ICAO SAFETY

# Global Aviation Safety Plan

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# What is the GASP?

- The Global Aviation Safety Plan (GASP), Is ICAO's strategy for the continuous improvement of aviation safety and aims to continually reduce aviation-related fatalities, and the risk of fatalities, by guiding the development of a harmonized safety strategy and the implementation of aviation safety plans at the regional and national levels.

# What is the GASP? Cont.

- ICAO has been working collaboratively with States and other key stakeholders to develop the 2020-2022 edition of the GASP, which sets forth ICAO's Safety Strategy for the next decade. The 2020-2022 edition of the GASP was approved at the 40th ICAO assembly.

## The GASP Stablishes provisions for:

# GASP GOALS

GASP 2020-2022 GOALS
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.

# COMPREHENSIVE PROCESS

| GASP SG (GASP Study Group) AND AHWG (ad hoc working group) | SANIS Safety and Air Navigation Implementation Symposium | STATE CONSULTATION | AN- Conf Air Navigation Conference |
|---|---|---|---|
| ANC Air Navigation Commssion | Council | STATE CONSULTATION | Assemby |

# GASP- Study Group

# GASP Study Group

- Conformed by 100 members, from 25 countries and 10 international organizations

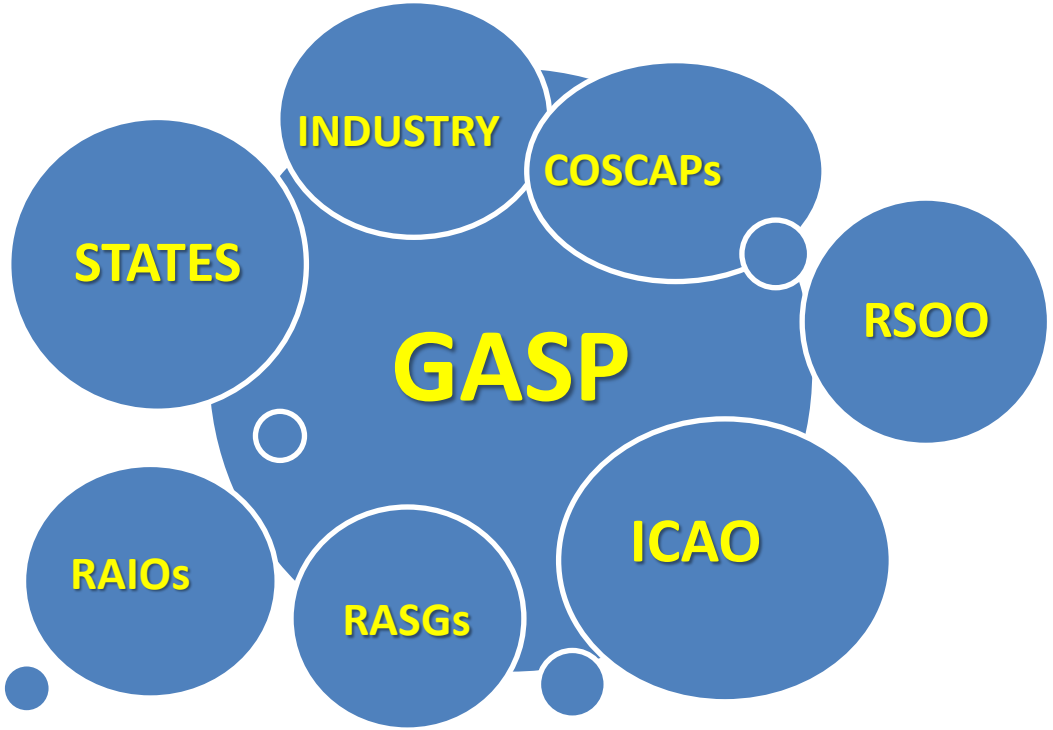
# GASP ROLES AND RESPONSIBILITIES

- The GASP provides a collaborative framework for States, regions and industry to support the management of organizational challenges and operational safety risks

# GASP Key Aviation Stakeholders

Stakeholders includes but not limited to:

ICAO, STATES, Industry, Regional Aviation Safety Groups (RASGs), Regional Accident and Incident Investigation Organizations (RAIOs), Cooperative Development of Operational Safety and Continuing Airworthiness Programmes (COSCAPs), Regional Safety Oversight Organizations (RSOOs).



# STAKEHOLDERS — ROLES AND RESPONSIBILITIES UNDER THE GASP

- All aviation stakeholders need to be involved in the effort to continually improve safety. In addition to the development of SARPs, ICAO supports the implementation of the GASP by providing resources, implementation tools and assistance via different programmes and initiatives, such as the No Country Left Behind (NCLB) initiative. States that may be in a position to do so can also provide assistance to other States in achieving the GASP goals.

# THE ROLE OF ICAO

**Promoting collaboration at global level to enhance safety**

**Coordinating activities of the RASGs to ensure they are aligned with the GASP**

**Ensuring close coordination between the RASGs and the PIRGs**

**Encouraging the active participation of the states an industry in the RASGs**

**Encouraging the active involvement of regional mechanisms, such as RSOOs, RAIOs and COSCAPs in RASGs activities**

# THE ROLE OF ICAO (cont.)

Implementing a global aviation safety oversight system (GASOS) with the goal of strengthening national and regional safety oversight capabilities, accident investigation and SSPs

Encouraging the states with effective oversight system to provide assistance to other States, where practicable.

Providing data and tools to support the monitoring of GASP implementation

Facilitating the sharing and exchange of safety information and best practices across regions

Facilitating access to resources and technical assistance by States

Facilitating training and workshops

# THE ROLE OF THE STATES

Addressing significant safety concerns (SSC) as priority

Acquiring the necessary expertise, either directly or through access to worshops , pools of expert, etc.

Developing and implementing a national aviation safety plan, taking into account the regional aviation safety plan and the GASP

Ensuring the effective implementation of the eight CEs of a State safety oversight system

# THE ROLE OF THE STATES

- Building upon safety oversight systems to adopt a safety management approach under the SSP
- Providing technical assistance to other States, where practicable
- Participating actively in the activities of the RASGs
- Sharing safety information with the RASGs and ICAO
- Allocating resources to actively and continuously participate in the regional groups

# THE ROLE OF THE REGIONS

- At the regional level, **RASGs** are the main drivers of the safety planning process. They are composed of States, regional entities and industry, among others. RASGs build on work already done by States and/or existing regional organizations such as the **COSCAPs** and **RSOOs**. They serve as regional cooperative fora integrating global, regional, national and industry efforts in continuing to enhance aviation safety worldwide.

# THE ROLE OF THE RASGs within the GASP

Supporting and monitoring progress towards the achievement of the GASP goals at the regional level

Developing and implementing a reginal aviation safety plan consistent with the GASP and coordinating its implementation at the regional level

Structuring their work in line with the GASP to address organizational challenges, operational safety risk, emerging issues and safety performance management

Identifying safety risks and issues of priority, and encouraging States to initiate action using the roadmap

# THE ROLE OF THE RASGs within the GASP

Coordinating and tracking regional SEIs and GASP indicators

Monitoring regional safety performance indicators (SPIs) and identifying where action is needed

Providing technical assistance to State in their respective regions

Serving as the focal point to coordinate regional efforts and programmes related to the GASP aimed at mitigating operational safety risks

# SUPPORT ROLES OF THE RSOOs and RAIOs

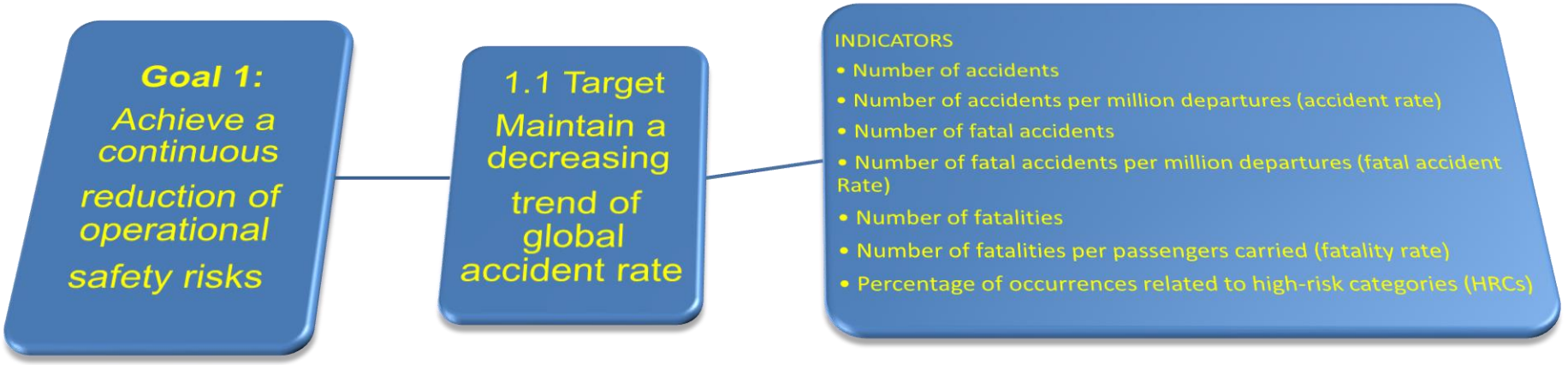
**As an integral part of the GASP, RASGs, together with RSOOs, coordinate all activities undertaken to address regional safety issues ensuring harmonization to the extent practicable. RSOOs play an important role by supporting the establishment and operation of safety oversight systems and analysing safety information at the regional level.**

**RAIOs facilitate the implementation of accident and incident investigation systems by allowing States to share the necessary financial and human resources, thus enabling them to meet their accident investigation obligations under the Convention on International Civil Aviation.**

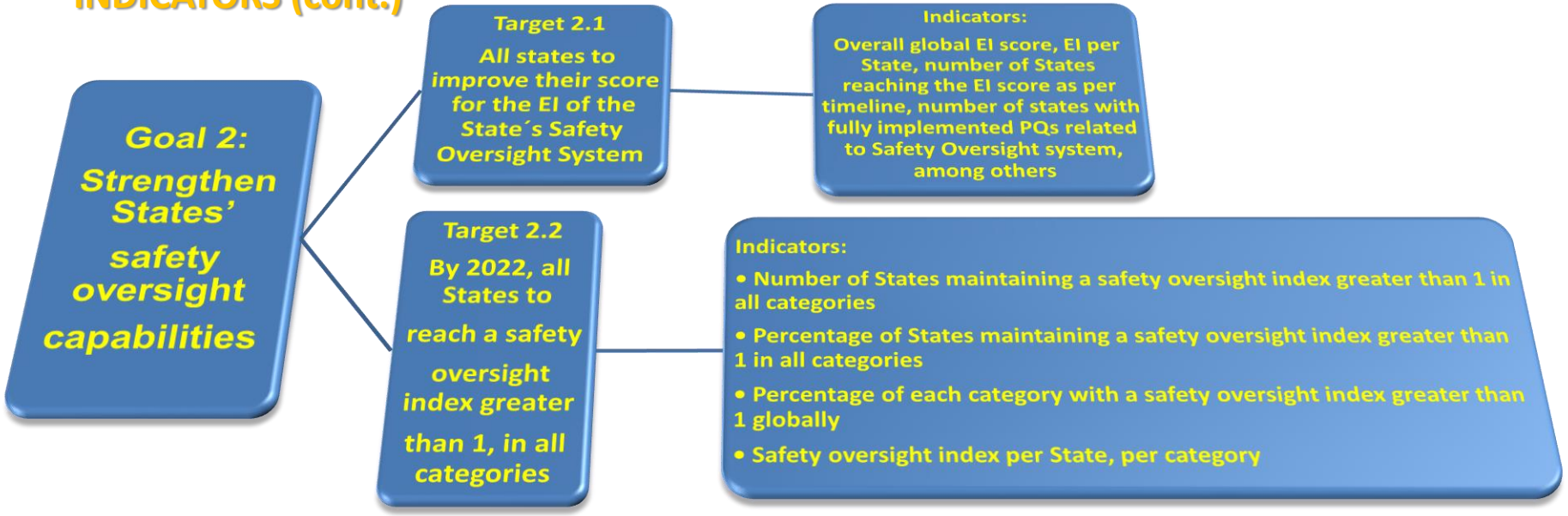
# ROLE OF THE INDUSTRY

**Industry should engage in SMS implementation to continually identify hazards and address operational safety risks, as well as work collaboratively with ICAO, the regions and individual States on safety information exchange, safety monitoring and auditing programmes. Non-governmental organizations should work with their members to help them develop their SPIs and provide guidance material and training to assist with addressing HRCs and SMS implementation.**

# GASP GOALS, TARGETS AND INDICATORS



# GASP GOALS TARGETS AND INDICATORS (cont.)



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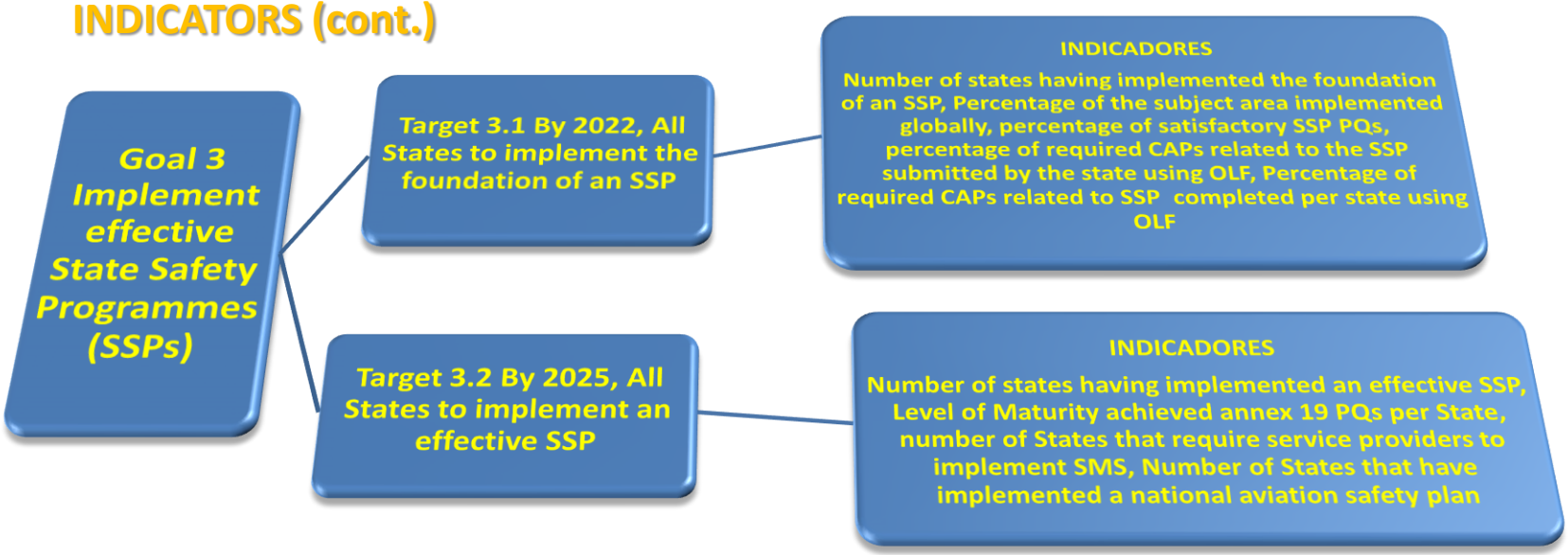

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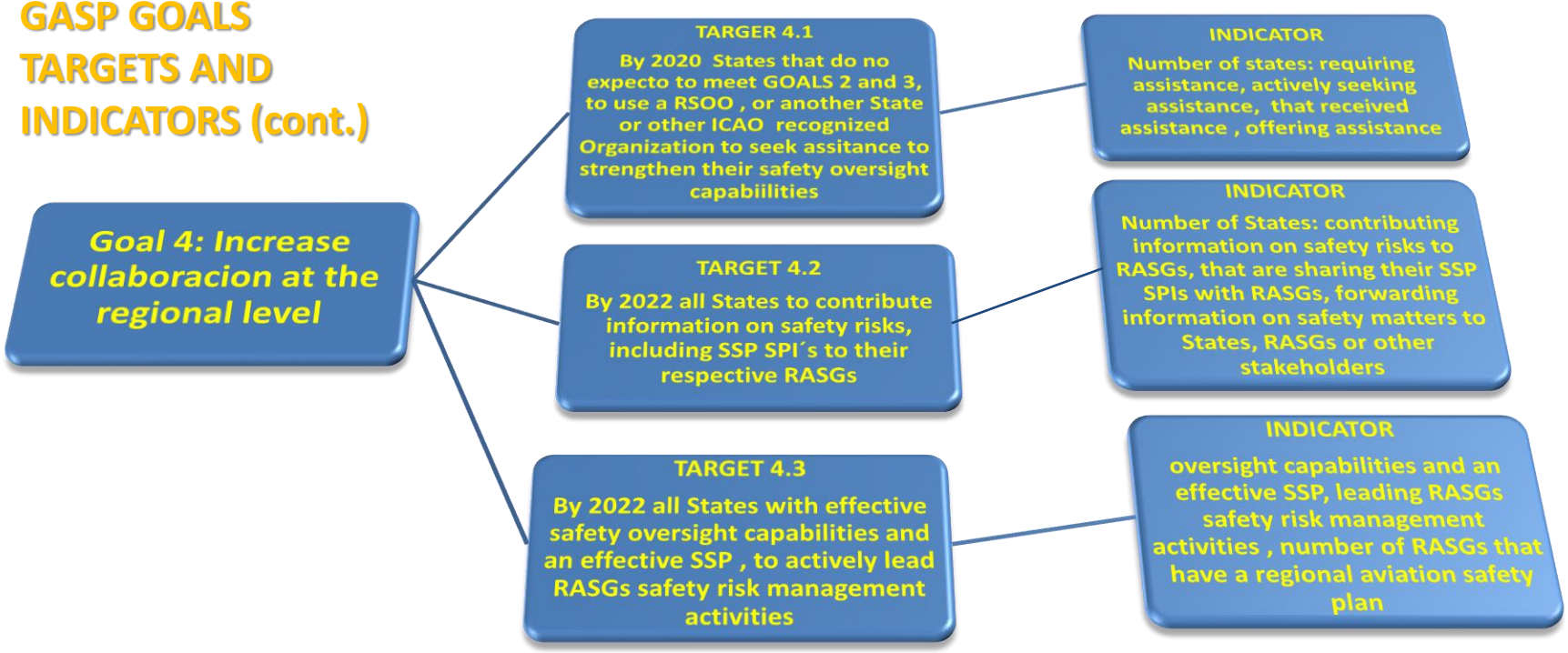

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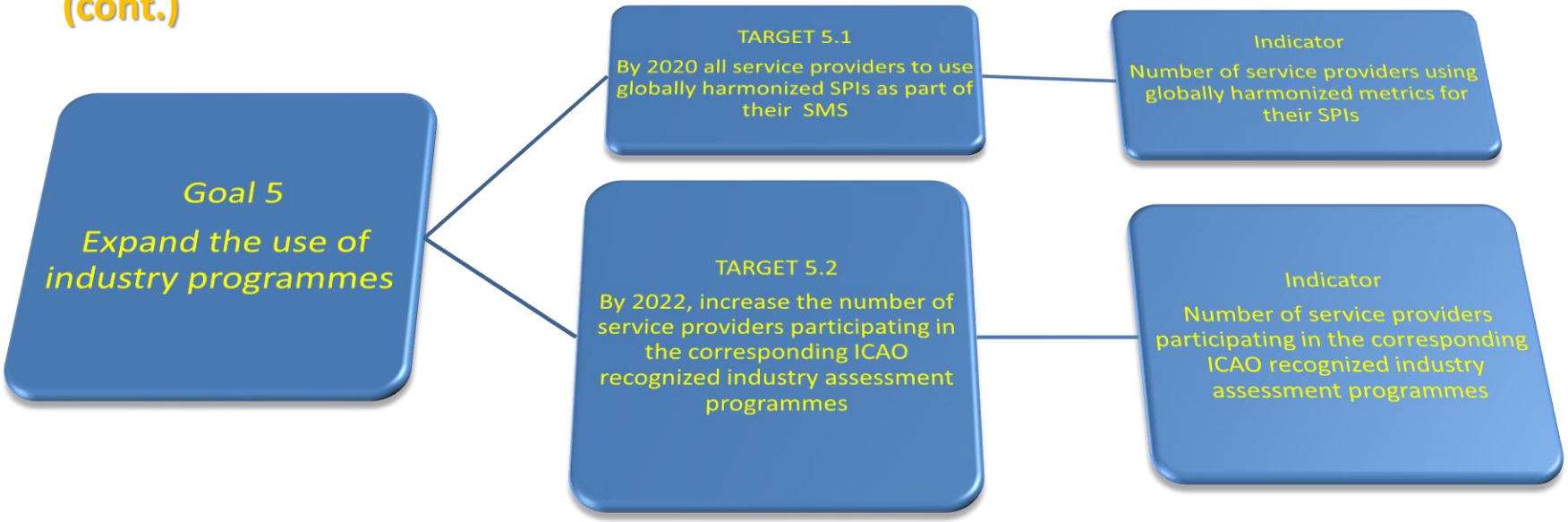


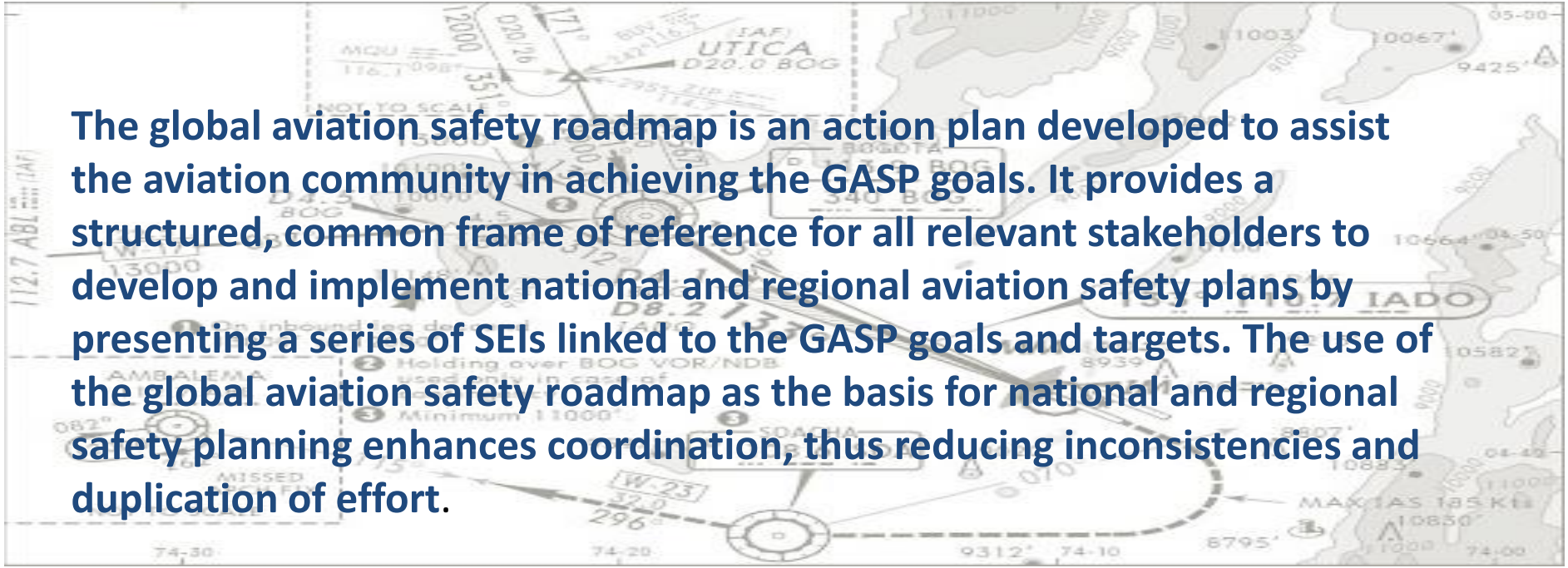
# GASP GOALS TARGETS AND INDICATORS (cont.)

# SAFETY PERFORMANCE MESUREMET

The safety performance of the GASP is measured by a series of metrics as defined by the GASP indicators. Elements used to measure safety performance related to the GASP include, but are not limited to:

a) number of fatalities (as the main indicator);
b) accident rate;
c) fatal accident rate;
d) priority PQs for a safety oversight system;
e) safety oversight index;
f) SSP foundational PQs; and
g) PQs related to safety management.

# GLOBAL AVIATION SAFETY ROADMAP



**The global aviation safety roadmap is an action plan developed to assist the aviation community in achieving the GASP goals. It provides a structured, common frame of reference for all relevant stakeholders to develop and implement national and regional aviation safety plans by presenting a series of SEIs linked to the GASP goals and targets. The use of the global aviation safety roadmap as the basis for national and regional safety planning enhances coordination, thus reducing inconsistencies and duplication of effort.**

# Components of the Global Aviation Safety Roadmap

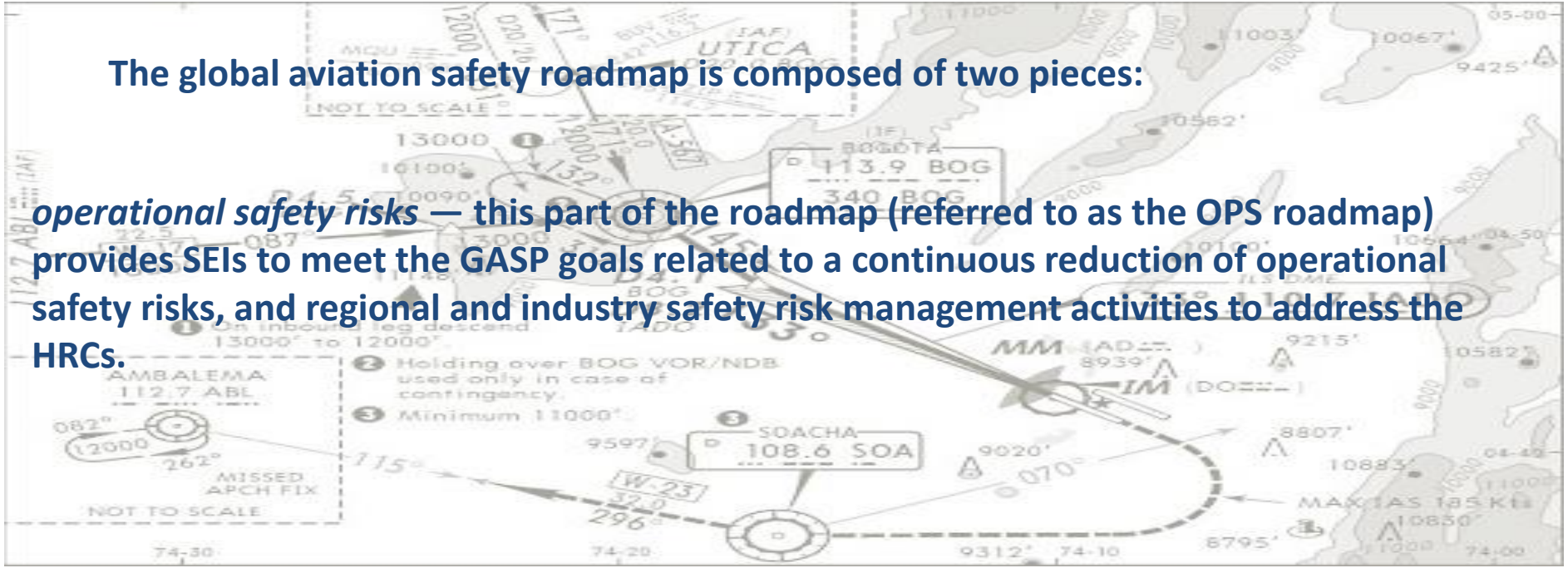
The global aviation safety roadmap is composed of two pieces:

*a) organizational challenges* — this part of the roadmap (referred to as the ORG roadmap) provides SEIs to meet GASP goals related to States' safety oversight capabilities and the implementation of SSPs, as well as industry's implementation of SMS, and contains two distinct components, in line with the GASP goals, to address safety management responsibilities:

1) State safety oversight system; and

2) SSP, including service providers' SMS

# Components of the Global Aviation Safety Roadmap (Cont.)



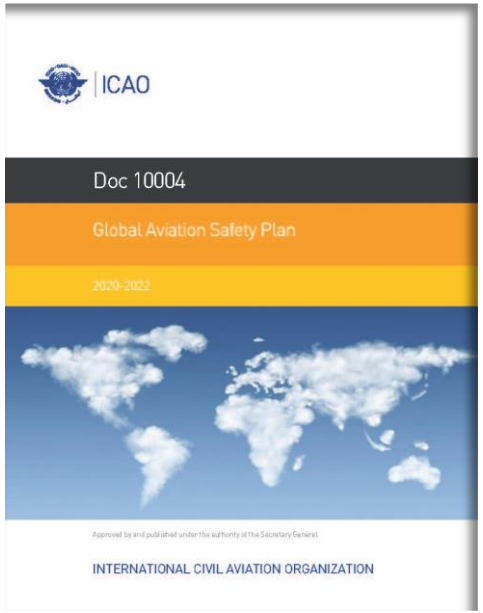

The global aviation safety roadmap is composed of two pieces:

***operational safety risks*** — this part of the roadmap (referred to as the OPS roadmap) provides SEIs to meet the GASP goals related to a continuous reduction of operational safety risks, and regional and industry safety risk management activities to address the HRCs.

# AVIATION'S SYSTEM OF SYSTEMS

# Safety and Air Navigation Framework

# Safety and Air Navigation Framework




**Stressing**

**Partnership**

**Prioritization**

**Transparency**

ICAO

North American Central American and Caribbean (NACC) Office Mexico City
South American (SAM) Office Lima
ICAO Headquarters Montréal
Western and Central African (WACAF) Office Dakar
European and North Atlantic (EUR/NAT) Office Paris
Middle East (MID) Office Cairo
Eastern and Southern African (ESAF) Office Nairobi
Asia and Pacific (APAC) Sub-office Beijing
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THANK YOU