



International Civil Aviation Organization

CAR/SAM REGIONAL PLANNING AND IMPLEMENTATION GROUP (GREPECAS)

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Agenda Item 2: Global and inter-regional activities

**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 as the basis for the regional work programme.

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).

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.

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) 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 regional work programme.

3. ACTION BY GREPECAS/15

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 regional work programme.

ATTACHMENT

A36-7:	ICAO Global Planning for Safety and Efficiency
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Whereas ICAO strives to achieve the goal of a safe and orderly development of civil aviation through cooperation among Contracting States and other stakeholders;

Whereas to realize this goal, the Organization has established Strategic Objectives in the fields of, inter alia, safety and efficiency;

Recognizing the importance of a global framework to support the Strategic Objectives of ICAO;

Recognizing the importance of regional and national plans and initiatives based on the global framework for effective implementation; and

Recognizing that further progress in improving global safety and efficiency of civil aviation is best achieved through a cooperative, collaborative and coordinated approach in partnership with all stakeholders under the leadership of ICAO;

The Assembly:

1. *Resolves* that ICAO shall implement and keep current the Global Aviation Safety Plan (GASP) and the Global Air Navigation Plan (GANP) to support the relevant Strategic Objectives of the Organization;
2. *Resolves* that these global plans shall be implemented and kept current in close cooperation and coordination with all concerned stakeholders;
3. *Resolves* that these global plans shall provide the framework in which regional, subregional and national implementation plans will be developed and implemented thus ensuring harmonization and coordination of efforts aimed at improving international civil aviation safety and efficiency;
4. *Calls upon* States and *invites* other stakeholders to cooperate in the development and implementation of regional, subregional and national plans based on the framework of the global plans;
5. *Instructs* the Council to provide a report on the implementation and evolution of the global plans to future regular sessions of the Assembly;
6. *Instructs* the Secretary General to make available the global plans on the ICAO public website; and
7. *Declares* that this Assembly resolution supersedes Assembly Resolution A33-16 on the ICAO Global Aviation Safety Plan (GASP).

APPENDIX A

Global Aviation Safety Plan

Reaffirming that the primary objective of the Organization continues to be to improve the safety of international civil aviation worldwide;

Recognizing that safety is a shared responsibility involving ICAO, Contracting States and all other stakeholders;

Recognizing the safety benefits that can be drawn from partnerships between States and industry such as the Commercial Aviation Safety Team (CAST), the European Strategic Safety Initiative (ESSI), the Pan-American Aviation Safety Team (PAAST) and the African and Indian Ocean Islands Safety Enhancement Team (ASET);

Recognizing that there is a need for the safety framework to continuously evolve to ensure its sustained effectiveness and efficiency in the changing regulatory, economic and technical environment;

Noting that the expected increase in international civil aviation traffic will result in an increasing number of aircraft accidents unless the accident rate is reduced;

Realizing the need to maintain the public's confidence in air transport;

Recognizing that a proactive approach in which safety risks are identified and managed is of paramount importance to the achievement of further improvements in aviation safety;

Noting with satisfaction the Global Aviation Safety Roadmap as developed by key industry partners acting as the Industry Safety Strategy Group (ISSG) with ICAO and which forms the basis for the Global Aviation Safety Plan;

Noting the intent to continuously apply the Global Aviation Safety Plan as a tool to enhance safety by focusing action where it is most needed;

Noting the unified strategy established by ICAO to resolve safety-related deficiencies; and

Noting the acceptance on 18 July 2007 by the Council of the amended Global Aviation Safety Plan (GASP);

The Assembly:

1. *Stresses* the need for a reduction in the number and rate of fatal accidents in air transport operations in all parts of the world and particularly in regions where the rate is significantly higher than the worldwide average;
2. *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;
3. *Urges* Contracting States to demonstrate the political will necessary for taking remedial actions to address deficiencies including those identified by Universal Safety Oversight Audit Programme (USOAP) audits and through the application of GASP methodologies and the ICAO regional planning process;
4. *Urges* Contracting States to reinforce the global aviation safety framework by:
 - a) sharing appropriate safety-related information among States, all other aviation stakeholders and the public;

- b) expeditiously implementing safety management systems across the aviation industry to complement the existing regulatory framework;
 - c) promoting a just culture by creating an environment in which the reporting and sharing of information is encouraged and facilitated and in which remedial action is undertaken in a timely fashion when deficiencies are reported; and
 - d) reporting accident and incident data as required to ICAO;
5. *Urges* States to fully exercise safety oversight of their operators in full compliance with applicable Standards and Recommended Practices (SARPs), and assure themselves that foreign operators flying in their territory receive adequate oversight from their own State and take appropriate action when necessary to preserve safety;
6. *Urges* States to develop sustainable safety solutions to fully exercise their safety oversight responsibilities. This can be achieved by sharing resources, utilizing internal and/or external resources, such as regional and subregional safety oversight organizations and the expertise of other States;
7. *Urges* Contracting States, the industry and financing institutions to provide the needed support for the coordinated implementation of the ICAO Global Aviation Safety Plan, avoiding duplication of efforts.

Appendix B

Global Air Navigation Plan

Whereas enhancement of the efficiency of aviation operations is a key element of the ICAO Strategic Objectives;

Having adopted Resolution A35-15, a consolidated statement of continuing ICAO policies and practices related to a global air traffic management (ATM) system and communications, navigation and surveillance/air traffic management (CNS/ATM) systems; and

Noting the acceptance on 30 November 2006 by the Council of the new version of the Global Air Navigation Plan (GANP);

The Assembly:

1. *Calls* upon States, Planning and Implementation Regional Groups (PIRGs) and the aviation industry to utilize the guidance provided in the GANP for planning and implementation activities;
2. *Urges* Contracting States, industry and financing institutions to provide the necessary support for coordinated implementation of the GANP, avoiding duplication of effort;
3. *Instructs* the Council to ensure that the GANP is continuously maintained up to date in light of further operational and technical developments, in close collaboration with States and other stakeholders; and
4. *Urges* the Council to facilitate the development and monitor the implementation of regional, subregional and national plans on the basis of the GANP.