



ICAO

SAFETY

Global Aviation Safety Plan

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SSP Coordination Meeting – Lima, Peru

23 April 2014



Needs Analysis

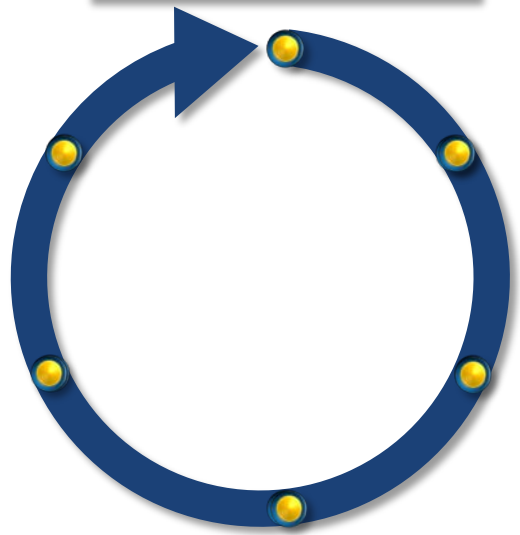


"Why"

Global Plans



Global & Regional "What" ✓



Assess & Measure



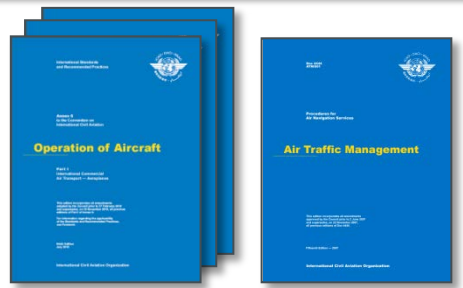
"When"

Implementation



Training & Guidance "How and Whether"

SARPs & PANS

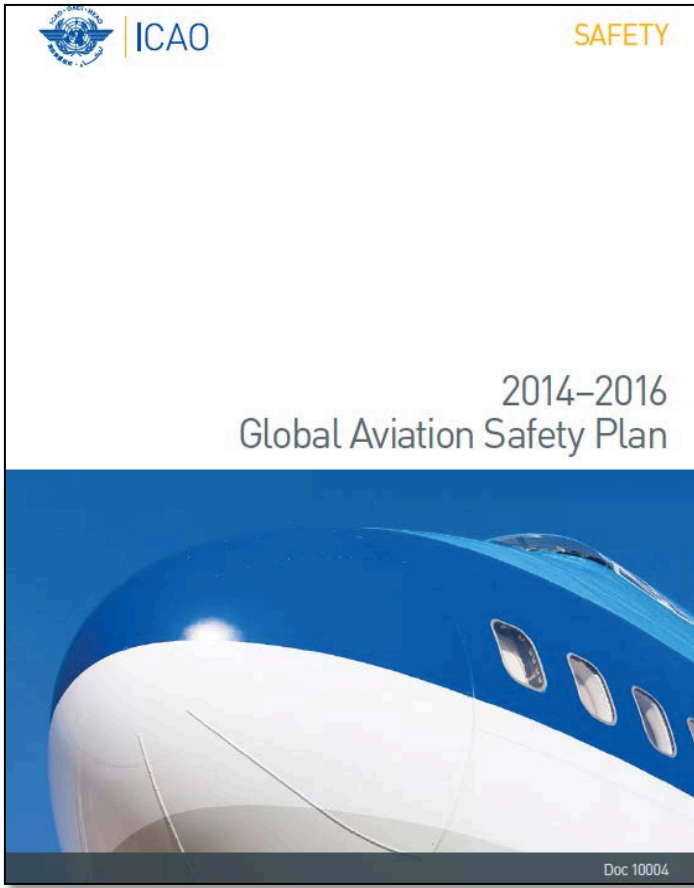




GASP A38 Outcomes

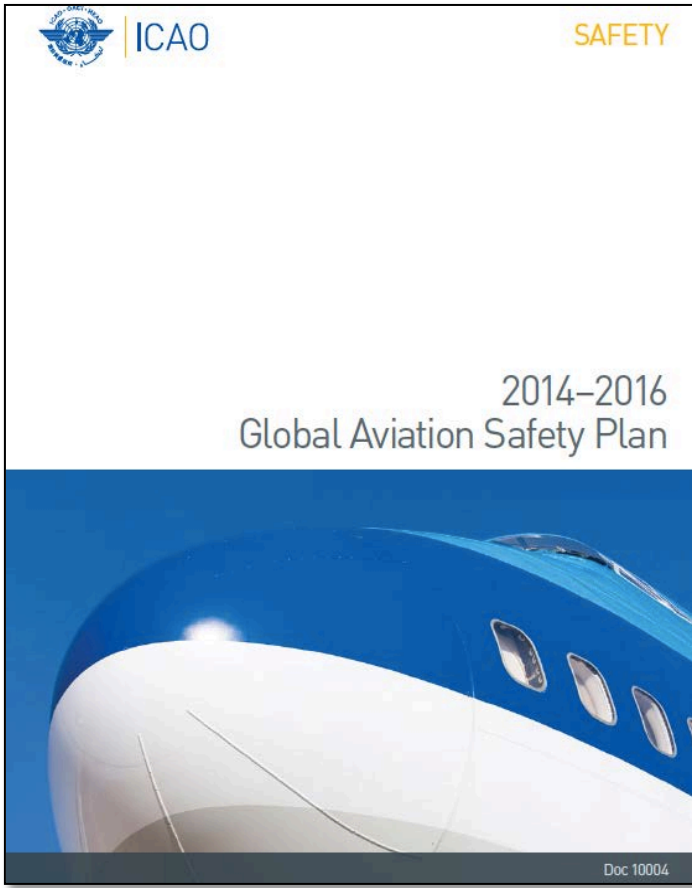
- ➔ The First Edition of the Global Aviation Safety Plan was formally endorsed by the Assembly (Resolution A38-2)
- ➔ The Assembly resolved that the GASP be implemented and kept current in close cooperation and coordination with all concerned stakeholders
- ➔ Finally, the GASP provides the frameworks in which regional, subregional and national implementation plans will be developed and implemented

GASP Policy Principles



- ➔ Reaffirms that Aviation safety is the highest priority
- ➔ Supports the implementation of defined safety objectives and safety performance areas
- ➔ Provides a framework for Regional and State safety priorities including safety management principles
- ➔ GASP is reviewed every three years and submitted for endorsement to each regular ICAO Assembly.

GASP Update Characteristics



- Continuity with the previous GASP Global Safety Initiatives
- Recognition of the differences among Member States including:
 - Safety oversight maturity
 - Traffic volume and growth
 - Operational safety issues
- The need to prioritize safety initiatives



2008 – 2011 GASP Safety Targets

- ➔ 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.

2008 – 2011 GASP Safety Targets



Accident Statistics and Accident Rates: 2011

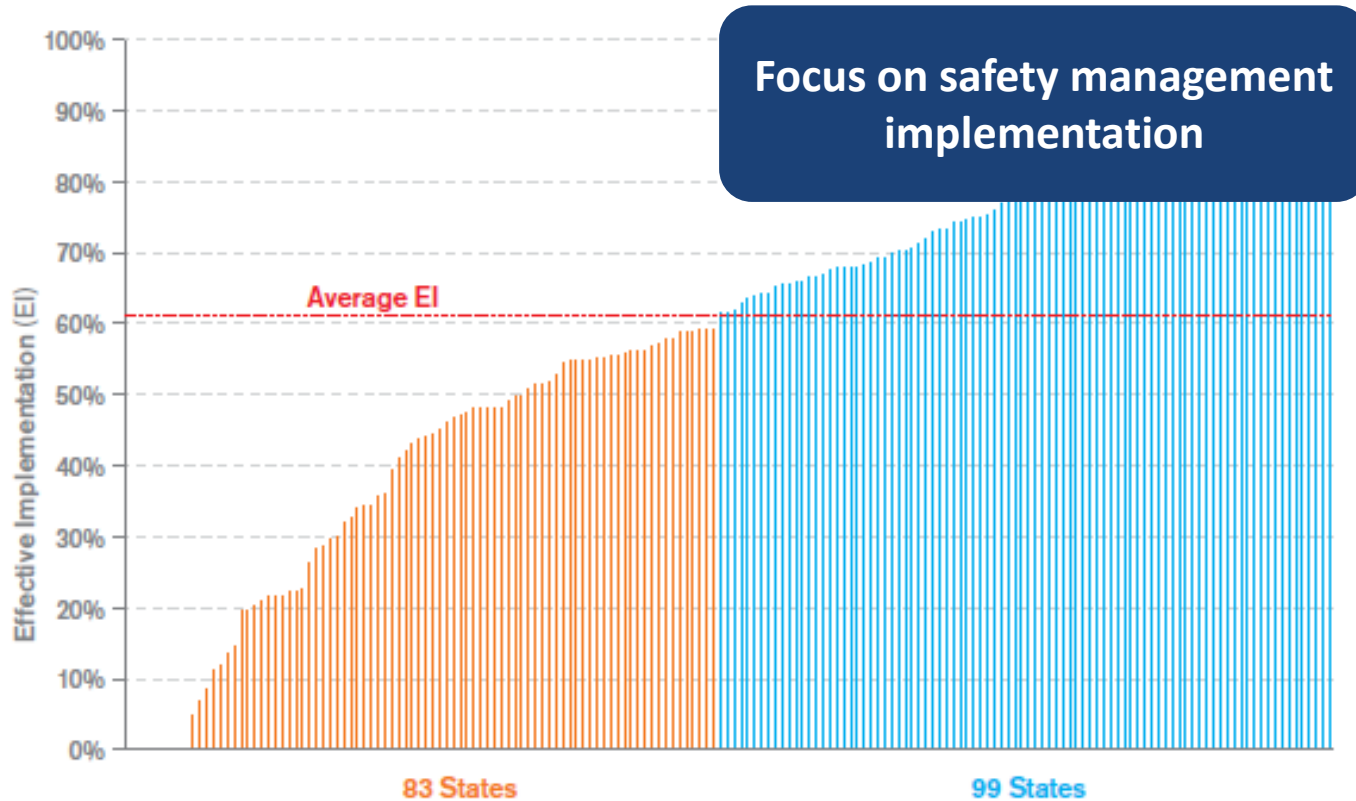
UN Region	Traffic (thousands)	Accidents		Fatal Accidents
		Number	Rate ²	
Africa	891	7	7.9	3
Asia	7,561	22	2.9	3
Europe	7,143	39	5.5	4
Latin America and the Caribbean	2,625	15	5.7	4
North America	10,979	38	3.5	0
Oceania	855	4	4.7	2
World	30,053	126	4.2	16

2013 Safety Statistics

RASG	Estimated Departures (in millions)	Number of accidents	Accident rate (per million departures)	Fatal accidents	Fatalities
AFI	0.7	9	12.9	1	33
APAC	8.6	19	2.2	1	49
EUR	7.9	21	2.7	2	71
MID	1.1	2	1.8	0	0
PA	13.8	39	2.8	5	20
WORLD	32.1	90	2.8	9	173



GASP Concentrating Efforts

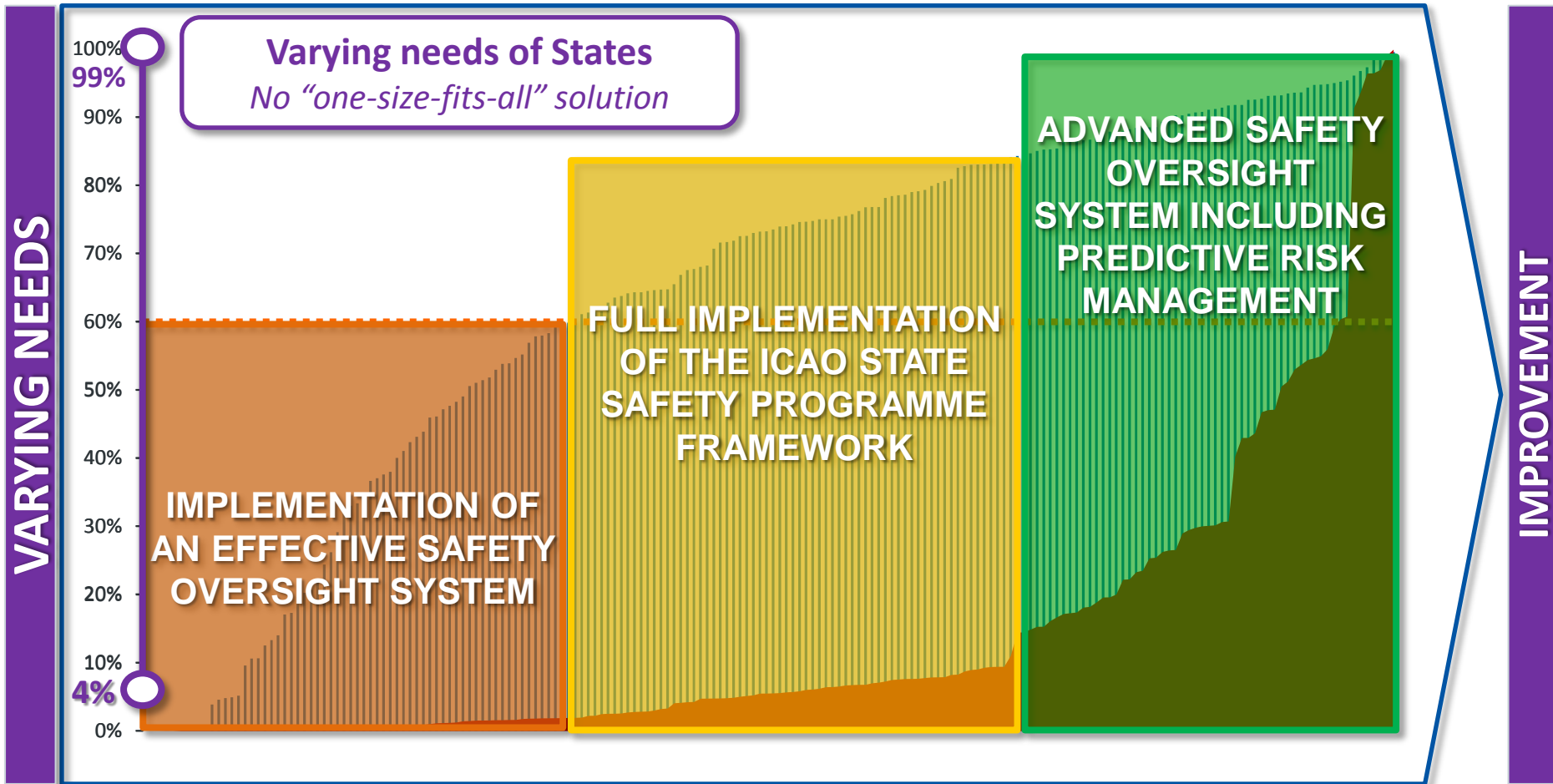


Focus on safety management implementation

Focus on safety oversight implementation

The Bigger Picture – Global Implementation Challenges

Various levels of maturity



GASP Objectives and Priorities

Near-term

2017

- All States establish **effective safety oversight systems**
- States with effective safety oversight (over 60% EI) **fully implement SSP**
- States / Stakeholders support RASGs with the **sharing of safety information**

Mid-term

2022

- All Member States **fully implement the ICAO SSP Framework**
- RASGs incorporate **regional monitoring and safety management** programmes

Long-term

2027

- Member States implement **safety capabilities** as necessary to support future Air Navigation Systems

PRIORITIES

RUNWAY SAFETY

CONTROLLED FLIGHT INTO TERRAIN (CFIT)

LOSS OF CONTROL - INFLIGHT



2007 GASP Global Safety Initiatives

1. Consistent implementation of international Standards and industry best practices
2. Consistent regulatory oversight
3. Effective errors and incidents reporting
4. Effective incident and accident investigation
5. Consistent coordination of regional programmes
6. Effective errors and incidents reporting and analysis in the industry

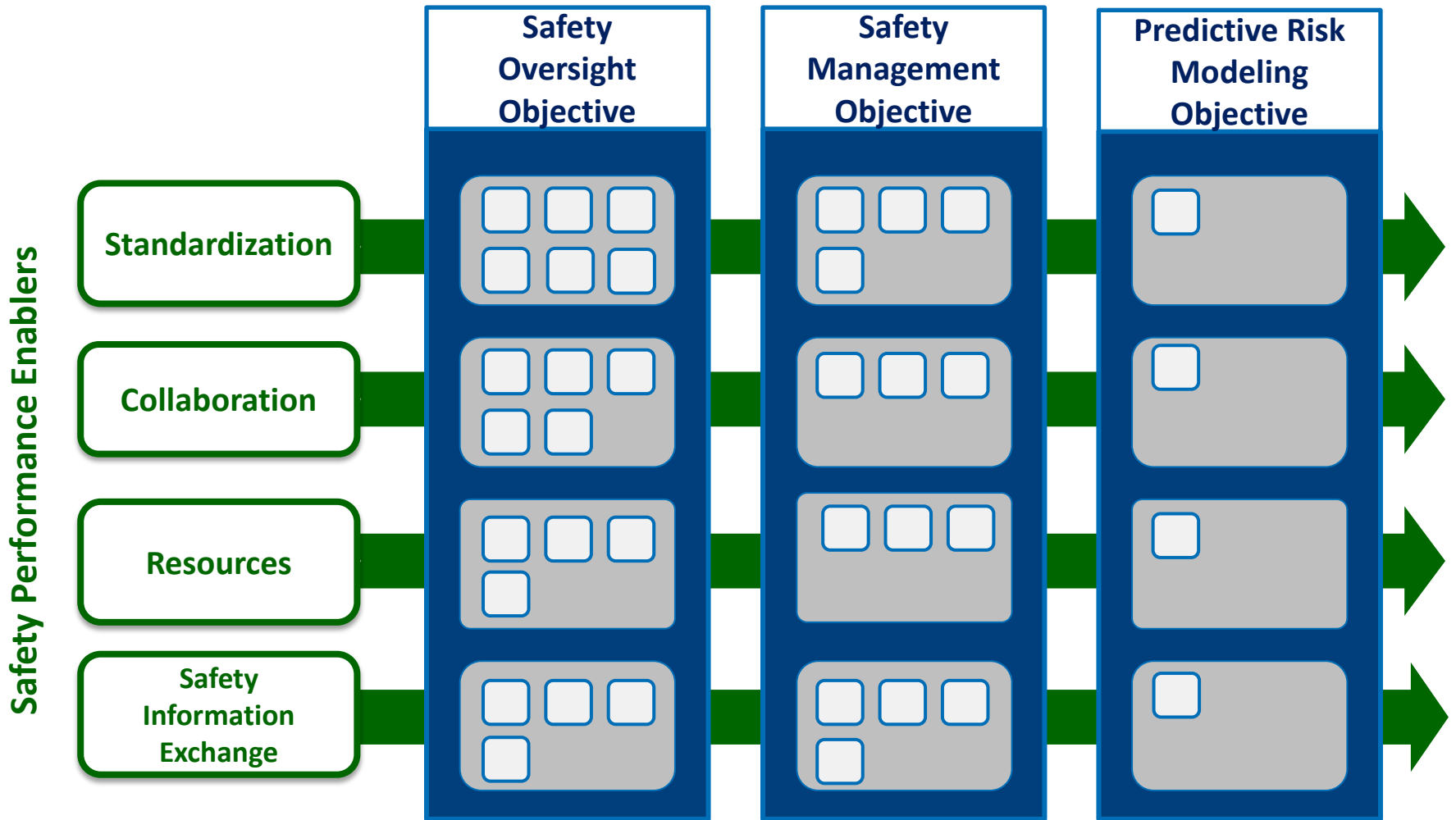


2007 GASP Global Safety Initiatives

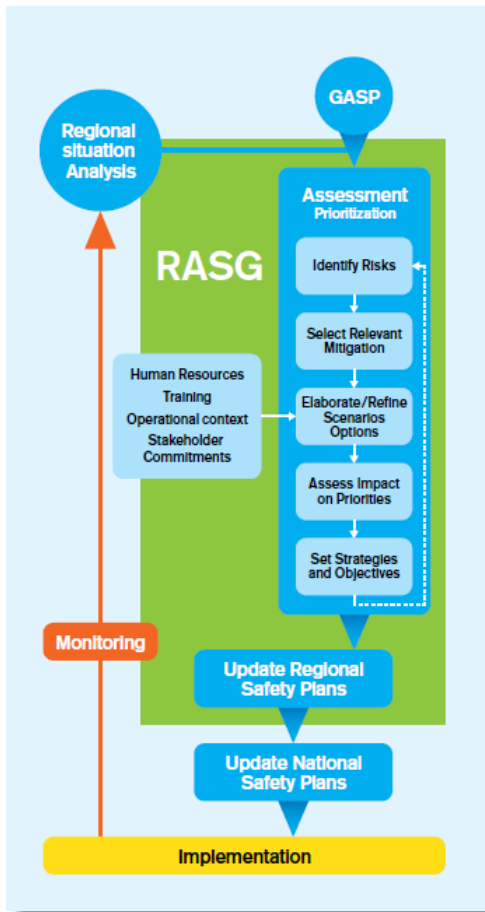
7. Consistent use of safety management systems
8. Consistent compliance with regulatory requirements
9. Consistent adoption of industry best practices
10. Alignment of industry safety strategies
11. Sufficient number of qualified personnel
12. Use of technology to enhance safety



GASP Framework



GASP Update Process



- ➔ The GASP will be reviewed every three years and submitted for endorsement to each regular ICAO Assembly.
- ➔ Regional objectives will vary according to hazards and assessed risks
- ➔ Preliminary updates to be discussed at the High-level Safety Conference in February 2015



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Beijing

Asia and Pacific
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THANK YOU