

ELEVENTH AIR NAVIGATION CONFERENCE

Montreal, 22 September to 3 October 2003

Agenda Item 2: Safety and security in air traffic management (ATM)
2.4: Global Aviation Safety Plan (GASP)

UPDATE ON THE ICAO GLOBAL AVIATION SAFETY PLAN (GASP)

(Presented by the Secretariat)

SUMMARY

Recognizing the need to reduce the worldwide accident rate, the Air Navigation Commission proposed an ICAO Global Aviation Safety Plan (GASP) in 1997. The 32nd and 33rd Sessions of the Assembly in 1998 and 2001, respectively, endorsed the GASP concept and adopted Resolutions on the subject. This paper provides an update on the GASP.

Action by the Conference is in paragraph 7.

1. INTRODUCTION

1.1 In June 1997, the Air Navigation Commission proposed the establishment of an ICAO Action Plan for Global Aviation Safety. In November of that year, the Directors General of Civil Aviation Conference endorsed the concept of a global plan for aviation safety. The 32nd Session of the Assembly adopted Resolution A32-15: Global Aviation Safety Plan (GASP), and urged Contracting States to support its various elements.

1.2 In 2001, the 33rd Session of the Assembly reviewed a progress report on the GASP. This report detailed the development of the GASP since its inception in 1997, and outlined the safety achievements made under the GASP umbrella. The Assembly adopted Resolution A33-16: ICAO Global Aviation Safety Plan (GASP) and instructed the Secretariat to distribute the GASP to States and to promulgate it on the ICAO website. Both these actions have been taken.

2. BACKGROUND

2.1 One of the primary objectives of ICAO is to promote the safety of international air navigation. With its active involvement in global aviation safety issues, ICAO is well positioned to assume a coordinating role with respect to the various safety initiatives underway worldwide. ICAO's role within the GASP, therefore, includes facilitating the communication of safety-related information between governments and industry, and endeavouring to ensure that the various safety programmes being undertaken worldwide are complementary rather than competitive, and that they address regional as well as global aviation safety concerns in a comprehensive and systematic manner.

2.2 In addition to the external coordination role of ICAO, as discussed above, the GASP also serves to focus the safety-related activities within ICAO on those safety initiatives, either planned or in progress, that offer the best safety dividend in terms of reducing accident numbers and rates worldwide. Accordingly, the GASP concept helps focus the attention of aviation professionals, both within and outside ICAO, on current and future safety issues.

2.3 In order to make GASP more widely known and accessible, the document has been distributed to all States by means of State letter AN 6/37-02/11 and has been placed on the ICAO Air Navigation Bureau web site. A copy of the GASP as well as Assembly Resolution A33-16 is attached to this paper.

3. OBJECTIVES OF THE GLOBAL AVIATION SAFETY PLAN

3.1 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) decrease worldwide accident rates, particularly in those regions where they remain high.

3.2 In order to achieve this objective, the GASP aims to 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 serve as a planning and tracking tool in order to check on the progress achieved.

3.3 Efforts to improve aviation safety worldwide are being pursued on a variety of different fronts and at a number of different levels. The resulting multitude of safety-related activities necessitates a range of skills, resources and expertise that are beyond the capability of any single organization to provide. Rather than adding to the list of existing safety-related activities, the GASP aims instead to harness the synergies of these activities which are being pursued by experts in their particular fields. In other words, GASP aims to provide an integrated safety strategy for global aviation.

4. LINKAGES TO EXISTING PROGRAMMES AND PRIORITIES

4.1 The Global Aviation Safety Plan does not supersede the existing safety-related activities of ICAO. Rather, it complements these activities by facilitating the allocation of priorities and by acting as an umbrella document for the safety-related activities of the Organization.

4.2 The safety-related tasks of ICAO are contained in the Technical Work Programme (TWP) of the Organization in the Air Navigation Field. The Air Navigation Commission allocates priorities to the tasks in order to assist the Secretariat in carrying out the work programme. The task priorities are determined on the basis of the Convention on International Civil Aviation, Assembly Resolutions, the ICAO Strategic Action Plan, the objectives of the Air Navigation Commission and budgetary considerations. In the prioritization process, the GASP elements and tasks are integrated into the work programme priorities to ensure that the best safety dividend is achieved for the Organization's investment in aviation safety.

5. GASP ACCOMPLISHMENTS

5.1 In recent years, the ICAO safety related activities under the GASP have focused on those areas considered to have the best potential to reduce the number of accidents that result in major loss of life. These areas of activity include:

- a) ongoing work on CFIT and approach and landing accident reduction, including aircraft equipment, operating procedures and training;
- b) new requirements for airborne collision avoidance systems (ACAS) with emphasis on correct operating procedures;
- c) introduction of safety management systems for ATM and aerodrome operations;
- d) introduction of human factors considerations into ICAO provisions;
- e) continued updating of ICAO SARPs, PANS and guidance material;
- f) completion of the first cycle of audits of Annexes 1, 6 and 8 under the Safety Oversight Audit Programme (SOAP);
- g) establishment of a runway safety/incursion education and awareness campaign; and
- h) establishment of a minimum proficiency requirement for language use in radio telephony communication.

6. REVIEW OF THE GASP

6.1 Aviation remains a dynamic industry with constantly emerging technologies which often introduce new problems and safety challenges. At the same time, many known safety issues have yet to be adequately addressed, and in some cases, identified safety fixes have yet to be widely implemented. To reflect these realities, the GASP needs to be periodically reviewed to ensure it remains relevant.

6.2 To assist in keeping abreast of developments in the aviation industry, the Air Navigation Commission meets with leaders of the aviation industry periodically. The interchange of ideas and information at these meetings helps identify emerging safety issues and possible responses thereto. These meetings also provide an opportunity for the aviation industry to review the GASP and to provide inputs towards its further development.

6.3 The Air Navigation Commission carries out a formal review of the GASP annually and updates it as required. The current version of the GASP is posted on the ICAO web site (www.icao.int/icao/en/anb). A progress report on the development of the GASP is presented to regular Sessions of the Assembly.

6.4 The current version of the Global Aviation Safety Plan is contained in Appendix A to this paper. Appendix B contains a copy of Assembly Resolution A33-16 on the GASP.

7. ACTION BY THE CONFERENCE

7.1 The Conference is invited to note and use as necessary the information on the ICAO Global Aviation Safety Plan contained in this paper.

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