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2020-2022 EDITION OF GASP & ROADMAP

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Overview

- What is GASP
- Roles in GASP
- Challenges & priorities
- 2020-2022 edition of GASP
- Roadmap
- Q&A





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What is the GASP?

- Global strategy for safety improvement
- Framework for regional & national plans
- Promotes harmonization & coordination of efforts





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GASP-Study Group





Role of States

- Address SSC as priority
- Acquire necessary expertise
- Implement NASP
- Participate in RASG
- Provide technical assistance to other States





Role of RASGs

- Monitor progress of achieving GASP goals at regional level
- Implement RASP
 - consistent with GASP
- Structure work in line with GASP
- Identify safety risks and issues of priority
 - encourage States to initiate action using roadmap





Challenges & Priorities in Safety Planning

- Organizational challenges
 - Ensuring effective safety oversight
 - Ensuring effective safety management as part of SSP
- Operational safety risks
 - HRCs
 - Additional categories of ops safety risks
 - Emerging issues





High Risk Categories of Occurrences

- Previously referred to as “global safety priorities”
- Selection of types of occurrences which are global HRCs is based on
 - actual fatalities
 - high fatality risk per accident
 - or number of accidents and incidents
- Based on results from analysis of safety data
 - collected from proactive and reactive sources of information
 - and from ICAO and other non-governmental organizations
- HRCs need to be addressed to mitigate risk of fatalities





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**ZERO
FATALITIES**

Our
Aspirational
Safety Goal



GASP Goals, Targets & Indicators



GOALS FOR THE 2020-2022 EDITION OF THE *GASP* ARE:

GOAL

1

Achieve a continuous reduction of operational safety risks.



GOAL

2

Strengthen States' safety oversight capabilities.



GOAL

3

Implement effective State Safety Programmes.



GOAL

4

Increase collaboration at the regional level.



GOAL

5

Expand the use of industry programmes.



GOAL

6

Ensure the appropriate infrastructure is available to support safe operations.





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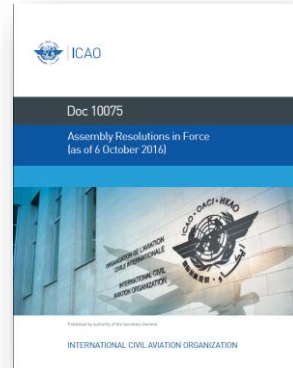
HRCs for 2020-2022 GASP





National Roles & Responsibilities

- *A40-1 on ICAO global planning for safety and air navigation*
 - recognizes importance of effective implementation of NASPs
- Resolves that States should develop & implement NASPs
 - in line with GASP goals and targets
- Each State should produce a NASP
 - NASP Workshop 13 November 2020 / 10:00 BKK Time





Global Aviation Safety Roadmap

- Roadmap is action plan to assist aviation community in achieving GASP goals
- It provides structured, common frame of reference
 - for all relevant stakeholders
 - to develop and implement NASP/RASP
 - by presenting series of SEIs
 - linked to the GASP goals and targets
- Use of roadmap as basis for national/regional safety planning enhances coordination
 - reducing inconsistencies and duplication of effort





Structure of Roadmap

- Roadmap outlines specific SEIs
 - associated with GASP goals and targets
- Each SEI is supported by set of actions
- Roadmap includes specific initiatives for 3 different stakeholders
 - States
 - Regions
 - Industry
- Success relies upon close collaboration & cooperation of all stakeholders





Structure of Roadmap (2)

- Roadmap is composed of 2 pieces:
 1. Organizational challenges – ORG roadmap
 2. Operational safety risks – OPS roadmap



Structure of Roadmap (2)

- ORG roadmap provides SEIs to meet GASP goals related
 - State safety oversight capabilities
 - SSP implementation
 - SMS implementation (industry)
- OPS roadmap provides SEIs to meet GASP goals related
 - continuous reduction of ops safety risks
 - SRM activities to address HRCs



ORG Roadmap

- Contains 2 distinct components, in line with GASP goals, to address SM responsibilities:
 1. State safety oversight (SSO) system
 2. SSP, including service providers' SMS



ORG Roadmap

Component 1
State Safety Oversight System

Component 2
State Safety Programme

Phase 1

Phase 2

States



Regions

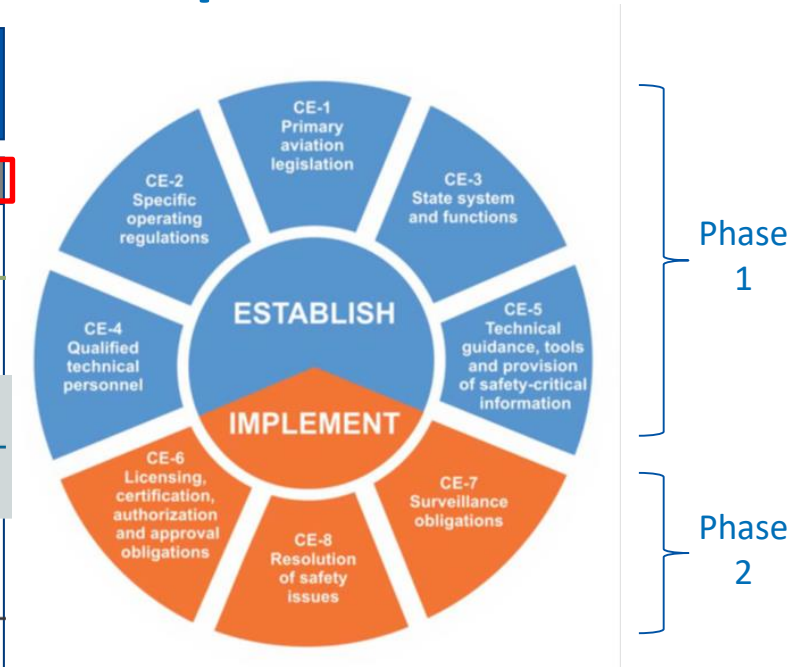
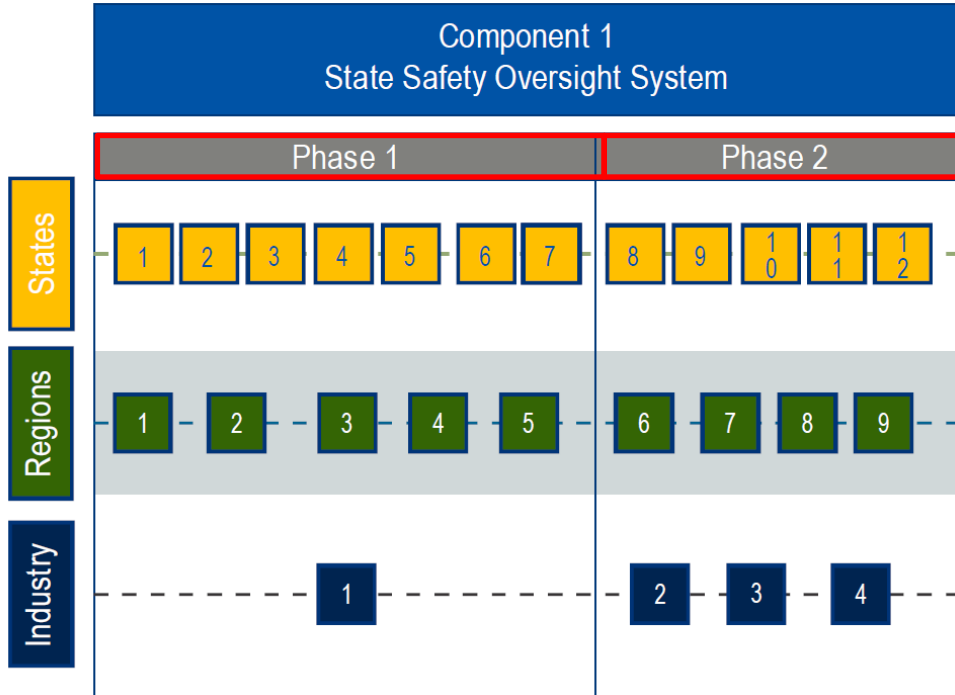


Industry





ORG Roadmap





Layout of SEIs in ORG Roadmap

| | |
|--------------------------------------|--|
| <i>Safety enhancement initiative</i> | SEI-7 — Provision of the primary source of safety information to ICAO by completing, submitting and updating all relevant documents and records |
| <i>Stakeholder</i> | States |
| <i>Actions</i> | <ul style="list-style-type: none"><input type="checkbox"/> 7A — Update USOAP corrective action plan items<input type="checkbox"/> 7B — Complete and submit the self-assessment checklist based on USOAP CMA priority PQs<input type="checkbox"/> 7C — Complete and submit the State aviation activity questionnaire (SAAQ)<input type="checkbox"/> 7D — Complete and submit the compliance checklists (CCs) on electronic filing of differences (EFOD) system<input type="checkbox"/> 7E — Update documents and records, as required, in a timely manner |
| <i>References</i> | <ul style="list-style-type: none">— Doc 9735, <i>Universal Safety Oversight Audit Programme Continuous Monitoring Manual</i>, sections 2.8, 2.14 and 2.15— iSTARS— USOAP CMA Computer-based Training— USOAP CMA Online Framework (log-in required)— USOAP CMA Workshops |



Layout of SEIs in Roadmap

- All SEIs presented in standardized “roadmap template” format
- Covers following points
 - **SEI** - Description of specific safety enhancement initiative
 - **Stakeholder** - Entity to which SEI is addressed
 - **Actions** - Description of tasks required for implementation of SEI
 - **References** - Documents and tools to assist stakeholders
 - in implementing SEIs and associated actions



OPS Roadmap

- OPS roadmap addresses ops safety risks
- Based on HRCs identified in GASP
 - contains specific SEIs to address each of 5 HRCs
 - States, regions and industry should use OPS roadmap
 - to assist them in developing plan to mitigate risks associated with HRCs
- Unlike ORG, OPS roadmap is not divided into components or steps
 - SEIs can be accomplished in parallel





Layout of SEIs in OPS Roadmap

| Safety Enhancement Initiative | Mitigate contributing factors to CFIT accidents and incidents |
|-------------------------------|---|
| Stakeholder | Regions |
| Actions | <ol style="list-style-type: none"> 1. Implement the following CFIT safety actions: <ol style="list-style-type: none"> a. Support the adoption of TAWS in accordance with Annex 6 b. Promote the wider use of TAWS beyond the requirements of Annex 6 c. Promote the adherence to TAWS warning procedures d. Promote greater awareness of approach risks e. Promote the implementation of CDFA f. Promote the implementation of MSAW systems g. Promote the timeliness of updates and accuracy of eIQD h. Promote the use of global positioning system (GPS)-derived position data to feed TAWS 2. Validate the effectiveness of the SEIs presented in this roadmap in the region using data provided by States and industry (apply safety management methodologies) 3. Identify additional contributing factors, for example: <ol style="list-style-type: none"> a. Flight in adverse environmental conditions b. Approach design and documentation c. Phraseology used (standard vs non-standard) d. Pilot fatigue and disorientation 4. Develop and implement further SEIs to mitigate the risk of the identified contributing factors, if any, for CFIT 5. Conduct continuous evaluation of the performance of the SEIs |
| References | <ul style="list-style-type: none"> — Annex 6, Operation of Aircraft — ICAO Safety Report — RASGs — Commercial Aviation Safety Team Safety enhancements for CFIT — IATA CFIT — IATA Safety Report — Flight Safety Foundation ALAR Toolkit — Skybrary — EUROCONTROL |



SEIs in OPS Roadmap

- SEIs are considered global safety enhancements, applicable to all States and regions
 - should be implemented to mitigate risks linked to HRCs
 - deemed of global concern
 - not an exhaustive list
- ORG roadmap is not substitute for SRM activities
 - that need to be conducted as part of SSP & SMS





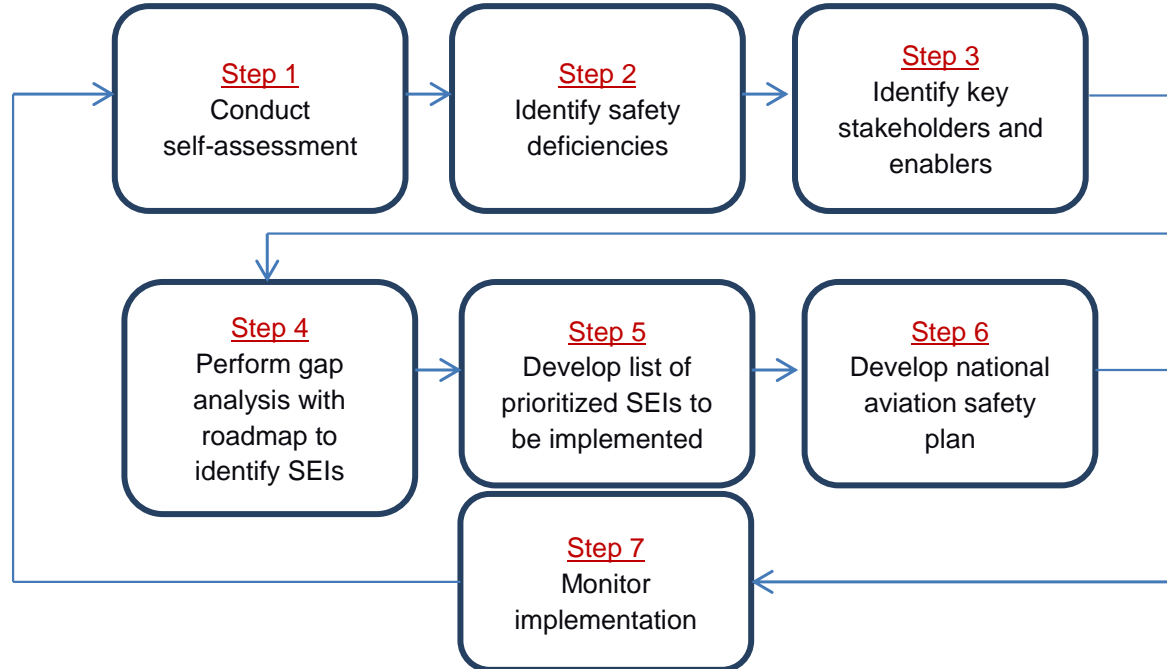
Use Roadmap to Develop NASP

- State should use roadmap as basis to develop NASP
 - that define specific SEIs to improve safety
- GASP illustrates 7 steps of NASP development process
- Refer to GASP for details
 - Doc 10004, Part II, Chapter 3





NASP Development Process





Additional Information

- GASP Public Website
 - www.icao.int/gasp
- Useful documentation (free on website)
 - Doc 10004, 2020-2022 edition of GASP
 - Doc 10131, Templates for NASP / RASP
 - Cir 358, Checklist for completeness of NASP / RASP
- Feedback, email: GASP@icao.int





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Central African
(WACAF) Office
Dakar

European and
North Atlantic
(EUR/NAT) Office
Paris

Middle East
(MID) Office
Cairo

Eastern and
Southern African
(ESAF) Office
Nairobi

Asia and Pacific
(APAC) Sub-office
Beijing

Asia and Pacific
(APAC) Office
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