



The Global Aviation Safety Plan and the Global Aviation Safety Roadmap

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A clarification



- ✈ **Global Aviation Safety Plan (GASP) vs. Global Aviation Safety Roadmap (GASR)**
 - ✓ Are the same for all practical purpose
 - ✓ GASP is the ICAO name
 - ✓ GASR is the ISSG name

Plan of the Presentation



- The need for the Global Aviation Safety Plan
- The elements of the plan
- Milestones and implementation
- Conclusions

Why a Global Aviation Safety Plan?



- ICAO role in promoting a safety and efficient industry
 - ✓ *To meet the needs of the peoples of the world for a safe, regular, efficient and economical air transport (Chicago Convention, Article 44)*

- ICAO Strategic Objectives on Safety and Efficiency
 - ✓ Enhance global civil aviation safety
 - ✓ Enhance the efficiency of aviation operations
 - ✓ Other strategic objectives on security and environment

ICAO Safety Target for 2008-2011



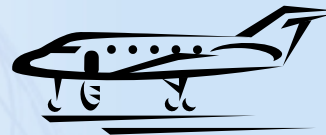
- ➔ Reduce the number of fatal accidents and fatalities worldwide irrespective of the volume of air traffic.
- ➔ Achieve a significant decrease in accident rates, particularly in regions where these remain high.
- ➔ No single ICAO region shall have an accident rate* more than twice the worldwide rate by the end of 2011.

* *Based on a five-year sliding average*

The ICAO Framework

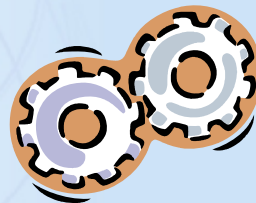


Vision



ICAO Strategic objectives on safety and efficiency

Strategy



Global Air Navigation Plan

Global Aviation Safety Plan

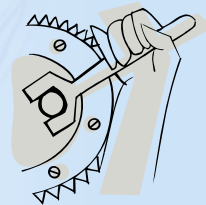
Tactics



Global Performance Initiatives (GPIs)

Global Safety Initiatives (GSIs)

ICAO actions



Global and regional work plans as part of the business plan for ICAO led activities

GASP origin and objectives



→ Origin

- ✓ May 2005: An informal meeting between ICAO and the industry concluded that:
 - The move from forensic safety to predictive safety should be accelerated
 - Further improvement in aviation safety requires the involvement of all Stakeholders
- ✓ Establishment of the Industry Strategy Safety Group (ISSG)
 - Airbus
 - Airports Council International (ACI)
 - Boeing
 - Council of Air Navigation Service Organizations (CANSO)
 - Flight Safety Foundation
 - International Air Transport Association (IATA)
 - International Federation of Airline Pilot Associations (IFALPA)
 - ICAO

GASP origin and objectives



→ Objectives

- ✓ Provide a common frame of reference for all stakeholders
- ✓ Coordinate and guide safety policies and initiatives worldwide to reduce the accident risk for commercial aviation
- ✓ Avoid duplication of effort and uncoordinated strategies
- ✓ Encourage close industry and government cooperation on common safety objectives

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The elements of the GASP & Roadmap

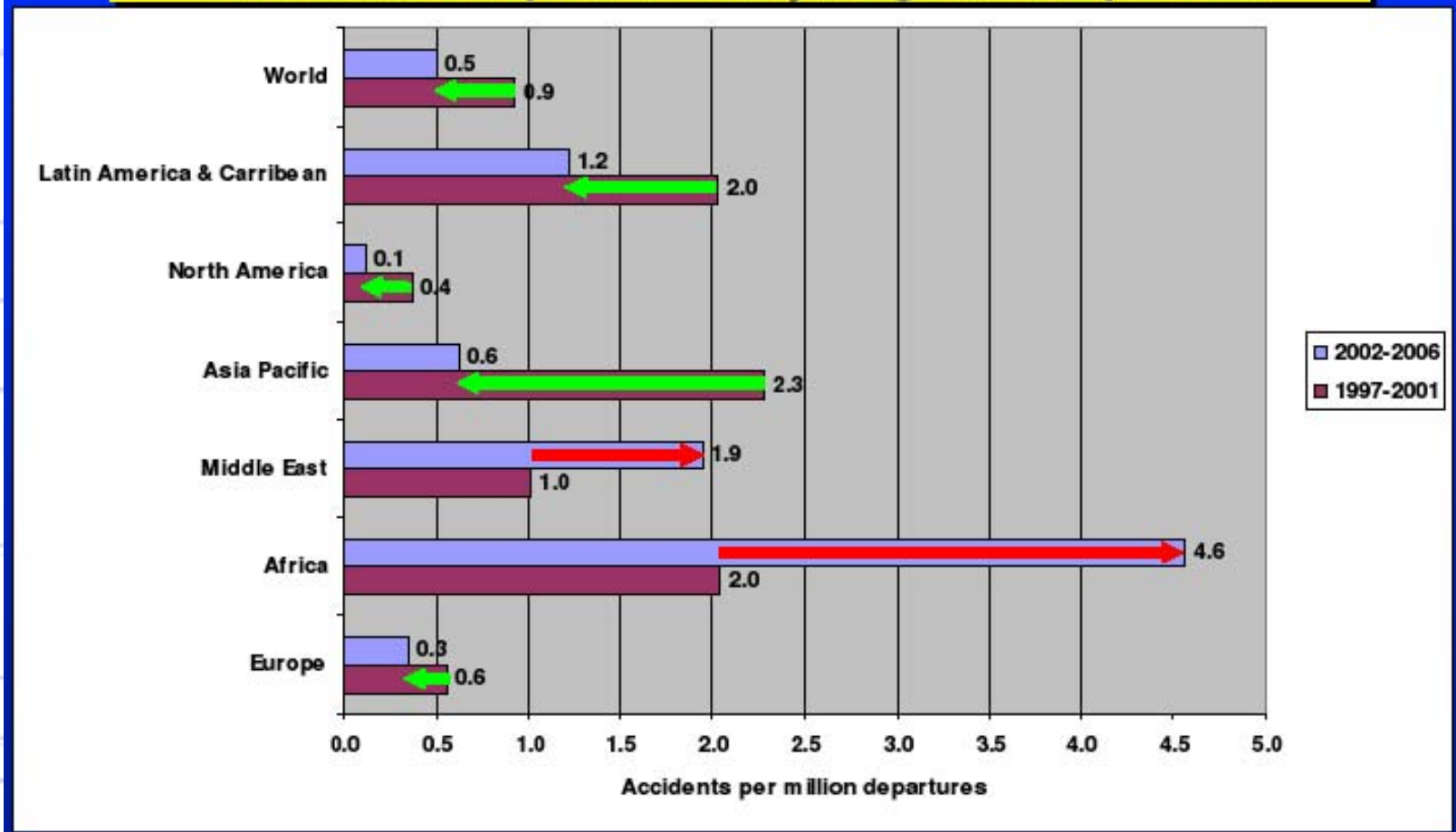


- General discussion on modern approach safety
 - ✓ Predictive approach to safety
 - ✓ Assessing and mitigating risks
- The regional approach for safety
 - ✓ Regional planning process
 - ✓ Maturity levels
- The tools
 - ✓ Focus areas/GSIs, Objectives, Best Practices and Metrics

The regional dimension



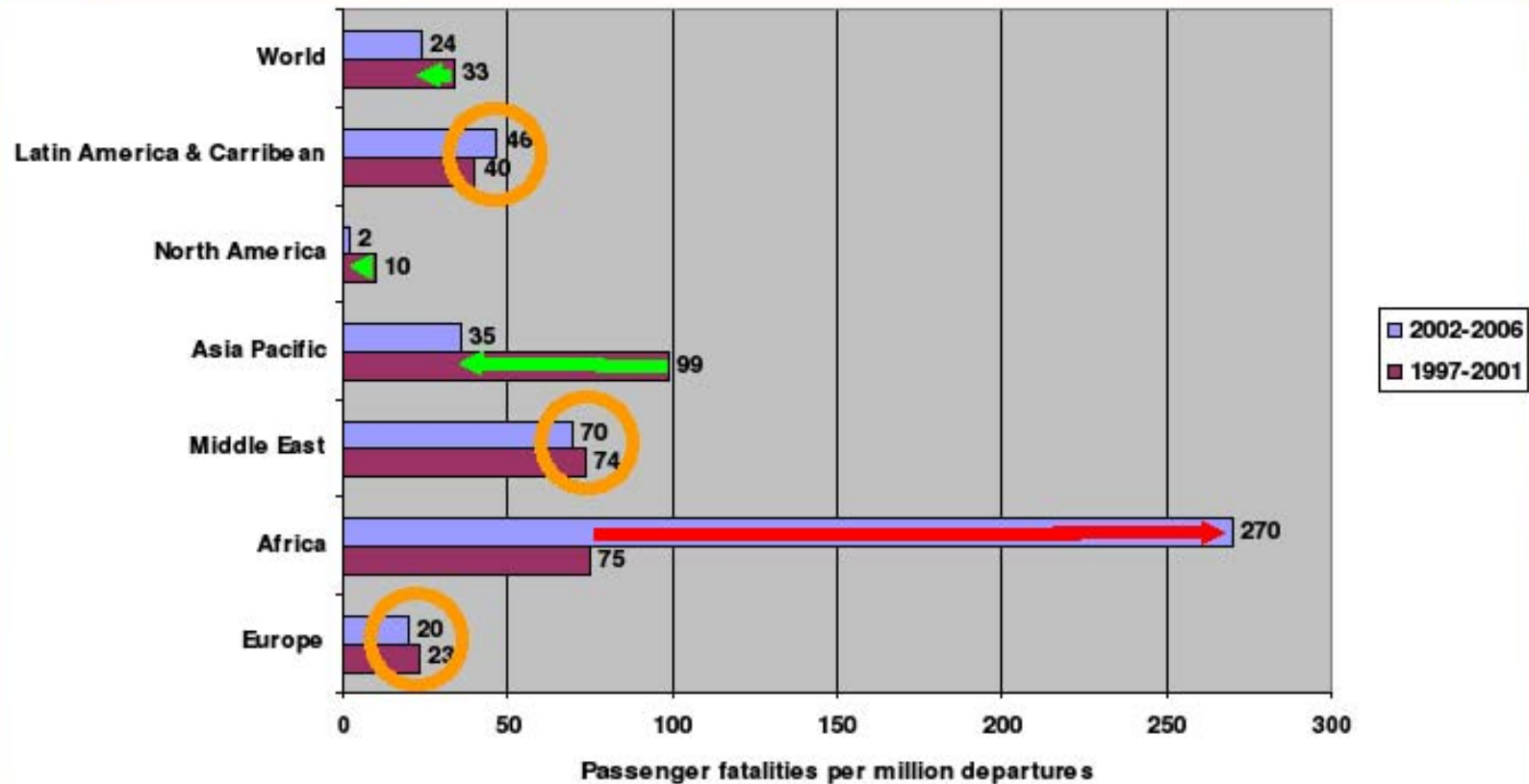
Accident Rate - Fatal Accidents - Scheduled Operations by Region of Operator



The regional dimension



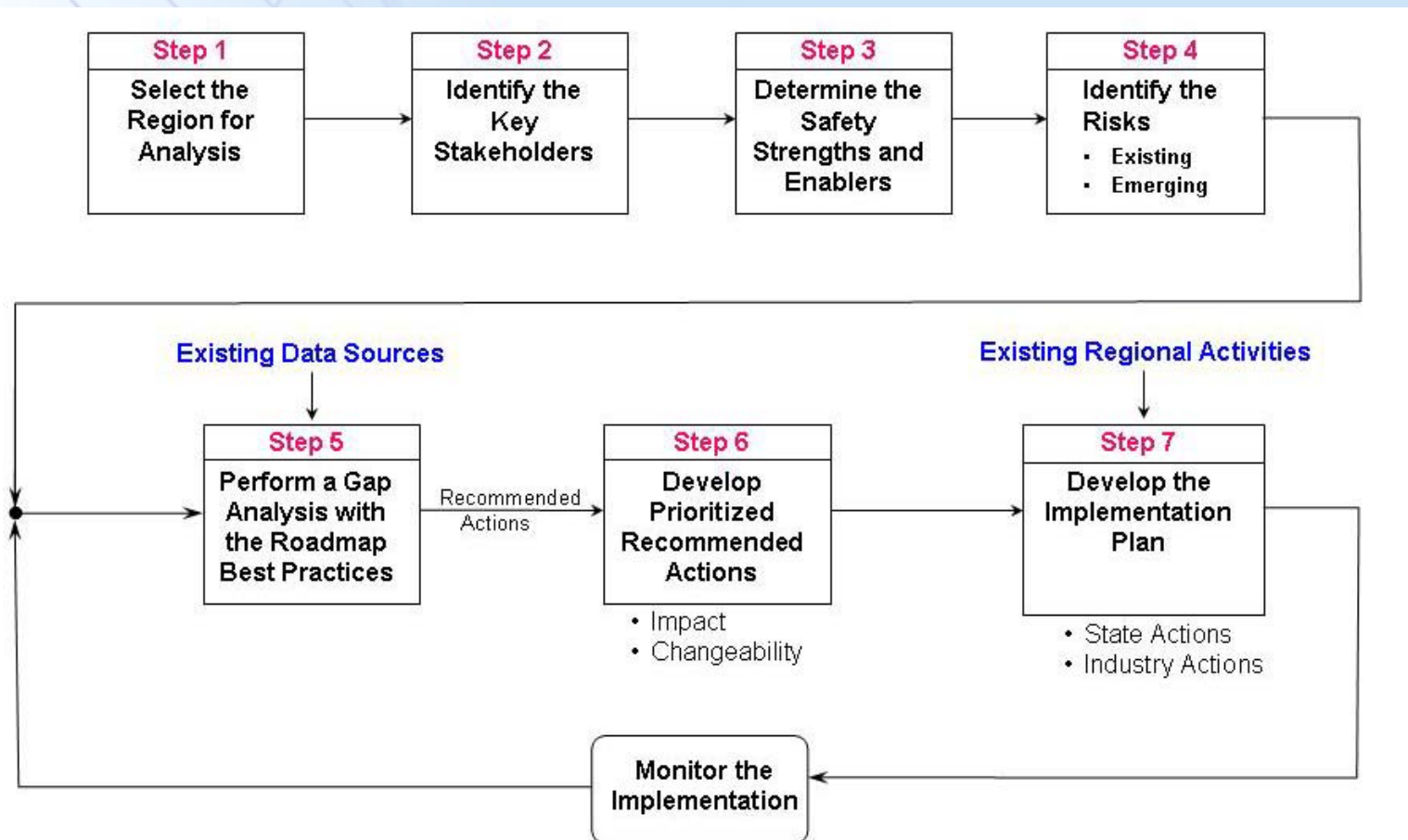
Passenger Fatality Rate - Fatal Accidents - Scheduled Operations by Region of Operator



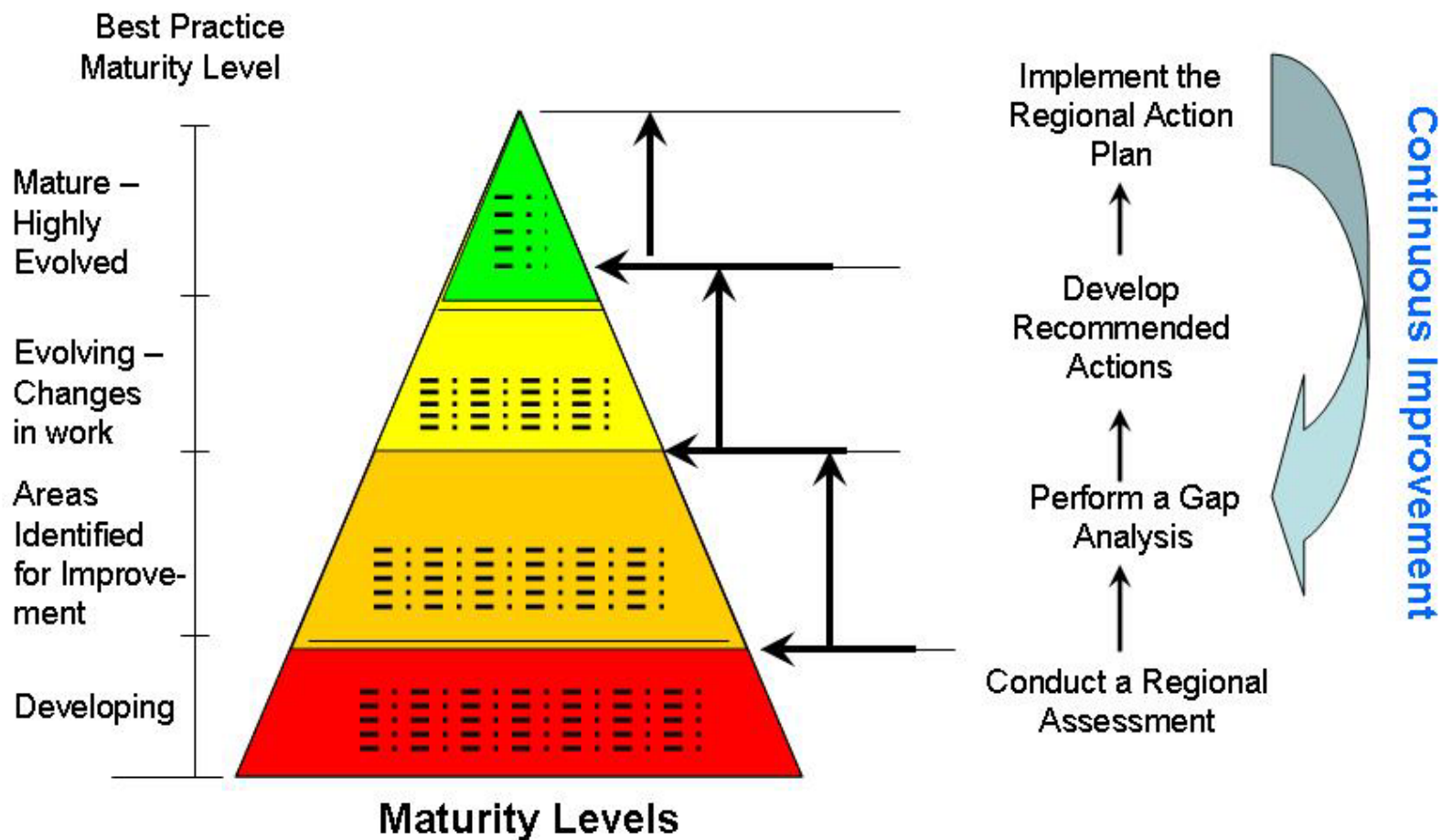
The regional dimension



Regional Safety Enhancement Plan Development Process



Maturity Model to Guide Gap Analysis





GASP Elements: 3 Dimensions and 12 GSIs/roads

States - Areas for Action

1. Consistent implementation of international standards
2. Consistent regulatory oversight
- 3. No impediments to reporting of errors & incidents**
4. Effective incident & accident investigation

Industry - Areas for Action

1. No impediments to reporting & analysing errors / incidents
2. Consistent use of safety management systems
3. Consistent compliance with regulatory requirements
4. Consistent adoption of industry best practices
5. Alignment of industry safety strategies
6. Sufficient number of qualified personnel
- 7. No gaps in the use of technology to enhance safety**

Regional Focus Area

Consistent coordination of regional programmes

Objectives, best practice and metrics



- For each GSI/Roads, objectives are defined
- For each objective, best practices are provided
- For each best practice, metrics are provided
- Example
 - ✓ *Inconsistent Regulatory Oversight*
 - *States ensure their Regulatory Authority is independent, competent and adequately funded*
 - *The Regulatory Authority acts independently where safety issues are implicated in its action (1 of 6)*
 - » *USOAP LEG 1.109, LEG 1.111, AIG 6.505, Annex 13 Appendix E*

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- **Milestones and implementation**
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Global Aviation Safety Roadmap



✈ Milestones:

- ✓ Part I of the Roadmap signed by each ISSG members CEO in December 2005
- ✓ Part II of the Roadmap signed by each ISSG members CEO in December 2006
- ✓ Handover to ICAO in December 2006



GAPS Handover to ICAO – Dec 06



Global Aviation Safety Plan



✈ Milestones:

- ✓ Dec 2006: The Global Aviation Safety Roadmap is handed to ICAO and constitutes the basis on which the Global Aviation Safety Plan is built and becomes an integral part of it
- ✓ GASP is approved by the ICAO Air Navigation Commission on 12 June 2007 and accepted by the ICAO Council on 19 July 2007
- ✓ The ICAO 36th Assembly *resolved* that ICAO shall implement and keep current the Global Aviation Safety Plan to support the Safety Strategic Objectives of the Organization.

Implementing GASP



→ For ICAO

- ✓ Resolution on ICAO Global Planning for Safety and Efficiency (A36-7)
 - *“The global plans shall provide the framework in which regional, sub-regional and national implementation plans will be developed and implemented”*
- ✓ The GSIs guide all activities supporting the implementation of the ICAO Safety Strategic Objective.
- ✓ No safety task will be included in the ICAO Business Plan if it is not linked to one of the 12 GSIs.

Implementing GASP



→ For the Industry and States

- ✓ ICAO Resolution A36-7 “*Urges Contracting States and the industry to apply the GASP and Global Aviation Safety Roadmap principles and objectives and to implement its methodologies in partnership with all concerned stakeholders to reduce the number and rate of aircraft accidents*”
- ✓ Identifies the areas in which the safety efforts should be focussed to best achieve improvement in safety.
- ✓ Best practices and metrics provide the tools to develop action and to measure progress.
- ✓ Industry has indicated that they would only support a project if it is linked to a focus area or a GSI.

GASP at work



- Cooperation continues with the industry on the implementation.
- GASP Workshops
 - ✓ Assist States and the Industry in working together on gap analysis and remedial activities
 - ✓ First workshops in Abu Dhabi (January 2008) and Abuja (April 2008)
 - ✓ This workshop in Bogota (May 2008)
 - ✓ At least two others planned in Africa in 2008
- Action Plans are developed and implemented

What's next ?



- Implementation, implementation and implementation
- Update of the plan taking into account
 - ✓ Recent developments
 - ✓ Feed back from workshop like this one
 - ✓ Feed back from practical implementation
- The partnership between all stakeholders (ICAO, States, international and regional organizations, operators, airports , ATNS) will continue

Conclusions



GASP and the Roadmap are designed to

- Provide a common frame of reference for all stakeholders
- Coordinate and guide safety policies and initiatives worldwide to reduce the accident risk for commercial aviation
- Avoid duplication of effort and uncoordinated strategies
- Encourage close industry and government cooperation on common safety objectives



- ✈ The current version of the Global Aviation Safety Roadmap and Global Aviation Safety Plan are available in English and Spanish on the ICAO Flight Safety Exchange (FSIX)

<http://www.icao.int/fsix/>