



ICAO

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INFORMATION PAPER

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**Fifth North American, Central American and Caribbean Directors of Civil Aviation Meeting
(NACC/DCA/5)**

Port-of-Spain, Trinidad and Tobago, 28 to 30 April 2014

Agenda Item 4: Aviation Safety
4.3 Global Aviation Safety Plan (GASP) and Regional Safety Dashboard Implementation

ICAO GLOBAL AVIATION SAFETY PLAN

(Presented by the Secretariat)

EXECUTIVE SUMMARY

The GASP, while providing the strategic direction for the ICAO technical work programme in the field of safety, serves as planning and implementation guidance for the Regional Aviation Safety Groups (RASGs), States and industry.

Strategic Objective:

- Safety

Reference:

- ICAO *Global Aviation Safety Plan (GASP) Doc 10004*

1. Introduction

1.1 The updated ICAO GASP 2013-2016 was published in 2013 to serve as a planning tool and support for the Regional Aviation Safety Groups (RASGs), States and industry with planning and implementation processes. It has undergone significant change, driven mainly by its strengthened role as a high-level policy, planning and implementation document in conjunction with the ICAO GANP.

1.2 The GASP is intended to assist safety planning and investment by States and industry in regions over the next 15 years.

1.3 The GASP has three key areas to assist ICAO States with aviation safety policy, planning and implementation:

- Sets the global aviation safety objectives, including specific milestones and priorities to be addressed by State and regional aviation safety planners
- Provides a planning framework, timetable and guidance material for States
- Outlines implementation strategies and best practice guidance material to assist States and regions in their efforts to tailor State and regional solutions to address global objectives and priorities

2. GASP Objectives

2.1 The GASP sets out a continuous improvement strategy for States to implement over the next 15 years through the establishment of core and then more advanced aviation safety systems. The target dates and broad objectives are:

- Near-term (by 2017): implementation of an effective safety oversight system
- Mid-term (by 2022): full implementation of the ICAO State Safety Programme (SSP) framework
- Long-term (by 2027): implementation of an advanced safety oversight system, including predictive risk management

3. Global Priorities

3.1 ICAO continues to prioritize action in three areas of aviation safety: improving runway safety, reducing the number of Controlled Flight Into Terrain (CFIT) accidents and Loss of Control In-Flight (LOC-I) incidents and accidents. It should be noted that regional priorities may differ according to their safety data.

4. Safety Performance Enablers

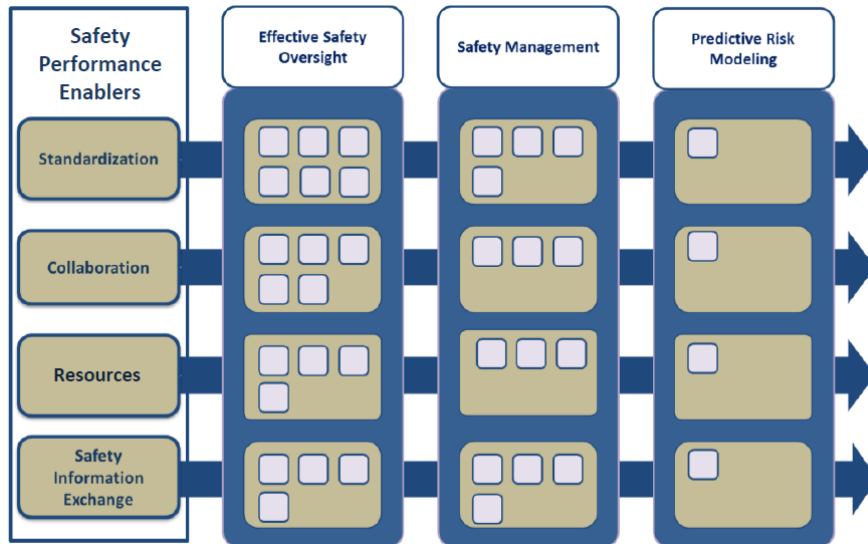
4.1 The GASP objectives are supported through specific safety initiatives that are categorized according to four distinct safety performance enablers. These enablers form the structure for the implementation of the GASP initiatives and related safety objectives established by regions, States or industry including:

- Standardization
- Collaboration
- Resources
- Safety Information Exchange

5. GASP Framework

5.1 GASP safety initiatives are categorized according to the maturity level and corresponding safety performance enabler. Implementation of safety initiatives is progressive.

5.2 Each square in the following Figure represents an individual safety initiative. States seeking to make improvements to any one of the safety performance enablers can look to the initiatives in the corresponding row to prioritize their safety activities.



6. Regional Planning

6.1 The regional planning process, as well as national planning, can be guided by the GASP and used to identify safety initiatives that best provide solutions to identified operational needs and help mitigate identified safety risks. Accordingly, deployments on a global, regional and sub-regional basis and ultimately at State levels should be considered as an integral part of the global and regional planning process through the Regional Aviation Safety Groups (RASGs).

7. GASP Evolution

7.1 Aviation is an ever-changing and challenging industry and the GASP will continue to be reviewed and updated at the next ICAO Assembly. The ICAO Council, Air Navigation Commission and RASGs will also continue to identify emerging risks requiring a proactive or predictive response.

8. Conclusion

8.1 The Meeting is invited to note the information provided in this paper.