



*International Civil Aviation Organization*

**First Meeting of the RASG-MID Steering Committee  
(RSC/1)**

*(Cairo, Egypt, 18 – 20 June 2012)*

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**Agenda Item 2: Global developments related to aviation safety**

REVISED GASP

*(Presented by the Secretariat)*

**SUMMARY**

This paper presents a summary of the proposed revisions to the GASP, including targets and Global Safety Initiatives (GSIs).

Action by the meeting is at paragraph 3.

**1. INTRODUCTION**

1.1 The 37th Session of the ICAO Assembly, held in 2010, resolved that ICAO shall implement and keep current to update the GASP and the Global Air Navigation Plan (GANP) to support the relevant strategic objectives of the International Civil Aviation Organization (Assembly Resolution A37-4, refers).

1.2 The relation of the GANP and GASP, as strategic planning documents, includes a series of global initiatives for use by States and the international aviation community to continuously improve efficiency and safety. Recognizing the complexity of the contemporary air transport system and the corresponding need for a strategy that is global both geographically and in a multi-disciplinary context, the GANP and GASP facilitate coordination of activities undertaken by all stakeholders.

1.3 In view of the latest developments in safety management practices, it has become necessary to update the GASP accepted by the Council in July 2007. The proposed edition provides a proactive strategy to improve aviation safety through incorporation of the latest developments related to safety management practices, providing a multi-disciplinary and, risk-based approach to achieve continuous improvement in global safety performance.

**2. DISCUSSION**

2.1 The purpose of the GASP is to provide a strategic framework for the aviation community to continuously improve aviation safety. It is designed to leverage the benefits of cooperation among aviation stakeholders; therefore being applicable to ICAO, its Member States, international and regional organizations, as well as product and service providers involved in the continuous enhancement of aviation safety performance. This enhancement is proposed to be achieved by reducing the level of risk in the international air transport system that can result in the loss of life, serious injury or property damage.

2.2 The proposed GASP includes global safety targets (a general target and 4 supporting targets) that serve as high-level indicators used to measure success in attaining the overall GASP goal. The general target is to reduce the number of accidents and related fatalities worldwide irrespective of the volume of traffic. The following supporting targets aim to address the areas of highest safety risk that are known to be present:

- a) Significantly reduce the rate of runway safety related accidents and serious incidents;
- b) Significantly reduce the rate of loss of control in-flight related accidents and serious incidents;
- c) Significantly reduce the rate of accidents and serious incidents associated with system component failures; and
- d) Continue to lower the rate of controlled flight into terrain (CFIT) related accidents and serious incidents.

2.3 To achieve the enhancement of aviation safety performance and meeting the global safety targets, the revised GASP proposes the following GSIs, which comprise a high-level strategy designed to assist the international community in its implementation:

- GSI 1 – Improving standardization and harmonization
- GSI 2 – Establishment and management of State safety oversight systems
- GSI 3 – Access to sufficient numbers of qualified personnel for States and industry
- GSI 4 – Establishment and management of accident and incident investigation systems
- GSI 5 – Alignment and coordination of safety initiatives
- GSI 6 – Continuous monitoring and enhancement of aviation safety performance
- GSI 7 – Implementation of safety management practices
- GSI 8 – Proactive use and sharing of safety intelligence
- GSI 9 – Use of technology to enhance safety

2.4 The implementation of the GSIs to continuously improve aviation safety performance will require collaboration among aviation stakeholders to provide the necessary support while minimizing duplication of efforts at the global, regional and national levels. In addition, the GASP recognizes that targeted investment remains essential to assure the continuous improvement of safety performance.

### **3. ACTION BY THE MEETING**

3.1 The meeting invited to take into consideration the proposed revisions to the GASP when developing the RASG-MID work programme.