



ICAO

SAFETY

Performance Management

Global Aviation Safety Plan

To ensure that continuous Safety improvement and Air Navigation modernization continue to advance hand-in-hand, ICAO has developed a strategic systems approach linking progress in both areas under complimentary frameworks reflected in linked Global Plans.

These will now support States and stakeholders as they seek to realize the safe, sustained growth, increased efficiency and responsible environmental stewardship that global societies and economies now require.

This represents aviation's core challenge, both today and over the ensuing decades, and this is why ICAO has worked so closely in recent years with partner organizations such as IATA, ACI, CANSO, the FSF, IFALPA, IFATCA, IBAC, IAOPA and the ICCAIA, among many other key stakeholders, as the Organization has developed its new strategic course.

A Strategy for Success in Global Aviation Safety

The Global Aviation Safety Plan (GASP) establishes targeted safety objectives and initiatives while ensuring the efficient and effective coordination of complementary safety activities between all stakeholders. The 2013 edition represents a significant evolution from previous versions, reflecting the understanding that today's aviation system comprises multiple and interrelated systems that are geopolitically diverse, technologically complex and highly multidisciplinary. It has been updated to reflect progress in the implementation of proactive safety management practices in both States and industry and to be aligned with ICAO's strategic planning process.

A key priority of the 2013 GASP is to continually reduce the global accident rate through a structured and progressive approach comprising near-, mid- and long-term objectives. Similar to the Global Air Navigation Plan (GANP) the GASP objectives are supported through specific safety initiatives that are categorized according to distinct Safety Performance Areas. These performance areas are common to each of the global objectives.

ICAO's GASP objectives and corresponding target dates are applicable to the global aviation community as a whole. Each of these objectives, however, includes specific initiatives and milestones which can be implemented by States in a continuous manner according to their distinct operational profiles and priorities. In this way, the initiatives included in the GASP will serve to deliver tailored progress in each Member State's safety oversight capabilities, State safety programmes (SSPs) and safety processes necessary to support the air navigation systems of the future.

Continued »»



Safety Performance Areas

Four Safety Performance Areas form the structure for the implementation of the GASP initiatives and related safety objectives established by regions, States or industry. They are:

- Standardization
- Collaboration
- Investment
- Information Exchange

The Safety Performance Areas are intended to facilitate the achievement of the near-, mid- and long-term objectives. Each of the following areas contain interrelated initiatives that facilitate planning processes and support the GASP objectives.

Near-term Objective: 2017

Implementation of ICAO Standards and Recommended Practices (SARPs) related to the State's approval, authorization, certification and licensing processes is a prerequisite enabler for safe and sustainable air traffic growth. In the near term, Member States lacking these capabilities will ensure that they have the resources as well as the legal, regulatory and organizational structures necessary to fulfil their fundamental safety oversight obligations. Those States having mature safety oversight systems should focus on the continued implementation of safety management in the near term. The target implementation date for the near-term objectives is 2017.

Mid-term Objective: 2022

The mid-term objective calls for all States to achieve full implementation of SSPs and safety management systems (SMS) globally to facilitate the proactive management of safety risks. The increasing complexity of the aviation system requires the use of a risk-based approach to identify safety issues and assess residual safety risks that may exist within a compliant system. Through implementation of the SSP framework, States complement fundamental safety oversight functions with risk management and analytic processes that can proactively identify and mitigate safety issues. The midterm objective therefore represents the evolution from a purely compliance-based oversight approach to one which proactively manages risks globally through the identification and control of existing or emerging safety issues. The target implementation date for the mid-term objective is 2022.

Long-term Objective: 2027

The focus of the long-term objective is the implementation of predictive systems that will become integral to aviation systems of the future. Sustainable growth of the international aviation system will require the introduction of advanced safety capabilities that increase capacity while maintaining or enhancing operational safety margins and manage existing and emerging risks. The long-term objective is intended to support an operational environment characterized by increased automation and the integration of advanced capabilities on the ground and in the air, as contained in ICAO's Aviation System Block Upgrades (ASBUs) strategy. The target implementation date for the long-term objectives is 2027.



ICAO

For more information on ICAO's Safety Planning and Programmes, please visit:

www.icao.int/safety

Or contact ICAO Integrated Safety Management via:

isd@icao.int