICAO feedback on the new global aviation safety roadmap and suggestions for the future 2020 -2022 Edition of the GASP via email to: [GASP@icao.int](mailto:GASP@icao.int) .

— END —