



**DIRECTORS GENERAL OF CIVIL AVIATION-MIDDLE EAST REGION
FIFTH MEETING (DGCA-MID/5)**

(Kuwait, 4-6 November 2019)

Agenda Item 4: Global Developments

2020-2022 EDITION OF THE GLOBAL AVIATION SAFETY PLAN

(Presented by Secretariat)

SUMMARY

The Global Aviation Safety Plan (GASP, Doc 10004) sets forth the global strategic direction for safety and provides the framework in which regional, subregional and national implementation plans are developed and implemented, thus ensuring harmonization and coordination of efforts aimed at improving international civil aviation safety. The 2020-2022 edition (third edition) of the GASP was endorsed during the 40th Session of the ICAO Assembly.

1. INTRODUCTION

1.1 Safety is aviation's top priority. The Assembly recognized the importance of a global framework to support the Strategic Objectives of ICAO. The *Global Aviation Safety Plan* (GASP, Doc 10004) sets forth ICAO's safety strategy in support of the prioritization and continuous improvement of aviation safety. The purpose of the GASP is to continually reduce fatalities, and the risk of fatalities, by guiding the development of a harmonized safety strategy and the implementation of regional and national aviation safety plans. The GASP promotes coordination and collaboration among international, regional and national initiatives, such as the No Country Left Behind (NCLB) initiative.

2. 2020-2022 EDITION OF THE GASP

2.1 Consistent with Assembly Resolution A39-12, ICAO keeps current the GASP and the *Global Air Navigation Plan* (GANP, Doc 9750) to support the relevant Strategic Objectives of the Organization. The 2020-2022 edition (third edition) of the GASP was developed through the efforts of the GASP Study Group (GASP-SG), a joint regulatory-industry expert group established by ICAO to ensure that the plan and its content reflect the needs of the aviation community at the international, regional and national levels. The draft GASP was presented to the Thirteenth Air Navigation Conference (AN-Conf/13), held in Montréal, Canada, from 9 to 19 October 2018, to obtain wider feedback from States and international organizations. Recommendations from the Conference were incorporated in the final version of the 2020-2022 edition of the GASP, approved by the Council of ICAO. The 2020-2022 edition (third edition) of the GASP was endorsed during the 40th Session of the ICAO Assembly, held in Montréal, Canada, from 24 September to 4 October 2019.

2.2 The 2020-2022 edition of the GASP recognizes the needs of all aviation stakeholders. It promotes the implementation of safety management and a risk-based approach as the means to help manage increasingly complex aviation systems. It also encourages the use of harmonized safety enhancement initiatives to address gaps in effective implementation of the critical elements of a State's safety oversight system.

2.3 The vision of the 2020-2022 edition of the GASP is to achieve and maintain the aspirational safety goal of zero fatalities in commercial operations by 2030 and beyond, which is consistent with the United Nations' *2030 Agenda for Sustainable Development*. The year 2030 has been selected as the timeframe for reaching this goal as it is by this date that traffic volume is forecast to double. The GASP's mission is to continually enhance aviation safety performance internationally by providing a collaborative framework for States, regions and industry.

2.4 A series of six goals in the 2020-2022 edition of the GASP support the overall aspirational safety goal and supersede the objectives presented in the 2017-2019 edition of the GASP. Some goals derive from the 2017-2019 edition of the GASP, which called for States to implement effective safety oversight systems and State safety programmes (SSPs). Other goals respond to feedback received from States and international organizations during the consultation process to update the GASP, requesting a greater emphasis on the management of operational safety risks.

2.5 The goals in the 2020-2022 edition of the GASP are as follows:

- Goal 1: Achieve a continuous reduction of operational safety risks
- Goal 2: Strengthen States' safety oversight capabilities
- Goal 3: Implement effective State safety programmes
- Goal 4: Increase collaboration at the regional level
- Goal 5: Expand the use of industry programmes
- Goal 6: Ensure the appropriate infrastructure is available to support safe operations

2.6 The 2020-2022 edition of the GASP has been restructured in two parts. Part one addresses safety planning, including the identification of organizational challenges and operational safety risks as well as the definition of roles and responsibilities of the different stakeholders within the GASP. Part two addresses the implementation of safety enhancement initiatives aimed at improving safety.

2.7 To mitigate the risk of fatalities, States, regions and industry need to address the high-risk categories (HRCs) of occurrences. The selection of types of occurrences considered to be global HRCs (previously referred to as "global safety priorities") is based on actual fatalities from past accidents, high fatality risk per accident or the number of accidents and incidents. The following HRCs, in no particular order, have been identified for the 2020-2022 edition of the GASP: controlled flight into terrain; loss of control in-flight; mid-air collision; runway excursion; and runway incursion.

2.8 In line with the 2020-2022 edition of the GASP, each region and State is encouraged to develop a regional aviation safety plan and national aviation safety plan, respectively, in which the strategic direction for the management of aviation safety for a set time period will be presented. Each plan should be developed in line with the GASP goals, targets and HRCs. For States that have fully implemented an SSP, the national aviation safety plan is the means to demonstrate commitment to the implementation of additional activities for improvement of safety in the State, for example, strengthening the SSP and meeting the State's safety objectives.

2.9 The 2020-2022 edition of the GASP includes the global aviation safety roadmap, which serves as an action plan to assist the aviation community in achieving its goals through a structured, common frame of reference for all relevant stakeholders. The roadmap presents globally recognized safety enhancement initiatives for States, regions and industry to address each of the GASP goals. The

operational safety risks portion of the roadmap is included in the GASP to assist States, regions and industry in addressing the five HRCs outlined in paragraph 2.7 above. The safety enhancement initiatives should be implemented as soon as practicable to mitigate the risks associated with the HRCs. The roadmap supports the validation of the effectiveness of the safety enhancement initiatives and suggests a structure to identify hazards associated with the HRCs and to develop additional safety enhancement initiatives to mitigate the associated safety risks.

3. CONCLUSION

3.1 In line with ICAO's Safety Strategic Objective, the 2020-2022 edition of the GASP outlines key safety enhancement initiatives for the triennium. The GASP provides a framework for States, regions and industry to cooperate and collaborate to support States in managing organizational challenges and operational safety risks. It outlines the roles and responsibilities for States, regions and industry. The global aviation safety roadmap, presented in the GASP, serves as an action plan to assist the aviation community in achieving the GASP goals through a structured, common frame of reference for all relevant stakeholders.

4. ACTION BY THE MEETING

4.1 The meeting is invited to note the content of this paper.

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