

APPENDIX A

THE ICAO GLOBAL AVIATION SAFETY PLAN (GASP)

1. OBJECTIVES

1.1 The objectives of the ICAO Global Aviation Safety Plan are to:

- a) reduce the number of accidents and fatalities irrespective of the volume of air traffic; and
- b) achieve a significant decrease in worldwide accident rates, placing emphasis on regions where these remain high.

1.2 This should be achieved by:

- a) identifying repetitive causes for accidents on a worldwide and a regional basis and recommending specific actions;
- b) enhancing identification of all elements that can impair safety, such as shortcomings and deficiencies in the air navigation system or lack of compliance with ICAO Standards and Recommended Practices (SARPs), and recommending corrective actions; and
- c) enhancing the cooperation between Contracting States or groups of States with ICAO in order to improve ICAO's own capability to compile, assess and disseminate safety-related information.

1.3 The ICAO Global Aviation Safety Plan will therefore identify those tasks and programmes likely to produce the best safety dividend in terms of reducing accident numbers and rates both on a worldwide and on a regional basis. It is intended that GASP will serve all parties involved in aviation safety both as a planning and as a tracking tool, in order to enable them to list in a public document the above-mentioned tasks and programmes and to check on the progress achieved in these areas of ICAO activity. In order to make GASP easily accessible, the document will be distributed on a regular basis by ICAO through a State letter and on the ICAO Web site.

2. FUNDAMENTALS

2.1 The three fundamentals of the GASP are as follows:

- 1st Fundamental Reviewing the causal factors of aircraft accidents worldwide in order to identify specific safety issues which must be addressed to reduce accident numbers and rates. Particular attention is given to the reasons for regional variations in accident rates;
- 2nd Fundamental Keeping abreast of the activities of existing safety groups in order to identify safety issues which have global perspectives. In doing this, GASP focuses on those safety initiatives that offer the best safety dividend in terms of reducing accident numbers and rates; and
- 3rd Fundamental Promoting safety awareness worldwide by facilitating the effective sharing and use of aviation safety data and information.

3. ELEMENTS

- 3.1 **Carry out an annual review of the causal factors in accidents and incidents using all available sources of information, including the ICAO Accident/Incident Data Reporting (ADREP) System. (1st Fundamental)**

Related Tasks

- a) Identify specific safety issues;
- b) Identify the safety issues that result in disparities in accident rates on a regional level;
- c) Develop safety indicators to readily identify trends in safety performance; and
- d) Disseminate the results of these activities for use in accident prevention programmes by States and industry.

- 3.2 **Recommend safety actions in response to findings of the ICAO Universal Safety Oversight Audit Programme (USOAP). (1st and 2nd Fundamentals)**

Related Tasks

- a) Review the safety critical elements identified by the ICAO Universal Safety Oversight Audit Programme (USOAP);
- b) Assist States in developing appropriate safety oversight structures;
- c) Assist States in developing easy to understand regulatory material;
- d) Promote and prioritize the expansion of USOAP to other safety-related fields; and
- e) Where necessary, update existing SARPs or develop new SARPs.

- 3.3 **Enhance the identification of, and address, deficiencies in the air navigation field provided by all sources, including ICAO Planning and Implementation Regional Groups (PIRGs), and Regional Safety Groups. (2nd Fundamental)**

Related Tasks

- a) Review, and where possible, provide guidance and assistance to States in the implementation of appropriate safety actions.

3.4 **Review and improve existing safety database systems to facilitate the dissemination of safety-related information. (3rd Fundamental)**

Related Tasks

- a) Participate in the Global Aviation Information Network (GAIN) Government Support Team (GST) to explore ways to reduce impediments, legal or otherwise, to the communication of safety-related information;
- b) Develop Annex provisions and guidance material for voluntary incident reporting systems;
- c) Develop appropriate means to ensure the non-punitive nature of voluntary incident reporting systems;
- d) Develop appropriate means to ensure non-disclosure of confidential safety information;
- e) Participate in industry activities, such as the CAST/ICAO taxonomy working group, to develop common taxonomies to facilitate the worldwide coding, storage and dissemination of safety-related information;
- f) Update Annex provisions in order to facilitate the collection and dissemination of safety-related information;
- g) Provide relevant safety-related information on an ICAO Web site; and
- h) Consider the establishment of a comprehensive data analysis and information dissemination network.

3.5 **Collaborate with States and the aviation industry to identify additional safety measures. (2nd Fundamental)**

Related Tasks

- a) Liaise with the Commercial Aviation Safety Team (CAST) in the United States, the Joint Strategic Safety Initiative (JSSI) in Europe, the global aviation information network (GAIN) in the United States and any other potential safety initiatives;
- b) Participate in industry / government safety initiatives addressing specific safety issues;
- c) Identify the high priority safety-related tasks on the basis of their impact on improving safety to determine if developing safety initiatives have a global perspective and warrant inclusion in the Technical Work Programme (TWP) of the Organization in the Air Navigation Field;
- d) Hold regular consultations with aviation industry leaders. The purpose of these consultations, which gather representatives of industry and international organizations together with the ANC and supported by members of the ICAO Secretariat, is to:

- i) update all participants on progress achieved on safety issues in the context of GASP;
- ii) exchange information and, in the light of the experience gathered by the industry, review all data and proposals which could justify further GASP initiatives; and
- iii) give the industry and international organizations an opportunity to update GASP.

3.6 **Develop solutions to identified safety issues. (2nd and 3rd Fundamentals)**

Related Tasks

- a) Develop Annex provisions regarding new technology equipment to be installed on board aircraft;
 - b) Incorporate the findings of industry task forces (such as CFIT and ALAR) into ICAO provisions;
 - c) Develop guidance material for flight data analysis programmes required for the operators of large commercial aircraft;
 - d) Update Annex provisions regarding terrain portrayal on approach charts and electronic terrain data for cockpit displays;
 - e) Ensure airport and airspace capacity enhancement developments are safe;
 - f) Develop provisions concerning the enhancement of air-ground communication procedures, including minimum skill-level requirements in the common usage of the English language in ATC communications;
 - g) Provide guidance on and monitor the introduction of safety management systems for aerodromes and air traffic services;
 - h) Expand the USOAP programme to include Annexes 11 and 14;
 - i) Establish and foster regional safety groups;
 - j) Develop SARPs aimed at improving the technical reliability of aircraft;
 - k) Continue to incorporate human factors considerations in ICAO regulatory provisions and guidance material;
 - l) Develop SARPs or guidance material to address the runway incursion problem; and
 - m) Develop provisions concerning the enhancement of ATM equipment, procedures and human performance.
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