



A39-WP/513
P/43
4/10/16

ASSEMBLY — 39TH SESSION

REPORT OF THE TECHNICAL COMMISSION ON AGENDA ITEM 34

(Presented by the Chairman of the Technical Commission)

The attached report on Agenda Item 34 has been approved by the Technical Commission. Resolution 34/1 is recommended for adoption by the Plenary.

Note.— After removal of this covering sheet, this paper should be inserted in the appropriate place in the report folder.

(7 pages)

Agenda Item 34: Aviation safety and air navigation policy**Global Aviation Safety Plan (GASP)**

34.1 The Commission reviewed A39-WP/29, presented by the Council, containing a comprehensive strategy for aviation safety. The paper presented the *2017 – 2019 Global Aviation Safety Plan* (GASP, Doc 10004) for endorsement by the Assembly. The revised GASP maintained continuity with the version endorsed by the Assembly in 2013 and was restructured to incorporate the new global aviation safety roadmap. The goal of the roadmap was to ensure that safety initiatives delivered the intended benefits of the GASP objectives through enhanced coordination, thus reducing inconsistencies and duplication of efforts. The Commission recommended that the Assembly endorse the 2017-2019 edition of the GASP and adopt the resolution proposed in Appendix A to the paper and as amended by the discussion of the Commission, to supersede Assembly Resolution A38-2.

34.2 The Commission reviewed A39-WP/301, presented by the Dominican Republic, A39-WP/85, presented by the United States, and A39-WP/111, presented by Peru and supported by the countries of the South American (SAM) Region and the twenty-two Member States of the Latin American Civil Aviation Commission (LACAC)¹, regarding comments on the 2017-2019 edition of the GASP. The Commission agreed on the need to emphasize a stronger relationship between building effective safety oversight and performing operational safety risk management as part of the 2020-2022 update to the GASP, working in closer coordination with Member States, industry, regional aviation safety groups (RASGs) and other stakeholders under the leadership of ICAO. The Commission also agreed on the need to review GASP objectives to best address the unique characteristics of each region and State and to assist in achieving these objectives. The Commission agreed on the need for ICAO to develop a formal global aviation safety programme, including tools, guidance and training materials to assist States and stakeholders to meet the GASP objectives. The Commission further agreed to recommend that the Council be requested to develop appropriate implementation tools taking into account any budgetary implications.

34.3 The Commission reviewed A39-WP/92, presented by Slovakia on behalf of the European Union (EU) and its Member States², the other Member States of the European Civil Aviation Conference (ECAC)³, and by the European Organisation for the Safety of Air Navigation (EUROCONTROL), regarding enablers for risk-based oversight. In view of the discussion, the Commission agreed on the need to develop the competencies of civil aviation safety inspectors, as well as associated training and guidance material to enable the implementation of risk-based oversight and was informed that this work is already in progress. The Commission agreed that the Council should be requested to consider how to improve the standardization of inspector qualifications and training and help States carry out their safety obligations as required by the Convention and its supporting nineteen Annexes. The Commission also agreed to recommend that the Council consider establishing a systematic review and amendment process as part of

¹ Argentina, Aruba, Belize, Bolivia (Plurinational State of), Brazil, Chile, Colombia, Costa Rica, Cuba, the Dominican Republic, Ecuador, El Salvador, Guatemala, Honduras, Jamaica, Mexico, Nicaragua, Panama, Paraguay, Peru, Uruguay and Venezuela (Bolivarian Republic of)).

² Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxemburg, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden and United Kingdom.

³ Albania, Armenia, Azerbaijan, Bosnia and Herzegovina, Georgia, Iceland, Republic of Moldova, Monaco, Montenegro, Norway, San Marino, Serbia, Switzerland, The former Yugoslav Republic of Macedonia, Turkey and Ukraine.

the progressive evolution to performance-based Standards and Recommended Practices (SARPs) and guidance material taking into account existing priorities funded through the 2017-2019 Budget and the availability of extra-budgetary resources.

34.4 An information paper presented by the United Kingdom (A39-WP/125) was also noted.

Global Air Navigation Plan (GANP)

34.5 Also under this agenda item was consideration of the Global Air Navigation Plan (GANP, Doc 9750), and the Aviation System Block Upgrades (ASBU) framework as an integral part of it, along with a series of enhancements for the next edition to evolve towards a performance driven strategic planning environment which would take into account regional development and implementation programmes.

34.6 The Commission reviewed A39-WP/39, presented by the Council, and supported by A39-WP/88, presented by Slovakia on behalf of the EU, ECAC and EUROCONTROL, which called for the endorsement of the fifth edition of the Global Air Navigation Plan as the strategic direction for global air navigation and included an amendment to Resolution A38-2: ICAO global planning for safety and air navigation. The Commission recommended that the Assembly endorse the GANP 2016 edition and adoption of the resolution, as proposed in the appendix to the paper and as amended by the discussion of the Commission, to supersede Assembly Resolution A38-2.

34.7 The Commission supported A39-WP/88 which requested ICAO to undertake a number of actions for the next edition of the GANP, including a stronger link with the GASP, formulation of global performance objectives and a global ATM vision consistent with the *Global Air Traffic Management Operational Concept* (Doc 9854), enhancement of the global ATM architecture to increase understanding of the dependencies between the GANP modules and elements, identification of GANP essential improvements based on well-defined criteria, and the expansion of the GANP lifecycle through three-year minor and six-year major updates as relevant. The Commission noted that work on these proposals was already underway.

34.8 The Commission discussed A39-WP304, presented by China, describing China's Strategy for Modernizing Air Traffic Management (CAAMS), which was aligned with the GANP. The Commission recommended that ICAO consider the CAAMS and other modernization programmes for the development of the next edition of the GANP.

34.9 The Commission reviewed A39-WP/96, presented by Slovakia on behalf of the EU, ECAC and EUROCONTROL. The paper emphasized the need for an integrated view of enablers in the areas of communication, navigation, surveillance (CNS), avionics, information management and flight information exchange to be developed and deployed in a harmonized, synchronized and timely manner. The paper also highlighted the importance of a clear transitional path from legacy systems, including optimization plans. The Commission agreed with the actions proposed and was informed that the proposed actions for ICAO were within the scope of the existing work programme related to the future update of the GANP and ASBU framework.

34.10 Information Papers provided by China (A39-WP/275) and the United States (A39-WP/174) and were noted.

34.11 In light of the discussion, the Commission agreed to submit, for adoption by the Plenary, the following resolution to supersede Assembly Resolution A38-2:

Resolution 34/1: ICAO global planning for safety and air navigation

Whereas ICAO strives to achieve the goal of a safe and orderly development of civil aviation through cooperation among Member States and other stakeholders;

Whereas to realize this goal, the Organization has established Strategic Objectives, including objectives for safety and for capacity and efficiency;

Recognizing the importance of global frameworks to support the Strategic Objectives of ICAO;

Recognizing the importance of effective implementation of regional and national plans and initiatives based on the global frameworks;

Recognizing that further progress in improving the global safety, capacity and efficiency of civil aviation is best achieved through a cooperative, collaborative and coordinated approach in partnership with all stakeholders under the leadership of ICAO; and

Noting the approval by the Council of the second edition of the Global Aviation Safety Plan (GASP) and of the fifth edition of the Global Air Navigation Plan (GANP);

The Assembly:

1. *Endorses* the second edition of the Global Aviation Safety Plan (GASP) and the fifth edition of the Global Air Navigation Plan (GANP) as the global strategic directions for safety and air navigation, respectively;
2. *Resolves* that ICAO shall implement and keep current the GASP and the GANP to support the relevant Strategic Objectives of the Organization, while ensuring necessary stability;
3. *Resolves* that these global plans shall be implemented and kept current in close cooperation and coordination with all concerned stakeholders;
4. *Resolves* that these global plans shall provide the frameworks in which regional, subregional and national implementation plans will be developed and implemented, thus ensuring consistency, harmonization and coordination of efforts aimed at improving international civil aviation safety, capacity and efficiency;
5. *Urges* Member States to develop sustainable solutions to fully exercise their safety oversight and air navigation responsibilities which can be achieved by sharing resources, utilizing internal and/or external resources, such as regional and sub-regional organizations and the expertise of other States;

6. *Urges* Member States to demonstrate the political will necessary for taking remedial actions to address safety and air navigation deficiencies, including those identified by Universal Safety Oversight Audit Programme (USOAP), through the application of GASP and GANP objectives and the ICAO regional planning process;
7. *Urges* Member States, the industry and financing institutions to provide the needed support for the coordinated implementation of the GASP and GANP, avoiding duplication of efforts;
8. *Calls upon* States and invites other stakeholders to cooperate in the development and implementation of regional, sub-regional and national plans based on the frameworks of the GASP and GANP;
9. *Instructs* the Secretary General to promote, make available and effectively communicate the GASP and the GANP; and
10. *Declares* that this resolution supersedes Resolution A38-2 on ICAO global planning for safety and air navigation.

APPENDIX A

Global Aviation Safety Plan (GASP)

Reaffirming that the primary objective of the Organization continues to be the improvement of safety and an associated reduction in the number of accidents and related fatalities within the international civil aviation system;

Recognizing that safety is a responsibility involving ICAO, Member States and all other stakeholders;

Recognizing the safety benefits that can be drawn from partnerships between States and industry;

Recognizing that the High-level Safety Conference (2010) reaffirmed the need for the ICAO safety framework to continuously evolve to ensure its sustained effectiveness and efficiency in the changing regulatory, economic and technical environment;

Noting that the expected increase in international civil aviation traffic will result in an increasing number of aircraft accidents unless the accident rate is reduced;

Recognizing the need to maintain the public's confidence in air transport by providing access to relevant safety information;

Recognizing that a proactive approach in which a strategy is established to set priorities, targets and indicators to manage safety risks is of paramount importance to the achievement of further improvements in aviation safety;

Recognizing that regional aviation safety groups have been implemented by ICAO, taking into account the needs of the various regions and building on the already existing structures and forms of cooperation;

Noting the intent to apply the safety management principles in the GASP to enhance safety by focusing action where it is most needed;

Noting the development of the global aviation safety roadmap, as an action plan to assist the aviation community in implementing the safety initiatives presented in the GASP, through a structured, common frame of reference for all relevant stakeholders; and

Noting the need to assist Member States in implementing safety management principles and mitigate risks on identified operational issues;

The Assembly:

1. *Stresses* the need for continuous improvement of aviation safety through a reduction in the number of accidents and related fatalities in air transport operations in all parts of the world, particularly in States where safety records are significantly worse than the worldwide average;
2. *Stresses* that limited resources of the international aviation community should be used strategically to support States or regions whose safety oversight maturity is not at an acceptable level;
3. *Urges* Member States to support the GASP objectives by implementing the safety initiatives outlined therein;
4. *Urges* Member States, regional safety oversight organizations (RSOOs), regional aviation safety groups (RASGs) and international organizations concerned to work with all stakeholders to set priorities, targets and indicators consistent with the GASP objectives with the view to reduce the number and rate of aircraft accidents;
5. *Urges* States to fully exercise safety oversight of their operators in full compliance with applicable Standards and Recommended Practices (SARPs), and assure themselves that every foreign operators flying into their territory receives adequate oversight from its own State and take appropriate action when necessary to preserve safety; and
6. *Encourages* ICAO to continue development of the global aviation safety roadmap, as required.

APPENDIX B

Global Air Navigation Plan (GANP)

Whereas the enhancement of the safety, capacity and efficiency of aviation operations is a key element of the ICAO Strategic Objectives;

Having adopted Resolution A38-12, a consolidated statement of continuing ICAO policies and associated practices related specifically to air navigation;

Recognizing the importance of GANP as an operational strategy and part of the basket of measures for environmental protection; and

Recognizing that many States and regions are developing new generation plans for their own air navigation modernization;

The Assembly:

1. *Instructs* the Council to use the guidance in the Global Air Navigation Plan (GANP) to develop and prioritize the technical work programme of ICAO in the field of air navigation;
2. *Urges* the Council to provide States with a standardization roadmap, as announced in the GANP, as a basis for the work programme of ICAO;
3. *Calls upon* States, planning and implementation regional groups (PIRGs), and the aviation industry to utilize the guidance provided in the GANP for planning and implementation activities which establish priorities, targets and indicators consistent with globally-harmonized objectives, taking into account operational needs;
4. *Calls upon* States to take into consideration the GANP guidelines as an efficient operational measure for environmental protection;
5. *Calls upon* States, PIRGs, and the aviation industry to provide timely information to ICAO, and to each other, regarding the implementation status of the GANP, including the lessons learned from the implementation of its provisions;
6. *Invites* PIRGs to use ICAO standardized tools or adequate regional tools to monitor and, in collaboration with ICAO, analyse the implementation status of air navigation systems;
7. *Instructs* the Council to publish the results of the analysis on the regional performance dashboards and in an annual global air navigation report including, as a minimum, the key implementation priorities and accrued environmental benefits estimated using CAEP-recognized methods; and
8. *Urges* States that are developing new generation plans for their own air navigation modernization to coordinate with ICAO and align their plans so as to ensure global compatibility and harmonization.

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