



WORKING PAPER

FOURTEENTH AIR NAVIGATION CONFERENCE

Montréal, Canada, 26 August to 6 September 2024

- Agenda Item 1: Update on the ICAO 2023-2025 Business Plan and long-term strategic planning**
1.2: Strategic alignment of global plans for performance improvement

**TOWARD ENHANCED ALIGNMENT OF
GASP AND GANP IN TERMS OF DATA USAGE AND PROTECTION**

(Presented by the Republic of Korea)

EXECUTIVE SUMMARY

This paper underscores the significance of aligning the *Global Aviation Safety Plan* (GASP, Doc 10004) and the *Global Air Navigation Plan* (GANP, Doc 9750) in terms of the collection, utilization and processing of aviation-related data. The Republic of Korea actively supports and implements these ICAO global plans by carrying out, monitoring progress and conducting necessary data analysing activities. Despite these efforts, challenges persist in reducing data redundancy and optimizing data use and protection in alignment with both global plans. The Republic of Korea stresses the need to advance the development of each plan while recognizing the importance of Member States' data collection, processing and analysing systems in implementing both GASP and GANP.

Action: The Conference is invited to:

- a) recommend that ICAO and Member States recognize the significance of data collection and usage in implementing GASP and GANP; and
- b) recommend that ICAO identify types of data that could be utilized both for safety and ANS efficiency and include relevant guidance in GASP and GANP to minimize redundancy in implementing those plans, along with a data protection scheme.

1. INTRODUCTION

1.1 As highlighted in the AN-Conf/14-WP/4 from the ICAO Secretariat, the *Global Aviation Safety Plan* (GASP, Doc 10004) and the *Global Air Navigation Plan* (GANP, Doc 9750) are frameworks aimed at enhancing international civil aviation safety, capacity, and efficiency through consistent and harmonized efforts. The Republic of Korea actively supports these global plans and adheres to international Standards while continuously working to implement GASP and GANP at the State level. Through these endeavours, a strong correlation between GASP and GANP in terms of data utilization has been recognized. This paper aims to share experience and challenges in using and protecting data during implementing GASP and GANP, and propose considerations for further enhanced alignment of GASP-GANP in this regard.

2. DISCUSSION

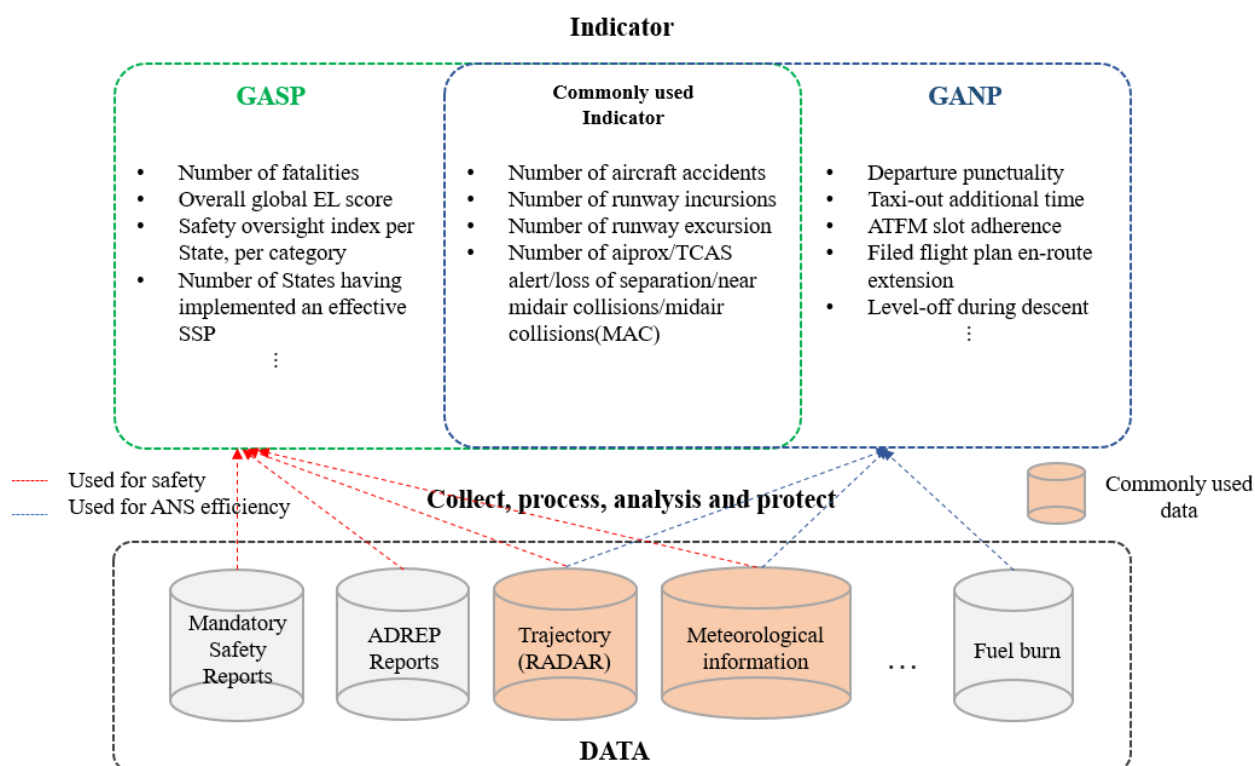
2.1 GASP and GANP serve as indispensable frameworks for formulating and implementing plans at regional, sub-regional and national levels to bolster safety and efficiency in international civil aviation. These frameworks are inherently complementary, and their concurrent implementation is paramount to realizing safety and efficiency initiatives.

2.2 ICAO guides Member States to leverage data to implement both plans. For GASP, strongly connected with Annex 19 – *Safety Management*, various types of data need to be collected and analysed to identify hazards and assess the associated safety risks. In addition, data protection is required to ensure their continuous availability. Considering efficiency, GANP and the *Manual on Global Performance of the Air Navigation System* (Doc 9883) underscore that data collection, processing, storage and reporting are crucial for achieving performance objectives and operational improvements.

2.3 The Republic of Korea supports GASP and GANP and consistently strive to establish and implement national plans based on these global frameworks. Specifically, the Republic of Korea periodically monitors the progress of their implementation and conducts data-driven analysis and monitoring to guarantee the effective execution of national plans.

2.4 Upon these experiences, the Republic of Korea has observed that while safety data for GASP and air traffic data for GANP have distinct purposes and objectives, a considerable amount of the collected data and information can be shared and used for implementing both. Clear identification of commonly used type and/or scope of data can reduce duplicated efforts in data collection, processing, and analysing by coordinating and informing data providers/sources and data users with explicit agreements of data usage and protection scheme.

Example. Commonly utilizable types of data for both safety and ANS efficiency



2.5 In this context, aligning the global plans in terms of data utilization of GASP and GANP holds significance. Identifying commonly utilizable data to prevent redundant collection will help Member States efficiently implement these global plans. In addition, providing guidance to States to pre-coordinate the purposes of data usage to align them with both plans with protection scheme in accordance with the Annex 19 can further enhance consensus of this data utilization approach with the data provider/sources and the data users.

3. **CONCLUSION**

3.1 The proposed establishment of a shared data repository will reduce duplication and streamline efficient data management across the plans. This approach not only ensures the protection of sensitive data and information but also enhances the operational efficiency of air traffic management and safety data processing. It is emphasized that the development of each plan should be continual, recognizing the importance of Member States' data collection, management, and analysis systems in the GASP and GANP implementation.

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