



International Civil Aviation Organization

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WORKING PAPER

THIRTEENTH AIR NAVIGATION CONFERENCE

Montréal, Canada, 9 to 19 October 2018

COMMITTEE B

- Agenda Item 6: Organizational safety issues**
6.1 Strategic plan
6.1.1: Vision and overview of the Global Aviation Safety Plan (GASP), 2020-2022 edition

VISION AND OVERVIEW OF THE GLOBAL AVIATION SAFETY PLAN (GASP), 2020-2022 EDITION

(Presented by the Secretariat)

EXECUTIVE SUMMARY

The draft 2020-2022 edition of the *Global Aviation Safety Plan* (GASP) (Doc 10004) sets forth ICAO's Safety Strategy in support of the prioritization and continuous improvement of aviation safety. The purpose of the GASP is to continually reduce fatalities, and the risk of fatalities, by guiding the development of a harmonized safety strategy and the implementation of regional and national aviation safety plans. 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. The global aviation safety roadmap, presented in the draft 2020-2022 edition of the GASP, serves as an action plan to assist the aviation community in achieving the GASP goals.

Action: The Conference is invited to agree to Recommendation 6.1/x — Draft 2020-2022 Edition of the Global Aviation Safety Plan (Doc 10004, GASP) in paragraph 3.2.

<i>Strategic Objectives:</i>	This working paper relates to the Safety Strategic Objective.
<i>Financial implications:</i>	<i>Impact for the aviation community:</i> The GASP provides a long-term vision that will assist ICAO, States, RASGs and other regional entities, and industry with the development of a harmonized safety strategy. <i>Impact for ICAO (relative to the current Regular Programme Budget resource levels):</i> Since ICAO's current guidance material development and implementation roll-out will continue over the next triennia, additional resources are required, both financial and human, to support ICAO's efforts in the specialized area aviation safety planning.
<i>References:</i>	Doc 10004, <i>Global Aviation Safety Plan</i> Doc 10075, <i>Assembly Resolutions in Force (as of 6 October 2016)</i>

1. INTRODUCTION

1.1 Safety is aviation's top priority. 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. The Global Aviation Safety Plan (GASP) sets forth ICAO's safety strategy in support of the prioritization and continuous improvement of aviation safety. The purpose of the GASP is to continually reduce fatalities, and the risk of fatalities, by guiding the development of a harmonized safety strategy and the implementation of regional and national aviation safety plans. The GASP promotes coordination and collaboration among international, regional and national initiatives, such as the No Country Left Behind (NCLB) initiative.

1.2 Aviation is an ever-changing and challenging industry. Therefore, the GASP is reviewed and updated every three years prior to each session of the ICAO Assembly. The draft 2020-2022 edition of the GASP was developed through the efforts of the GASP Study Group (GASP-SG), a joint regulatory-industry expert group established by ICAO to ensure that the plan and its content reflect the needs of the aviation community at the international, regional and national levels. To ensure consistency between the Plan, other ICAO Global Plans and the ICAO Strategic Objectives, the Council will approve the GASP prior to endorsement by the ICAO Assembly. The draft GASP is presented to the Thirteenth Air Navigation Conference to obtain wider feedback from States and international organizations (Appendix B, Questionnaire on the Global Aviation Safety Plan update, refers).

2. DISCUSSION

2.1 The GASP has significantly changed since its introduction in 1997, and has evolved through continuous consultation and review. This draft 2020-2022 edition of the GASP recognizes the needs of all aviation stakeholders. It promotes the implementation of safety management and a risk-based approach as the tools to help manage increasingly complex aviation systems. It also encourages the use of harmonized safety enhancement initiatives to address gaps in effective implementation of the critical elements of a State's safety oversight system. The GASP serves as the framework for a coordinated approach to collaboration between States, regions (including regional entities such as the regional aviation safety groups (RASGs) and regional safety oversight organizations) and industry (including international organizations and individual service providers).

Vision and goals

2.2 The vision of the draft 2020-2022 edition of the GASP is to achieve and maintain the aspirational safety goal of zero fatalities in commercial operations by 2030 and beyond, which is consistent with the United Nations' *2030 Agenda for Sustainable Development*. The year 2030 has been selected as the timeframe for reaching this goal as it is by this date that traffic volume is forecast to double.

2.3 A series of six goals in the draft 2020-2022 edition of the GASP support the overall aspirational safety goal and will supersede the objectives presented in the 2017-2019 Edition of the GASP. Some derive from the 2017-2019 Edition of the GASP, which called for States to implement effective safety oversight systems and State safety programmes (SSPs). Other goals respond to feedback from States and international organizations received during the consultation process to update the GASP, asking for a greater emphasis on the management of operational safety risks. The following goals for the draft 2020-2022 edition of the GASP are proposed:

- 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.

2.4 The Plan's mission is to continually enhance aviation safety performance internationally by providing a collaborative framework for States, regions and industry. The GASP strives to enhance global civil aviation safety through the following values:

- a) promoting a positive safety culture;
- b) recognizing and promoting the aviation sector's responsibility for the safety of the public;
- c) encouraging collaboration, teamwork and shared learning in the management of safety;
- d) protecting safety data and safety information;
- e) promoting the sharing and exchange of safety information;
- f) taking data-driven decisions;
- g) encouraging risk-based prioritization;
- h) ensuring proportionality of actions and resources to risk; and
- i) proactive management of emerging issues.

2.5 The draft 2020-2022 edition of the GASP has been restructured in two parts. Part one addresses safety planning, including the identification of organizational challenges and operational safety risks and the definition of roles and responsibilities of the different stakeholders within the GASP. Part two addresses implementation of safety enhancement initiatives aimed at improving safety.

2.6 To mitigate the risk of fatalities, States, regions and industry need to address the high-risk categories (HRCs) of occurrences. The selection of types of occurrences considered to be global HRCs (previously referred to as "global safety priorities") is based on actual fatalities from past accidents, high fatality risk per accident or the number of accidents and incidents. The following HRCs, in no particular order, have been identified for the draft 2020-2022 edition of the GASP: controlled flight into terrain; loss of control in-flight; mid-air collision; runway excursion; and runway incursion.

2.7 In line with the draft 2020-2022 edition of the GASP, each region and State will be encouraged to develop a regional aviation safety plan and national aviation safety plan, respectively, in which the strategic direction for the management of aviation safety for a set time period will be presented. Each plan should be developed in line with the GASP goals, targets and HRCs. For States that have fully implemented a State safety programme (SSP), the national aviation safety plan is the means to demonstrate commitment to the implementation of additional activities to improve safety in the State, for example, to strengthen the SSP and to meet the State's safety objectives.

Global aviation safety roadmap

2.8 The draft 2020-2022 edition of the GASP includes the global aviation safety roadmap, which serves as an action plan to assist the aviation community in achieving its goals through a structured, common frame of reference for all relevant stakeholders. The roadmap presents globally recognized safety enhancement initiatives for States, regions and industry to address each of the GASP goals. The operational safety risks portion of the roadmap is included in the GASP to assist States, regions and industry in addressing the above five HRC. The safety enhancement initiatives should be implemented as soon as practicable to mitigate the risks associated with the HRCs. The roadmap supports the validation of the effectiveness of the safety enhancement initiatives and suggests a structure to identify hazards associated with the HRCs and develop additional safety enhancement initiatives to mitigate the associated safety risks.

2.9 GASP indicators are included in the draft 2020-2022 edition of the plan and will be used to measure the progress of individual States, regions and industry towards achieving the GASP goals and targets. The GASP targets contain dates for the completion of different actions and are used to measure the success of regional and national aviation safety plans and the GASP in general. Following the publication of the draft 2020-2022 edition of the GASP, ICAO will monitor the level of achievement by individual States and regions with respect to these goals and targets. States, regions and industry should ensure that adequate resources, including qualified technical personnel, infrastructure, tools and funding will be available to support the safety enhancement initiatives needed to achieve the GASP goals. States in need of assistance to improve their safety oversight capabilities can benefit from the Global Aviation Safety Oversight System (GASOS) in this respect.

2.10 The GASP is one of ICAO's Global Plans, which include the Global Air Navigation Plan (GANP) and the Global Aviation Security Plan (GASp). In addition to the safety-related challenges and operational safety risks, the draft 2020-2022 edition of the GASP supports the implementation of the GANP by addressing the need for appropriate infrastructure to support safe operations. The coordination of activities between the RASGs and the planning and implementation regional groups (PIRGs) are key to the successful implementation of the GASP and the GANP.

2.11 To help focus the aviation community's attention on issues of particular interest, States and international organizations are invited to complete the questionnaire in Appendix B by 14 August 2018.

2.12 The outcome of the Conference and input provided through the questionnaire will be taken into consideration when finalizing the 2020-2022 edition of the GASP. The final version of this edition, once approved by the ICAO Council, will be presented to the 40th Session of the ICAO Assembly for endorsement.

3. CONCLUSION

3.1 In line with ICAO's Safety Strategic Objective, the draft 2020-2022 edition of the GASP outlines key safety enhancement initiatives for the triennium. The GASP provides a framework for States, regions and industry to cooperate and collaborate to support States in managing organizational challenges and operational safety risks. It outlines roles and responsibilities for States, regions and industry. The global aviation safety roadmap, presented in the GASP, serves as an action plan to assist the aviation community in achieving the GASP goals through a structured, common frame of reference for all relevant stakeholders.

3.2 In light of the above, the Conference is invited to agree to the following recommendation:

Recommendation 6.1/x: Draft 2020-2022 Edition of the Global Aviation Safety Plan (Doc 10004, GASP)

That the Conference:

- a) urge States to agree in principle with the draft 2020-2022 edition of the GASP, with the inclusion of GASP goals and targets; and
- b) request ICAO to take into consideration input from the Conference and the questionnaire for subsequent endorsement of the 2020-2022 edition of the GASP at the 40th Session of the ICAO Assembly.

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APPENDIX A
THE GLOBAL AVIATION SAFETY PLAN (GASP)

Available at:

https://www.icao.int/Meetings/anconf13/Documents/Doc_10004_GASP_2020_2022_Edition.pdf

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APPENDIX B

QUESTIONNAIRE ON THE GLOBAL AVIATION SAFETY PLAN UPDATE

Please complete and return this questionnaire
By email: gasp@icao.int or facsimile: +1 514 954 6759
no later than 14 August 2018

Name of State/organization: _____
Completed by: _____
Email address: _____

Purpose of questionnaire

The following questions provide an opportunity for key stakeholders to give specific feedback on the draft 2020-2022 edition of the Global Aviation Safety Plan (GASP) in relation to organizational challenges, operational safety risks, implementation of the GASP at the national and regional levels, and safety performance measurement. ICAO will analyse the responses and consider the information provided by respondents, as part of the process for the revision of the GASP, in preparation for the Thirteen Air Navigation Conference. States are invited to provide information at the national level. Regional organizations are invited to provide information regarding issues at the regional or sub-regional level. International organizations are invited to provide aggregate information. The information submitted will be de-identified; only aggregate information will be used for the purposes of updating the GASP. The responses will not be distributed outside ICAO.

1 ORGANIZATIONAL CHALLENGES

1.1. After reviewing the draft 2020-2022 edition of the GASP, what are the main challenges/obstacles your State/organization will face when trying to achieve the goals and targets set out in the GASP? Please indicate them below:

1.2. Does the proposed draft GASP assist your State/organization in addressing organizational challenges, including strengthening the safety oversight capabilities of the State and implementing a State safety programme? Please specify below:

2. OPERATIONAL SAFETY RISKS

2.1. Does the proposed draft GASP assist your State/organization in addressing operational safety risks, including the five high-risk categories of occurrences listed in the document? Please specify below:

3. GASP IMPLEMENTATION AT THE NATIONAL AND REGIONAL LEVEL

3.1. Does your State/organization have a national or regional aviation safety plan?

☐ Yes

☐ No

3.2. If yes, how is it communicated to relevant stakeholders? Please specify below (if it is available on a public website, please indicate the address):

3.3. Will the proposed draft GASP assist your State/organization in the development of the national or regional aviation safety plan?

3.4. What additional points would you include in the GASP to best support your State/organization's national or regional aviation safety plan development? Please specify below:

4. SAFETY PERFORMANCE MEASUREMENT

4.1. Does your State/organization publish an annual safety report (please include the accident investigation authority, if applicable)?

☐ Yes

☐ No

4.2. If yes, how is it communicated to relevant stakeholders? Please specify below (if it is available on a public website, please indicate the address):

4.3. Do your State's aviation service providers publish an annual safety report? Please select all applicable below:

- | | |
|---|--|
| ☐ Approved training organizations | ☐ Operators of aeroplanes |
| ☐ Approved maintenance organizations | ☐ Operators of helicopters |
| ☐ Air traffic services providers | ☐ Operators of certified aerodromes |
| ☐ Organizations responsible for the type design or manufacture of aircraft | |

4.4. If yes, how is it communicated to relevant stakeholders? (if it is available on a public website, please indicate the address):

— END —