# GLOBAL AVIATION SAFETY PLAN

## Highlights

With air traffic projected to double in the next 15 years, current and emerging safety risks must be addressed proactively to ensure that this significant capacity expansion is carefully managed and supported through strategic regulatory and infrastructure developments.

It is therefore imperative that States and regions remain focused on establishing, updating and addressing their safety priorities as they continue to encourage expansion of their air transport sectors.
To ensure that continuous safety improvement and harmonized global air navigation modernization advance hand-in-hand, global, regional and State aviation safety planning is essential. This also facilitates the safe and sustained growth, increased efficiency and responsible environmental stewardship that societies and economies globally expect and demand of Government aviation agencies and industry.

### *GASP Strategy*

The Global Aviation Safety Plan (GASP) has undergone significant change, driven mainly by its strengthened role as a high-level policy, planning and implementation document guiding complementary and sector-wide air transport progress in conjunction with the ICAO Global Air Navigation Plan (GANP).

The Global Plans define the means and targets by which ICAO, States and aviation stakeholders can anticipate and efficiently manage air traffic growth while proactively maintaining or increasing safety. The GASP and its amendments are therefore approved by the Council prior to eventual budget-related developments and endorsement by the Assembly.

The GASP can assist ICAO States and regions in their aviation safety policy, planning and implementation activities in several ways:

 Firstly, it sets out the global air navigation safety objectives including specific milestones and priorities to be addressed by State and regional aviation safety planners.

 Secondly, it provides a familiar planning framework to assist States and regions to make improvements in safety through the use of the four Safety Performance Enablers: standardization, collaboration, resources and safety information exchange.

 Finally, it outlines implementation strategies and best practice guidance material to assist States and regions in their efforts to tailor State and regional solutions to address the global objectives and priorities.

The timetable for the implementation of ICAO's GASP objectives sets out target dates over the next 15 years applicable to the global aviation community as a whole. It is particularly vital that all States put in place over the next decade, effective safety oversight systems (including proper governance arrangements) and fully implement the ICAO State Safety Programme (SSP) framework.

However one of the strengths of the GASP is that while setting global objectives and priorities, it allows States and regions to plan and establish their own specific approaches towards meeting these objectives and priorities according to each Member State's safety oversight capabilities, SSP's and safety processes necessary to support the air navigation systems of the future.

## *A coordinated strategy*

The GASP and GANP are complementary documents that provide opportunities for ICAO, Planning and Implementation Regional Groups (PIRGs) and RASGs to coordinate their respective analysis and monitoring efforts as well as to facilitate the implementation of SARPs in each region.

The implementation of an annual reporting process by the PIRGs and RASGs will enable the aviation community to collaboratively identify, address and regularly reassess safety and air navigation objectives at the global, regional and national levels through the respective work programmes.

This process will enable changes to be made that reflect higher-level policy adjustments to the global plans approved by the ICAO Council and endorsed by the Assembly.

The ANC will review the GASP and GANP as part of its annual work programme, reporting to the Council one year in advance of each ICAO Assembly. Following approval by the Council, any amendments to the global plans and supporting documents will then be submitted for endorsement by ICAO Member States at the following ICAO Assembly.

## *GASP objectives*

The GASP sets out a continuous improvement strategy for States to implement over the next 15 years through the establishment of core, and then more advanced, aviation safety systems. The target dates and the broad objectives are set out below:
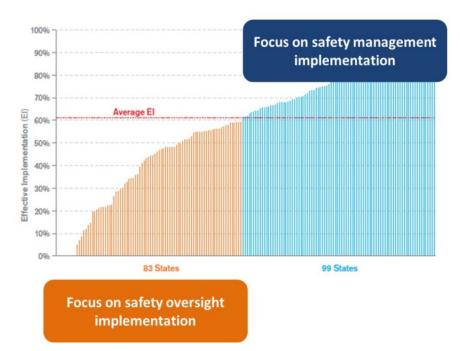
**Target Dates**

    (a) **Near-Term (by 2017)**
        Implementation of an effective safety oversight system
    (b) **Mid-Term (by 2022)**
        Full implementation of the ICAO State safety programme framework
    (c) **Long-Term (by 2027)**
        Advanced safety oversight system including predictive risk management

The near- , mid- and long-term objectives reflect an evolution of the targets set out in the 2007 edition of the GASP. The current targets and objectives have been developed to provide a detailed path for globally coordinated safety improvements. The previous targets to reduce the number of fatal accidents and fatalities, to significantly decrease the global and regional accident rates and to improve cooperation between regional groups and safety oversight organizations remain inherent to the objectives as set out below.

*Near-term objectives*

The GASP calls for all States to have implemented effective safety oversight capabilities by the year 2017. This requires all Member States to have the resources as well as the legal, regulatory and organizational structures necessary to fulfil their fundamental safety oversight obligations. These are required to ensure the issuance and oversight of approvals, authorizations and certification of aviation service providers, as well as personnel licensing, in accordance with relevant ICAO SARPs.

This objective is inspired by the 2012 Ministerial Meeting in Africa, which set a target for all African States to attain 60 per cent effective implementation of ICAO SARPs by 2017. Attainment of this objective will establish a baseline of fundamental safety oversight maturity throughout all Member States, assuring consistency in the certification and ongoing safety surveillance of all aviation service providers. As a result, all States that have not already done so are to achieve effective implementation rates above the current global average of 60 per cent by the year 2017.



States having low levels of effective implementation typically face significant human and financial resources constraints, which challenge the efforts, intended to improve levels of implementation. These States may require assistance in developing and implementing corrective action plans that address specific areas of safety oversight deficiencies.

Implementation of ICAO Standards and Recommended Practices (SARPs) related to the State's approval, authorization, certification and licensing processes is a prerequisite enabler for safe and sustainable air traffic growth. In the near term, Member States lacking these capabilities will ensure that they have the resources as well as the legal, regulatory and organizational structures necessary to fulfill their fundamental safety oversight obligations. Those States having mature safety oversight systems should focus on the continued implementation of safety management in the near term. In addition, safety can be managed at the regional level in the near-term by encouraging States and stakeholders to share safety information with their Regional Aviation Safety Groups (RASGs) and other regional fora.

### Mid-term objective

The mid-term objective calls for all States to achieve full implementation of SSPs and safety management systems (SMS) globally to facilitate the proactive management of safety risks. Through implementation of the SSP framework, States complement fundamental safety oversight functions with risk management and analytic processes that can proactively identify and mitigate safety issues. The mid-term objective requires States to move from a compliance-based oversight approach to one which begins to proactively manage risks globally through the identification and control of existing or emerging safety issues.

### Long-term objective

The focus of the long-term objective is the implementation of predictive systems that will become integral to aviation systems of the future. Sustainable growth of the international aviation system will require the introduction of advanced safety capabilities that increase capacity while maintaining or enhancing operational safety margins and manage existing and emerging risks. The long-term objective is intended to support an operational environment characterized by increased automation and the integration of advanced capabilities on the ground and in the air.



| Near-term | Mid-term | Long-term |
| --- | --- | --- |
| **2017** | **2022** | **2027** |
| • All States establish effective safety oversight systems<br><br>• States with effecitve safety oversight (over 60% EI) fully implement SSP<br><br>• States / Stakeholders support RASGs with the sharing of safety information | • All Member States fully implement the ICAO SSP Framework<br><br>• RASGs incorporate regional monitoring and safety management programmes | • Member States implement safety capabilities as necessary to support future Air Navigation Systems |

## Global Priorities

ICAO continues to prioritize action in three areas of aviation safety – improving runway safety, reducing the number of Controlled Flight Into Terrain (CFIT) accidents and reducing the number of loss of control in-flight accidents and incidents. All of these actions will contribute to the overarching priority of the GASP to continually reduce the global accident rate.

## Safety Performance Enablers

Similar to the Global Air Navigation Plan, the GASP objectives are supported through specific safety initiatives that are categorized according to four distinct Safety Performance Enablers. These enablers form the structure for the implementation of the GASP initiatives and related safety objectives established by regions, States or industry.

### Standardization

The uniform implementation of ICAO Standards and Recommended Practices is a fundamental tenet of the Convention on International Civil Aviation (the Chicago Convention) and forms the foundation of a safe global aviation system. Standardization therefore refers to this uniform and consistent implementation of SARPs. Through greater transparency and increased disclosure of auditing processes and results, ICAO strives to improve the overall implementation of SARPs. Efforts to attain greater

standardization must nonetheless recognize that ICAO Member States face varying safety issues and have disparate human, technical and financial resources at their disposal to manage safety.

### Collaboration

Achieving the GASP objectives is contingent upon continued engagement of the international community to address multidisciplinary and inter-regional issues. Recognizing the value of collaboration, the GASP outlines the different roles of States, industry, international and regional aviation safety organizations, allowing them to coordinate the implementation of safety policies, oversight activities and the components of State safety programmes and safety management systems.

As an integral part of the GASP structure, Regional Aviation Safety Groups (RASGs) harmonize all activities undertaken to address aviation safety issues on a regional basis. The RASGs build upon the achievements of existing sub-regional safety organizations and facilitate the exchange of best practices, cooperation and collaboration using a top-down approach complementing the bottom-up approach of planning by sub-regions, States and industry.

The activities of the RASGs are aligned to serve the GASP objectives by providing practical assistance to States in their region. In addition, the RASGs provide a formal reporting channel that allows ICAO to monitor the worldwide implementation of the GASP.

### Resources

In addition to the development and implementation of ICAO SARPs, it is essential that there is future investment by States in maintaining, upgrading and replacing aviation infrastructure and investment in technical and human resources  to safely accommodate the anticipated growth in air traffic. Such investments include the continued funding of the development of technical and procedural capabilities, as well as the education and training of future aviation professionals. This funding will ensure that professionals have the necessary skills to safely operate the global aviation system as it continues to become more complex and technically advanced; including the increasing use of satellite-based communications, navigation and surveillance systems.

### Safety Information Exchange

The exchange of safety information is a fundamental part of the global plan and is required to achieve its objectives, enabling the detection of emerging safety issues and facilitating effective and timely action.
To encourage and support the exchange of safety information, it is imperative to implement safeguards against the improper use of safety information. To this end, ICAO is cooperating with States and industry to develop provisions to ensure appropriate protection of safety information.

## GASP Framework

The GASP safety initiatives are categorized according to the maturity level and corresponding Safety Performance Enabler. Each square in the figure 1 represents an individual safety initiative.
States seeking to make improvements to any one of the Safety Performance Enablers can look to the initiatives in the corresponding row to prioritize their safety activities.

The implementation of the safety initiatives is progressive. Consequently States are encouraged to continue their development in the next implementation phase as they reach their individual milestones. Meanwhile, once the implementation of a specific initiative is complete, States progressing to the next phase should maintain past initiatives and not lose sight of the importance of the fundamental safety initiatives.