International Civil Aviation Organization
Asia and Pacific Office

**Twelfth Meeting of the Regional Aviation Safety Group –
Asia and Pacific Regions (RASG-APAC/12)**

Bangkok, Thailand, 17-18 November 2022 (Hybrid Platform)

Agenda Item 2:   **Outputs for RASG-APAC consideration and approval**

**A41 ENDORSEMENT OF THE 2023-2025 EDITION OF
THE GLOBAL AVIATION SAFETY PLAN**

(Presented by the Secretariat)

SUMMARY

The *Global Aviation Safety Plan* (GASP, Doc 10004) sets forth the global strategy for the continuous improvement of aviation safety. It provides the framework upon which regional and national aviation safety plans are developed and implemented. On 6 October 2022, the ICAO Assembly endorsed the 2023-2025 edition of the GASP and adopted a revision to Assembly Resolution A40-1 on global planning for safety and air navigation. This working paper presents an overview of the outcomes of A41 related to the GASP, including amendments to the plan, a summary of discussions, revisions to guidance material and to Assembly Resolution A40-1.

Action by the RASG-APAC is in paragraph 6.

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1. **INTRODUCTION**

1.1   Working paper A41-WP/46, presented by the Council of ICAO to the Forty First Session of the ICAO Assembly (A41), held from 27 September to 7 October 2022 at ICAO Headquarters in Montreal, contained the global strategic direction for safety. The working paper invited the Assembly to endorse the 2023-2025 edition of the Global Aviation Safety Plan (GASP, Doc 10004), as the global strategy for the continuous improvement of aviation safety, and adopt the proposed revision to Assembly Resolution A40-1: *ICAO global planning for safety and air navigation*.

1.2   The Assembly endorsed the GASP, as presented in A41-WP/46; the plan is available at https://www.icao.int/Meetings/a41/Pages/documentation-reference-documents.aspx. The proposed revision to Assembly Resolution A40-1 was adopted, taking into consideration amendments recommended by the Technical Commission (refer to paragraph 5).

1.3   A full report of the GASP-related discussions at A41 is available at: https://www.icao.int/Meetings/a41/Documents/WP/wp_652_en.pdf.

1.4   During the Assembly, the Secretariat provided an update to the Technical Commission on the response to State Letter 2022/07, dated 11 March 2022, which followed up on the recommendation from the High level Conference on COVID-19 (HLCC 2021), calling on Member States to provide the most recent version of their national aviation safety plan (NASP) for posting on the ICAO GASP public website (www.icao.int/NASPLibrary). In response to this recommendation, a total of 62 NASPs were received and posted on the website, as of 27 September 2022. ICAO also received correspondence from several States, informing the Organization that their NASPs were being

completed and would be submitted shortly for posting. The Secretariat will maintain this website current, past the Assembly, to track the progress on NASP implementation at the global level.

2.   AMENDMENTS TO THE 2023-2025 EDITION OF THE GASP

2.1   The 2023-2025 edition of the GASP maintains some key elements from its previous edition, such as the six goals and the five high-risk categories of occurrences.

2.2   The following targets had their date of completion extended, due to the impact of the COVID-19 pandemic:

> a) Goal 2 – Target 2.1 (States to reach an effective implementation (EI) score of 75 per cent by 2022) was extended to 2024;
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> b) Goal 3 – Target 3.1 (States to implement the foundation of a State safety programme (SSP) by 2022) was extended to 2023; and
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> c) Goal 4 – Target 4.1 (States to seek assistance to strengthen safety oversight capabilities by 2020) was extended to 2023 and reworded.

2.3   In addition, new targets were added, to better support States and regions setting in the strategic direction for the management of aviation safety:

> d) Goal 3 – A new Target 3.2 (States to publish a NASP by 2024) was added under this goal;
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> e) Goal 3 – A new Target 3.3 (States to work towards an effective SSP by 2028) replaces Target 3.2 from the 2020-2022 edition; and
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> f) Goal 4 – A new Target 4.2 (Regions to publish an updated regional aviation safety plan (RASP), by 2023) was added.

2.4   The following targets were deleted:

> g) Goal 2 – Target 2.2 (States to reach a safety oversight index greater than one, in all categories, by 2022). Various factors that could impact the results indicated concerns about its usability, including the changes in traffic volumes resulting from the COVID-19 pandemic, which may create a misperception on actual safety improvements;
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> h) Goal 4 – Existing Target 4.3 (States to actively lead RASGs' safety risk management activities by 2022). The new Target 4.3 (based on the revised Target 4.2) encompasses these activities; which should also be reflected through the RASP. Therefore this target is no longer required; and
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> i) Goal 5 – Target 5.2 (Increase the number of service providers participating in industry assessment programmes by 2022) was moved to an example indicator under Target 5.1.

2.5   Other targets were slightly reworded to clarify their intent. In addition, text in the GASP was revised to clarify the use of the GASP indicators as examples. The number of indicators, presented for each GASP target, was revised and reduced.

2.6   Terminology used in the GASP was revised to include the term "global high-risk categories of occurrences (G-HRCs)" and the term "additional categories of operational safety risks" was removed and replaced it by "operational safety risks" These changes were made to introduce, at a high-level in the GASP, the notion that regions and States should consider the G-HRCs when identifying regional and national operational safety risks.

2.7   The 2023-2025 edition of the GASP addresses the impact of global aviation disruption events on aviation safety and the need for resilience. However, disruption events are not covered in-depth in the GASP, due to their rapid changing nature and the pre-set GASP update cycle, which happens once every three years.

3.   SUMMARY OF DISCUSSIONS

3.1   The Assembly endorsed the 2023-2025 edition of the GASP, without changes to the document. Some States expressed concern about the possible impact of the extension of the GASP target for effective SSP implementation from 2025 to 2028, as SSP and safety management systems (SMS) are important for States and industry to cope with aviation risks resulting from disruptive events and crisis situations. The extension of this target was proposed by the GASP Study Group, and agreed to by HLCC 2021, taking into consideration the impact of the COVID-19 pandemic on States' ability to work on SSP implementation, as well as an analysis of the current level of implementation of SSPs by States at the global level.

3.2   The Assembly agreed on the need for ICAO to continue supporting regions and States in the development and implementation of their RASPs and NASPs, in line with the latest edition of the GASP, by creating and updating tools, guidance and capacity-building efforts to assist all stakeholders in achieving the GASP goals. It was further agreed that ICAO, through relevant expert groups, should include consideration of regional aircraft operations, the implementation of new technologies, digitalization, resilience and environment, as well as the need for regulatory cooperation and harmonized policies in support of operational safety improvements in forthcoming editions of the GASP or related documentation.

4.   REVISIONS TO GUIDANCE MATERIAL

4.1   The GASP provides the framework upon which RASPs and NASPs are developed and implemented. Therefore, the Secretariat proposed amendments to guidance material in support of these plans. Guidance for the implementation of RASPs and NASPs was revised in the second edition of the *Manual on the Development of Regional and National Aviation Safety Plans* (Doc 10131) – the document in currently available on ICAO-NET (https://portallogin.icao.int/) and a final version will be published by December 2022. The global aviation safety roadmap, previously included in the GASP, was updated and is now contained in a standalone document: the *Global Aviation Safety Roadmap* (Doc 10161). Guidance on use of use GASP indicators is presented in the new the *Manual on Monitoring Implementation of Regional and National Aviation Safety Plans* (Doc 10162). Both documents will be published in December 2022. All guidance material will be posted on the GASP Public Website: www.icao.int/gasp.

5.   REVISION TO ASSEMBLY RESOLUTION A40-1

5.1   In accordance with Assembly Resolution A40-1: *ICAO global planning for safety and air navigation*, the GASP and the GANP support the Strategic Objectives of the Organization. The resolution also contains two important points:

a) it urges Member States to implement NASPs consistent with the GASP to continually reduce fatalities and the risk of fatalities; and

b) it urges Member States, regional safety oversight organizations (RSOOs), regional aviation safety groups (RASGs) and international organizations concerned to work with all stakeholders to implement RASPs consistent with the GASP to continually reduce fatalities and the risk of fatalities.

5.2   The proposed revision to Assembly Resolution A40-1 was adopted; it is now Assembly Resolution A41-6. The majority of the changes involve harmonization of terminology with the latest edition of the GASP. Following discussions during the Technical Commission, the Assembly agreed to further revise the resolution to stress the need for continuous improvement of aviation safety through a reduction in the number of accidents and related fatalities in air transport operations, focusing particularly on regional aircraft operations. This revision resulted from concerns expressed over safety in regional aircraft operations, stemming from A41-WP/94, presented by the International Coordinating Council of Aerospace Industries Associations (ICCAIA), the International Federation of Air Line Pilots Associations (IFALPA) and the International Federation of Air Traffic Controllers Associations (IFATCA).   This   working   paper   is   available   at: https://www.icao.int/Meetings/a41/Documents/WP/wp_094_en.pdf.

6.   ACTION BY THE MEETING

6.1   The Meeting is invited to:

a) Urge States/Administrations to note the amendments to the GASP and review their national aviation safety plan (NASP), as applicable;

b) Strongly recommend States/Administrations to provide the most recent version of their NASP for posting on the ICAO GASP public website (www.icao.int/NASPLibrary); and

c) RASG APAC to publish a revised Asia Pacific Regional Aviation Safety Plan (AP-RASP), in line with the 2023-2025 edition of the GASP.

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