



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**FIRST MEETING OF THE REGIONAL AVIATION SAFETY GROUP -
ASIA AND PACIFIC REGIONS (RASG-APAC/1)**

Noumea, New Caledonia, 10 - 11 October 2011

Agenda Item 2:

**Global Aviation Safety Plan (GASP) & Regional Performance
Framework for Safety**

GLOBAL AVIATION SAFETY PLAN

(Presented by the Secretariat)

ICAO • OACI • ИКАО
International Civil Aviation Organization
國際民航組織

Global Aviation Safety Plan

DGCA Conference – Regional Aviation Safety
Group Meeting
October 2011

Overview of ICAO Activities



→ ICAO Safety Framework

- Policy & Standardization
- Safety Analysis
- Safety Monitoring
- Implementation
- Collaboration with States, Regional Organizations, International Organizations and Learning Institutions

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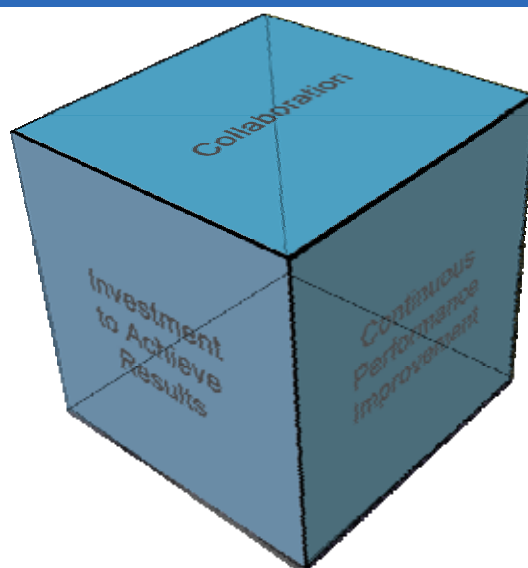
Global Planning Mandate

- ✈ A37-4: ICAO global planning for safety
 - “...ICAO strives to achieve the goal of a safe and orderly development of civil aviation through **cooperation** among Contracting States and other stakeholders.”
 - The Assembly: “Stresses the need for **continuous improvement** in aviation safety...”
 - The Assembly: “Urges Contracting States, the industry and financing institutions to **provide the needed support...**”

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Global planning principles



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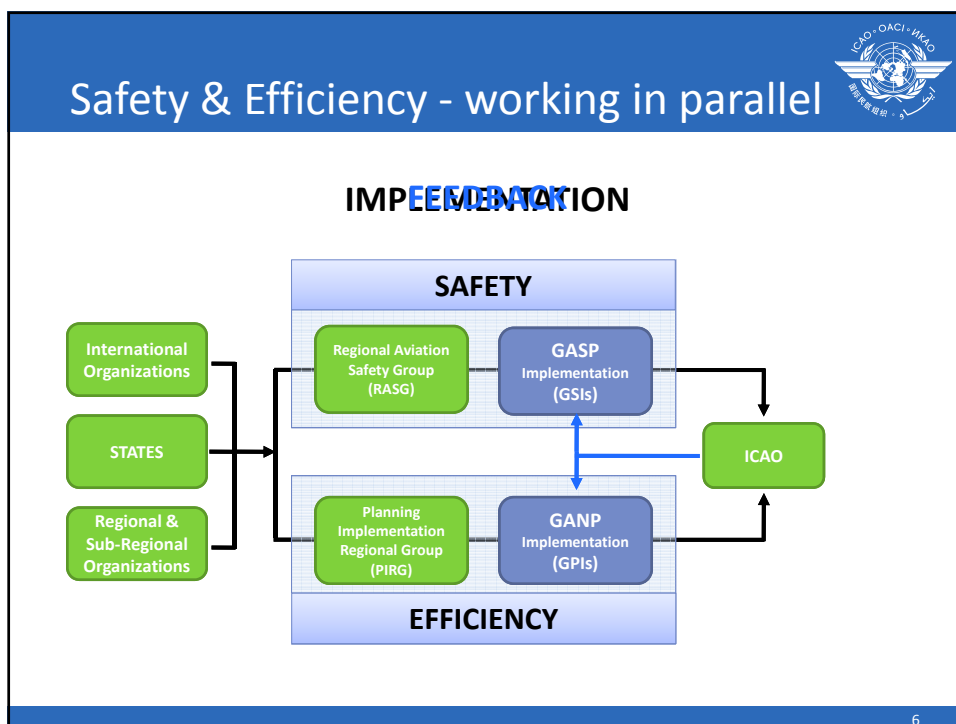
Global Aviation Safety Plan - evolution



- A high-level policy document guiding safety efforts of ICAO, States and international organizations
- Intended to have executive level endorsement from community stakeholders
- Linked to the Global Air Navigation Plan (GANP) to effectively coordinate safety and efficiency improvements



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Implementation Strategy

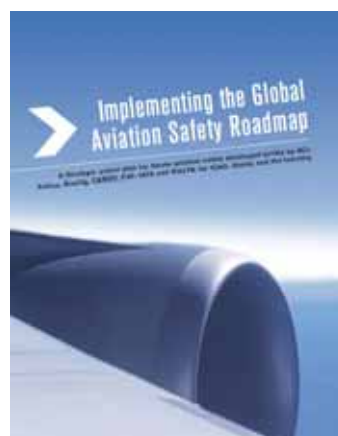
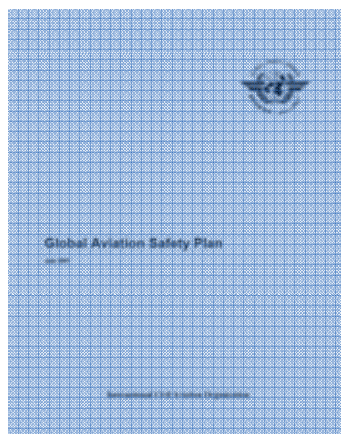
➔ Ensuring Effective Implementation

- GASP must provide strategic solutions for all ICAO Member States
- Global Safety Initiatives must be aligned with GASR Focus Areas
- Global Safety Initiatives must recognize varying levels of State safety oversight maturity
- GSI implementation should be accomplished according to a progressive approach, providing a sound foundation for the State Safety Programme


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GASP & GASR



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GASP & GASR relationship

Current GASP GSIs	GASR Focus Areas
Consistent implementation of international standards and industry best practices	Inconsistent implementation of international standards
Consistent regulatory oversight	Inconsistent regulatory oversight
Effective errors and incidents reporting	Impediments to reporting of errors and incidents
Effective incident and accident investigation	Ineffective incident and accident investigation
Consistent coordination of regional programmes	Inconsistent coordination of regional programmes
Effective errors and incidents reporting and analysis in the industry	Impediments to reporting and analysing errors and incidents
Consistent use of safety management systems (SMS)	Inconsistent use of safety management systems (SMS)
Consistent compliance with regulatory requirements	Inconsistent compliance to regulatory requirements
Consistent adoption of industry best practices	Inconsistent adoption of industry best practice
Alignment of industry safety strategies	Non-alignment of industry safety strategies
Sufficient number of qualified personnel	Insufficient number of qualified personnel
Use of technology to enhance safety	Gaps in use of technology to enhance safety


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Evolution of Global Safety Initiatives

Current GASP GSIs	Proposed GASP GSIs
Consistent implementation of international standards and industry best practices	Improving standardization and harmonization
Consistent regulatory oversight	Establishment and management of State safety oversight systems
Effective errors and incidents reporting	Access to sufficient numbers of qualified personnel for States and industry
Effective incident and accident investigation	Establishment and management of Accident and Incident Investigation Systems
Consistent coordination of regional programmes	Alignment and coordination of safety initiatives
Effective errors and incidents reporting and analysis in the industry	Continuous monitoring and enhancement of aviation safety performance
Consistent use of safety management systems (SMS)	Implementation of safety management practices
Consistent compliance with regulatory requirements	Proactive use and sharing of safety intelligence
Consistent adoption of industry best practices	Use of technology to enhance safety
Alignment of industry safety strategies	
Sufficient number of qualified personnel	
Use of technology to enhance safety	

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South American (SAM) Office Lima

ICAO Headquarters Montreal

Western and Central African (WACAF) Office Dakar

European and North Atlantic (EUR/NAT) Office Paris

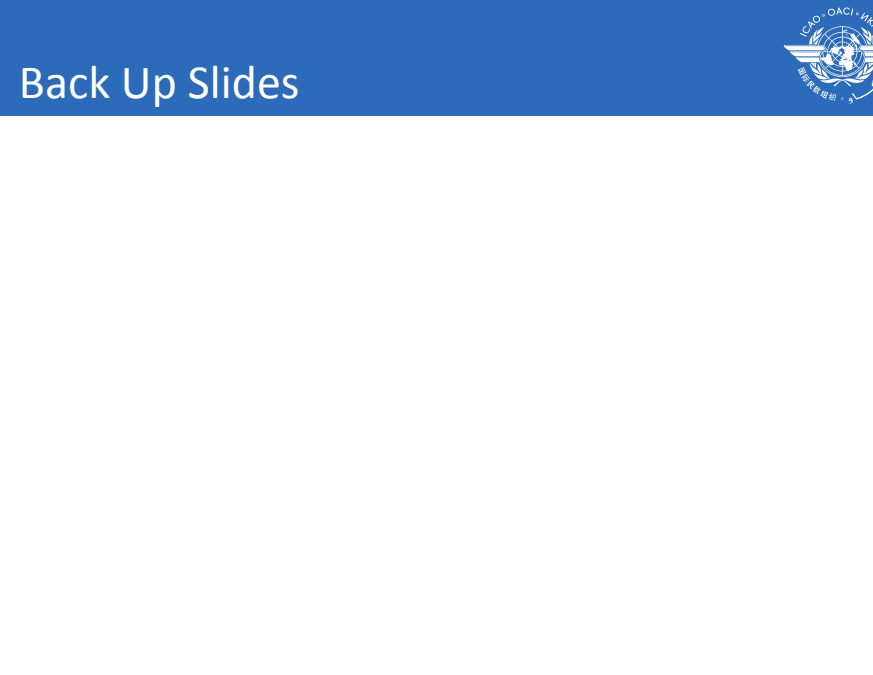
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Thank you

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