



WORKING PAPER

**SPECIAL AFRICA-INDIAN OCEAN (AFI)
REGIONAL AIR NAVIGATION (RAN) MEETING**

Durban, South Africa, 24 to 29 November 2008

Agenda Item 3: Overview of the *Comprehensive Regional Implementation Plan for Safety in Africa*, the Global Air Navigation Plan (GANP) and the Global Aviation Safety Plan (GASP) (General Committee)

**OVERVIEW OF GLOBAL AIR NAVIGATION PLAN (GANP) AND
GLOBAL AVIATION SAFETY PLAN (GASP)**

(Presented by the Secretariat)

SUMMARY

This paper presents an overview of the Global Air Navigation Plan (GANP) and the Global Aviation Safety Plan (GASP) as these will be used in concert with the Comprehensive Regional Implementation Plan for Aviation Safety in Africa as the basis for the work of the meeting.

Action by the meeting is in paragraph 3.

1. INTRODUCTION

1.1 Global Air Navigation Plan (GANP)

1.1.1 The Global Air Navigation Plan (GANP) describes a strategy aimed at achieving near and medium term air traffic management (ATM) benefits on the basis of available and foreseen aircraft capabilities and ATM infrastructure. It contains guidance on ATM improvements necessary to support a uniform transition to the ATM system envisioned in the *Global ATM Operational Concept* (Doc 9854). On the basis of the GANP, planning should be focused on specific performance objectives, supported by a set of “Global Plan Initiatives” (GPIs). States and regions should choose initiatives that meet performance objectives, identified through an analytical process, specific to the particular needs of a State, region, homogeneous ATM area or major traffic flow.

Work programmes that meet performance objectives

1.1.2 The GANP describes a method for identifying gaps in performance of the system and for describing performance objectives. GPIs are evaluated against these gaps and the performance objectives to identify those that would most appropriately provide the operational improvements necessary to meet performance objective(s). This planning process continues with development of planning and implementation regional group (PIRG) management action plans and national action plans (WP/5 refers) which includes cost-benefit analyses of various scenarios and preliminary development of infrastructure support requirements.

1.1.3 The planning process described in the current GANP has been developed on the basis of the planning model contained in the previous version of the Global Plan which served as a step in the evolution toward a global ATM system. Existing detailed plans are in different stages of implementation. Some plans have already identified performance objectives. The revised planning process, with its planning tools, will aid in furthering the work and provide the necessary guidance to complete the transition process.

1.1.4 Development of work programmes must be based on the experience and lessons learned in the previous cycle of the CNS/ATM implementation process. The GANP therefore, focuses efforts toward maintaining consistent global harmonization and improving implementation efficiencies by drawing on the existing capabilities of the infrastructure and successful regional implementations over the near and medium terms.

Planning tools

1.1.5 The GANP is supported by planning tools which take various formats (e.g., software applications, planning documentation, web-based reporting forms, project management tools, etc). As States and PIRGs consider implementation of the initiatives, they will use common programme templates contained in the planning tools as the basis for establishing performance objectives and implementation time lines, as well as to develop a comprehensive schedule and programme of planning activities to accomplish the work associated with the initiatives. In addition, the planning tools will provide links to relevant guidance material and documentation in order to assist the planner throughout the planning process. This will ensure a uniform approach to implementation of the initiatives. Appendix A describes the planning processes already in place and the relationships and interactions between the various planning bodies and documents.

Building an ATM system based on the operational concept

1.1.6 Achieving the global ATM system sought after will be accomplished through the implementation of many initiatives over several years on an evolutionary basis. The set of initiatives contained in the current version of the GANP are meant to facilitate and harmonize the work already underway within the regions and to bring needed benefits to aircraft operators over the near and medium term. ICAO will continue to develop newer initiatives on the basis of the operational concept which will be placed in this Global Plan. In all cases, initiatives must meet global objectives based on the operational concept. On this basis, planning and implementation activities begin with application of available procedures, processes and capabilities. The evolution would progress to application of emerging procedures, processes and capabilities and ultimately, migrate to the ATM system based on the operational concept.

1.2 Global Aviation Safety Plan (GASP)

1.2.1 The objective of the Global Aviation Safety Plan (GASP) is to reduce the accident risk for civil aviation by providing a common frame of reference for all stakeholders in order to allow a more proactive approach to aviation safety, and to help coordinate and guide safety policies and initiatives worldwide. At the ICAO level, GASP provides the methodology and focus that is required to implement the ICAO Strategic Objective on safety. It will be used to prioritize and plan safety initiatives and to measure their impact.

1.2.2 The first version of GASP was developed in 1997 by formalizing a series of conclusions and recommendations developed during an informal meeting between the Air Navigation Commission and industry. The plan was used to guide and prioritize the technical work programme of the Organization and was updated regularly until 2005 to ensure its continuing relevance.

1.2.3 In May 2005, another meeting between the Air Navigation Commission and industry identified a need for a broader plan that would provide a common frame of reference for not only ICAO but all stakeholders. Consequently, a new Global Aviation Safety Plan was developed.

1.2.4 GASP is based on the following principles:

- a) *Involvement of all stakeholders*: A proactive approach to aviation safety requires that all concerned stakeholders are involved. There is also a need to ensure that safety initiatives take place within a common framework to ensure consistency of objectives and to avoid duplication of effort. An important element of GASP is that it integrates the Global Aviation Safety Roadmap developed at the request, and with the support, of ICAO by the Industry Safety Strategy Group (Airbus, Boeing, Airports Council International, Civil Air Navigation Services Organization, International Air Transport Association, International Federation of Air Line Pilots' Associations and Flight Safety Foundation);
- b) *Global Safety Initiatives (GSIs)*: GASP defines twelve GSIs that support the implementation of the ICAO Safety Strategic Objective. Each initiative relies on a set of best practices, metrics and maturity levels defined in the Global Aviation Safety Roadmap to ensure that implementation makes full use of the collective experience of the aviation community and that progress is measured in a transparent and consistent way; and
- c) *Planning process*: The objective of the planning process is to collaboratively develop an action plan that defines, at the regional, subregional or national level, the specific activities that should take place in order to improve safety.

1.3 Consistency of the ICAO global planning process

1.3.1 GASP follows an approach and philosophy which is coherent with the *Global Air Navigation Plan* (Doc 9750). Both were developed with close coordination and participation of industry, and both provide a common framework to ensure that regional, subregional, national and individual initiatives are coordinated to deliver a harmonized, safe and efficient international civil aviation system.

1.4 Resolution on global planning for safety and efficiency

1.4.1 Over the years, ICAO has developed GASP and the GANP that constitute the high-level plans that ICAO, States and industry use to support initiatives to improve the safety and efficiency of the global aviation system. The 36th Assembly of ICAO resolved (A36-7: *ICAO Global Planning for Safety and Efficiency* refers) (<http://www.icao.int/icao/en/assembly/a36/docs/index.html>) that, inter alia, “these global plans shall provide the framework in which regional, subregional implementation plans will be developed and implemented thus ensuring harmonization and coordination of efforts aimed at improving international civil aviation safety and efficiency”.

2. CONCLUSION

2.1 The GANP and GASP provide a common frame of reference for all stakeholders in order to allow a coherent and integrated as well as a more proactive approach to efficiency planning and aviation safety and to help coordinate a global programme for ICAO work on safety and efficiency. Both of these documents should be used as the basis for the work of this RAN meeting.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the work done by ICAO to harmonize safety and efficiency planning on a global basis and to use these two documents as the basis for its efficiency and safety work during the meeting.

— END —