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ASSEMBLY — 41ST SESSION

TECHNICAL COMMISSION

Agenda Item 30: Aviation Safety and Air Navigation Policy

30.1 Global Aviation Safety Plan (GASP), and implementation of regional and national aviation safety plans

SUPPORT FOR DEVELOPMENT AND IMPLEMENTATION OF RASP AND NASP IN THE AFI REGION

(Presented by the African Civil Aviation Commission on behalf of
54 African States¹)

EXECUTIVE SUMMARY

The Global Aviation Safety Plan (GASP) provides a strategy for the continuous improvement of aviation safety at the international level. States and regions are responsible for the development of national and regional aviation safety plans, in line with the GASP. National and regional Safety Enhancement Initiatives (SEIs) should be adapted based on challenges faced by States and other stakeholders concerned. Despite all the current efforts, most regions, and States within the AFI region still struggle to domesticate the GASP into Regional Aviation Safety Plans (RASPs) and National Aviation Safety Plans (NASPs).

Action: The Assembly is invited to:

- encourage collaboration between ICAO, Member States, and aviation industry to ensure the effective domestication of GASP into RASPs and NASPs;
- request ICAO to increase efforts to support the development and implementation of RASP and NASP; and
- directs ICAO to set up training workshops on the establishment and implementation of RASPs and NASPs.

<i>Strategic Objectives:</i>	This working paper relates to the Safety and Air Navigation Capacity and Efficiency Strategic Objectives.
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<i>Financial implications:</i>	TBA
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<i>References:</i>	Doc 10004, <i>Global Aviation Safety Plan</i>
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¹ Algeria, Angola, Benin, Botswana, Burkina Faso, Burundi, Cameroon, Cabo Verde, Central African Republic, Chad, Comoros, Congo, Cote d'Ivoire, Democratic Republic of the Congo, Djibouti, Egypt, Equatorial Guinea, Eritrea, Eswatini, Ethiopia, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Lesotho, Liberia, Libya, Madagascar, Malawi, Mali, Mauritania, Mauritius, Morocco, Mozambique, Namibia, Niger, Nigeria, Rwanda, São Tomé and Príncipe, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, South Sudan, Sudan, Togo, Tunisia, Uganda, United Republic of Tanzania, Zambia, Zimbabwe.

1. INTRODUCTION

1.1 The Global Aviation Safety Plan (GASP) presents the strategy which supports the prioritization and continuous improvement of aviation safety and provides the framework in which regional and national aviation safety plans will be developed and implemented, thus ensuring harmonization and coordination of efforts aimed at improving international civil aviation safety, capacity, and efficiency.

1.2 The purpose of the GASP is to continually reduce fatalities, and the risk of fatalities, associated with accidents by guiding the harmonized development and implementation of regional and national aviation safety plans.

2. DISCUSSION

2.1 The GASP is a strategic document that enables States, regions, and industry to adopt a flexible, step-by-step approach for safety planning and implementation. It provides a collaborative framework for States, regions, and industry to support the management of organizational challenges and operational safety risks.

2.2 States, regions, and industry facilitate the implementation of the GASP through coordinated safety enhancement initiatives (SEIs). The GASP seeks to assist States, regions, and industry in their respective safety planning and implementation by:

- a) establishing GASP goals, targets and indicators;
- b) providing a framework for planning and implementation of SEIs;
- c) presenting the global aviation safety roadmap, which can be used to achieve the GASP goals and to set specific targets at both national and regional levels as well as for industry partners; and
- d) providing a methodology to guide States in the identification of hazards and emerging issues, and the management of safety risks.

2.3 Although the GASP provides a global perspective, regional SEIs, including those involving individual States, should be coordinated through the Regional Aviation Safety Groups (RASGs) to address specific safety concerns in line with the GASP goals and targets. In addition, States, regions, and industry should prioritize SEIs to first establish effective safety oversight capabilities and then address operational safety risks effectively.

2.4 RASPs and NASPs will therefore provide a framework for States to achieve compliance with ICAO safety related SARPs and to go beyond the minimum level of compliance by proactively enhancing safety through the management of operational safety risks. This can be achieved by:

- a) identifying deficiencies and prioritizing actions so they can meet their safety responsibilities by providing an implementation strategy presented in the global aviation safety roadmap and
- b) further assisting States in strengthening their capabilities in the management of safety through a structured process founded on the critical elements (CEs) of a State Safety Oversight System.

2.5 Key aviation stakeholders for the GASP include, but are not limited to, ICAO, States, RASGs, regional safety oversight organizations (RSOOs), regional accident and incident investigation organizations (RAIOs), cooperative development of operational safety and continuing airworthiness programmes (COSCAPs), and industry. The Planning and Regional Implementation Groups (PIRGs) also play a key role, coordinating with the RASGs.

3. CONCLUSION

3.1 All aviation stakeholders need to be involved in the effort to continually improve safety. In addition to the development of SARPs, ICAO supports the implementation of the GASP by providing resources, implementation tools, and assistance via different programmes and initiatives, such as the No Country Left Behind initiative. States that may be in a position to do so can also provide assistance to other States in achieving the GASP goals.

3.2 ICAO plays a key role in coordinating and monitoring the implementation of the GASP at the global and regional levels. The role of ICAO within the GASP includes the following:

- a) promoting collaboration at the global level to enhance safety;
- b) coordinating activities of the RASGs to ensure they are aligned with the GASP;
- c) ensuring close coordination between the RASGs and the PIRGs;
- d) encouraging the active participation of States and industry in RASGs activities;
- e) encouraging the active involvement of regional mechanisms, such as RSOOs, RAIOs, and COSCAPs, in RASG activities;
- f) implementing a global aviation safety oversight system (GASOS) with the goal of strengthening national and regional safety oversight capabilities, accident investigation, and SSPs;
- g) encouraging States with effective safety oversight systems to provide assistance to other States, where practicable;
- h) providing data and tools to support the monitoring of GASP implementation;
- i) facilitating the sharing and exchange of safety information and best practices across regions;
- j) facilitating access to resources and technical assistance by States; and
- k) facilitating training and workshops.

3.3 Despite all the aforementioned efforts, most regions and States within the AFI region still struggle to domesticate the GASP into RASP and NASP.