

APPENDIX B

RESOLUTION A33-16: ICAO GLOBAL AVIATION SAFETY PLAN (GASP)

Reaffirming that the primary objective of the Organization continues to be to improve the safety of international civil aviation worldwide;

Recognizing that the worldwide rate for fatal accidents in air transport operations has been stagnant at a low level for a number of years;

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

Realizing that the public's perception of aviation safety is largely based on the number of aircraft accidents rather than the accident rate;

Recognizing that improvements in the accident rate will require new approaches, in particular pro active and risk analysis based approaches, on the part of all participants in the aviation industry, including ICAO, States, aircraft manufacturers and operators;

Recognizing that the human element in the aviation system is of paramount importance to accident prevention initiatives and aviation safety; and

Noting with concern that controlled flight into terrain (CFIT) and approach and landing type accidents remain as significant accidents in airline operations;

The Assembly:

1. *Stresses* the need for a reduction in the number and rate of fatal accidents in air transport operations;
2. *Urges* Contracting States to adopt the GASP objectives to reduce aircraft accidents and to reduce the worldwide accident rate;
3. *Urges* Contracting States to apply the political will to take the remedial action identified by USOAP audits, to correct the deficiencies identified in the regional planning process and related activities, and to promulgate the necessary regulations to implement the safety systems developed under the GASP umbrella;
4. *Reiterates* the need for implementation of the ICAO prevention of controlled flight into terrain (CFIT) and approach and landing accident reduction (ALAR) programmes;
5. *Urges* all Contracting States to provide the needed support for the various elements of the ICAO Global Aviation Safety Plan;
6. *Endorses* the concept of concentrating the safety-related activities of ICAO on those safety initiatives, planned or currently under way, that offer the best safety dividend in terms of reducing the accident rate;

7. *Requests* the Council and Secretary General to ensure that all safety-related items that fall under the GASP umbrella are fully funded in the ICAO budget, including safety-related tasks performed by the Regional Offices;

8. *Instructs* the Council and Secretary General to participate in efforts by States to improve existing safety database systems and the exchange of safety-related information, and to participate in activities aimed at the development of a comprehensive data analysis and information dissemination network, taking into account the need to adequately protect privileged information and its sources;

9. *Encourages* the free communication of safety-related information amongst users of the aviation system, including the reporting of accident and incident data by States to the ICAO Accident/Incident Data Reporting (ADREP) system;

10. *Urges* all Contracting States to examine and, if necessary, adjust their laws, regulations, and policies to achieve the proper balance among the various elements of accident prevention efforts (e.g. regulation, enforcement, training, and incentives to encourage voluntary reporting) and to encourage increased voluntary reporting of events that could affect aviation safety, and *instructs* ICAO to develop appropriate policies and guidance in this respect;

11. *Urges* all Contracting States to ensure that their aircraft operators, providers of air navigation services and equipment, and maintenance organizations have the necessary procedures and policies for voluntary reporting of events that could affect aviation safety;

12. *Requests* the Council to develop a programme to encourage States to implement approach procedures with vertical guidance (APV) utilizing such inputs as GNSS or DME/DME, in accordance with ICAO provisions.

13. *Encourages* States to foster regional safety groups;

14. *Encourages* States to foster the creation of international advisory groups of experts, or other initiatives where appropriate, on aviation safety and assistance to:

- a) bring together the efforts, experience and the resources of interested countries, international and regional organizations, aviation manufacturers and operators, financial and other funding institutions and of ICAO;
- b) study the aviation safety issues of a subgroup of member States;
- c) develop a civil aviation safety management framework and recommendations for improving safety and providing assistance;

15. *Instructs* the Secretary General to distribute the GASP document on a regular basis through a State letter and on the ICAO public Web site; and

16. *Instructs* the Council to provide a progress report on the ICAO Global Aviation Safety Plan to future sessions of the Assembly.

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