International Civil Aviation Organization

First Meeting of the Middle East Regional Aviation Safety Group (RASG-MID/1)

(Cairo, Egypt, 18 – 19 September 2011)

Agenda Item 4:   Global/Regional Performance Framework for Safety

REVIEW OF THE PROPOSED REVISIONS TO THE GASP

(Presented by the Secretariat)

SUMMARY

The 37th Session of the Assembly instructed ICAO to review the Global Aviation Safety Plan (GASP). This document was last updated in 2007. This working paper presents a summary of the proposed revisions to the GASP.

Action by the meeting is at paragraph 3.

1.   **INTRODUCTION**

1.1   ICAO strives to achieve the goal of a safe and orderly development of civil aviation through cooperation among Contracting States and other stakeholders. Recognizing the importance of a global framework to support ICAO's Strategic Objectives for the safety and sustainability of the air transportation system, the Organization developed the Global Aviation Safety Plan (GASP) in 1997. This paper presents a summary of the proposed revisions to this global document.

2.   **REVISION OF THE GLOBAL AVIATION SAFETY PLAN (GASP)**

2.1   The GASP, the latest version of which was accepted by the Council in July 2007, was originally intended, and initially served, as a high-level policy document in guiding the efforts of the States, industry and international organizations. In view of the latest developments related to implementation of the State Safety Programme (SSP) and Safety Management Systems (SMS), as well as the associated Standards and Recommended Practices (SARPs), it has become necessary to update the GASP to better reflect the introduction and use safety management principles. This revision is intended to provide the necessary framework and associated tools and will be accomplished in parallel and in harmony with the Global Aviation Safety Roadmap (GASR). The 37th Session of the Assembly (Resolution A37/4 refers) noted the intent to continue to apply the GASP as a tool for safety enhancement by focusing action where it is most needed and directed the Council to keep the GASP current in order to support the relevant ICAO objectives. The proposed revisions to the GASP are outlined in **Appendix A** to this working paper.

3.   ACTION BY THE MEETING

3.1   The meeting invited to:

a) note the summary of the proposed revision to the GASP in **Appendix A** to this working paper; and

b) organise the RASG-MID work programme taking into account that revision to the GASP is underway.

GLOBAL AVIATION SAFETY PLAN (GASP)

1.　　　　Through enhancement of the GASP the evolution of the Plan as a strategic document will be facilitated by focusing on coordination and implementation of safety activities between ICAO, its Member States, associated international organizations, regional organizations and aviation industry. It will provide guidance for the prioritization and allocation of aviation safety resources with the achievement of the global safety goal and associated global safety targets assessed and reported at each session of the Assembly.

2.　　　　An enhanced GASP is being developed based on a top-down approach such that the overall goal of reducing the global fatal accident rate provides the theme for the document. Linked to this overall goal will be measurable global safety targets for ICAO and Member States. These global targets will include the general metric of reducing the global aviation accident rate to the lowest level possible but will also identify underlying specific targets selected based on negative safety trends that become evident through ongoing integrated safety analyses of both leading and lagging safety indicators. Also, these specific targets will be dynamic and may change as emerging safety issues are identified and existing safety issues are managed to an acceptable level. Furthermore, GASP will establish global safety measurements to ensure that the implementation strategies accompanying the GASP are monitored to determine whether they actually achieve the desired objective. The recently established regional aviation safety groups (RASGs) will develop and implement a work programme that supports a regional performance framework for the management of safety on the basis of GASP.

3.　　　　It is expected that the global safety targets will be addressed through the implementation of global safety initiatives (GSIs). In this iteration of GASP, the GSIs will be restructured to include strategic and comprehensive GSI implementation strategies that will ensure continued enhancement of global safety. The GASP will also include performance-based measurements to monitor the effectiveness of the GSIs and their contributions toward meeting the global safety targets. Compatibility with the original GSI will remain, however some may be grouped into others as follows (please note that this is still work in progress):

> **GSI 1 -** Implementation of International Standards and Recommended Practices
> **GSI 2 -** Establishment and Management of a Regulatory Oversight System
> **GSI 3 -** Maintaining Sufficient Number of Qualified Personnel
> **GSI 4 -** Establishment and Management of Accident and Incident Investigation
> 　　　　Capabilities
> **GSI 5 -** Establishment and Management of a Safety Reporting System
> **GSI 6 -** Alignment and Coordination of Regional Programmes
> **GSI 7 -** Implementation of State Safety Programme (SSP)
> **GSI 8 -** Use of Technology to Enhance Safety
> **GSI 9 -** Continuous Monitoring and Improvement of State's Aviation Safety System

4.　　　　The enhanced GASP will also introduce the concept of safety oversight maturity whereby the focus for GSI implementation, over time, will become related to the existing capabilities of a State's safety oversight system. The measurement of maturity will be based on the results of the Universal Safety Oversight Audit Programme (USOAP) utilizing lack of effective implementation (LEI) to determine GSI implementation priorities for States. It is envisioned that as these GSIs are implemented progressively by the States, the maturity of their respective safety oversight systems will improve in a manner that will lead to successful State Safety Programme implementation.

5.　　　　　　The Air Navigation Bureau also proposes the identification of a global safety network. This network will include international and regional aviation safety organizations and regional civil aviation bodies. It is envisioned that the GASP will be used to facilitate the alignment and coordination of activities conducted by these entities by linking their respective work programmes to GASP safety targets and GSIs

6.　　　　　　Finally, the changes to GASP will be coordinated with the Industry Safety Strategy Group (ISSG) and it is hoped that the ISSG, regional entities and States will revise the Global Aviation Safety Roadmap (GASR) to develop an implementation plan for the revised GASP. Focus areas developed in the GASR must have direct linkages with the GSIs proposed in the revised GASP.

-END-