



*International Civil Aviation Organization*

**RASG-MID Steering Committee**

**Fifth Meeting (RSC/5)**  
*(Amman, Jordan, 23-25 January 2017)*

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**Agenda Item 2: Global Developments related to Aviation Safety**

**SAFETY RELATED OUTCOMES OF THE  
39TH SESSION OF THE ICAO ASSEMBLY**

*(Presented by the Secretariat)*

**SUMMARY**

This paper presents the main safety-related outcomes of 39<sup>th</sup> Session of the ICAO Assembly. It also introduces the 2017-2019 GASP.

Action by the meeting is at paragraph 3.

**1. INTRODUCTION**

1.1 The 39<sup>th</sup> Session of the ICAO Assembly benefitted from the participation of more than 2,200 delegates from 185 States and 56 observer delegations.

**2. DISCUSSION**

2.1 The main safety-related outcomes of the 39th Session of the ICAO Assembly are summarised as follows:

The Assembly,

- Recognised the first group of Council President Certificates for Safety Audit performance improvement which were presented during the opening ceremonies to 14 objectively selected States (Austria, Botswana, Cameroon, Ecuador, El Salvador, Israel, Italy, Lao People's Democratic Republic, Latvia, Madagascar, Mali, Niger, San Marino, United Arab Emirates).
- Endorsed the continuation of the No Country Left Behind (NLCB) initiative.
- Directed ICAO to further assist its Member States in enhancing their air transport systems and ensure that no country is left behind so that all can foster sustainable development and benefit from improved air connectivity.
- Endorsed that ICAO continue its work on the development and implementation of technical assistance under the respective Strategic Objectives, in partnership with States, international and regional organizations, and industry.

- Recognized that the ICAO Technical Cooperation Programme continues to be a permanent priority activity of the organization; and one of the main instruments of ICAO to support States in remedying deficiencies and implementing improvements in the field of civil aviation.
- Noted and appreciated ICAO's progress on items resolved at the last ICAO High Level Safety Conference (2015).
- Urged States to continue PBN implementation.
- Endorsed an ICAO strategy on emergency preparedness and response.
- Reviewed the global implementation support plans and programmes, including the regional implementation support mechanisms: namely planning and implementation regional groups (PIRGs), regional aviation safety groups (RASGs), and regional safety oversight organizations (RSOOs). The Assembly urged States to provide sufficient support, including technical expertise, participation and contributions, to the PIRG, RASG and RSOO work programmes and implementation activities.
- Endorsed continuation of ICAO's Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan) activities beyond 2016, and within the work programmes of the regional offices, as well as its expansion to cover all safety areas.
- Supported the proposal from the Global Ministerial Aviation Summit held in Riyadh, Saudi Arabia, in August 2016, for the establishment of the Middle East (MID) Implementation Plan (MIDIP) in air navigation and safety.
- Endorsed the Next Generation of Aviation Professionals (NGAP) Programme and highlighted the work of ICAO with States, international organizations, industry and academia to create greater awareness of the impending shortages of personnel, promote gender equality in aviation and assist the global aviation community in attracting, educating and retaining the next generation of aviation professionals.
- Endorsed the action plan for further customization of long term traffic forecasts, in order to meet the needs of States and for the updating the of global and regional forecasts for aviation personnel (Doc 9956) to meet the requirements of the ICAO NGAP programme.

### ***2017-2019 GASP***

2.2 The 39<sup>th</sup> ICAO Assembly endorsed the 2017-2019 Global Aviation Safety Plan (GASP) which maintains continuity with the version endorsed by the Assembly in 2013 while introducing a new global aviation safety roadmap to ensure that safety initiatives deliver the intended benefits of the GASP objectives through enhanced coordination, thus reducing inconsistencies and duplication of efforts.

2.3 The GASP includes objectives for States to meet through the implementation of effective safety oversight systems, State Safety Programmes (SSPs) and the development of advanced safety oversight systems, including predictive risk management. The GASP also sets out timelines for the global collective achievement of these near-, mid- and long-term objectives.

Effective safety oversight	SSP implementation	Predictive risk management
RASGs and other fora: mechanisms for sharing of safety information	RASGs: mature regional monitoring and safety management programmes	All States: implement advanced safety oversight systems, including predictive risk management
States with EI > 60%: SSP implementation	All States: SSP implementation	
All States: achieve 60% EI of CEs		
2017 (near term)	2022 (mid term)	2028 (long term)

2.4 The global aviation safety roadmap is an action plan developed to assist the aviation community in achieving the objectives presented in the GASP. It provides a structured, common frame of reference for all relevant stakeholders.

2.5 The roadmap outlines specific safety initiatives supported by a set of actions associated with each of the four safety performance enablers (standardization, resources, collaboration and safety information exchange) which, when implemented by stakeholders, will address the GASP objectives and global safety priorities. These specific safety initiatives targeted to the different streams of stakeholders (States, regions and industry) at different levels of maturity.

2.6 The roadmap includes specific initiatives. The roadmap contains three distinct phases, in line with the GASP objectives:

- a) Phase I: effective safety oversight;
- b) Phase II: State safety programme (SSP) implementation; and
- c) Phase III: predictive risk management.

2.7 Four steps should be followed for each of the three phases, as follows:

- Step 1 — Conduct self-analysis
- Step 2 — Identify safety initiatives and actions
- Step 3 — Develop the safety plan
- Step 4 — Monitor implementation

2.8 It is expected that States, Regions (supported primarily by the RASGs) and industry will use the roadmap individually and collectively as the basis to develop action plans that define the specific activities which should take place in order to improve safety at the regional or sub-regional and national levels. The national, regional and industry safety plans will help stakeholders prioritize actions to achieve the objectives set out in the GASP and address the global safety priorities.

2.9 ICAO supports the implementation of the roadmap by providing resources, implementation tools and assistance via different programmes and initiatives, such as the No Country Left Behind campaign.

2.10 A copy of GASP 2017-2019 (ICAO Doc 10004) can be downloaded at <http://www.icao.int/safety/Pages/GASP.aspx>.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the safety-related outcomes of the 39th Session of the ICAO Assembly and take actions as required; and
- b) take into consideration the use of GASP roadmap as the basis to develop action plans that define specific activities.

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