



International Civil Aviation Organization

**Third Meeting of the Middle East Regional Aviation Safety Group
(RASG-MID/3)**

(Kuwait, 27 - 29 January 2014)

Agenda Item 2: Global Developments Related to Aviation Safety

GLOBAL AVIATION SAFETY PLAN (REVISED GASP)

(Presented by the Secretariat)

SUMMARY

The First Edition of the Revised Global Aviation Safety Plan (GASP, Doc 10004), while providing the strategic direction for the technical work programme of ICAO in the field of safety, serves as planning and implementation guidance for the Regional Aviation Safety Groups (RASGs), States and industry.

Action by the meeting is at paragraph 3.

REFERENCES

- Assembly 38 Resolutions
- Doc 10004, Global Aviation Safety Plan
- RSC/2

1. INTRODUCTION

1.1 The 37th Session of the ICAO Assembly, held in 2010, resolved that the Global Aviation Safety Plan (GASP) shall provide the framework in which regional, sub-regional and national implementation plans will be developed and implemented, thus ensuring harmonization and coordination of efforts aimed at improving International Civil Aviation Safety and Efficiency. To accomplish this, the GASP has been restructured and revised, and will be supported by planning tools to assist Regional Aviation Safety Groups (RASGs), States and industry in the planning and implementation process (Assembly Resolution A37-4, refers).

1.2 On 30 July 2013, the ICAO Council (PRES RK/2197) approved the First Edition of the revised GASP. Accordingly, the 38th Session of the ICAO Assembly endorsed the First Edition of ICAO Doc 10004, Global Aviation Safety Plan (Assembly Resolution A38-2, refers), which is available on the ICAO website: http://www.icao.int/Meetings/a38/Documents/Resolutions/a38_res_prov_en.pdf.

2. DISCUSSION

2.1 The First Edition of the Revised GASP incorporates and updates the initiatives and objectives that were set out in previous versions, in addition to the successful initiatives developed in the Global Aviation Safety Roadmap (GASR).

2.2 The GASP specifically establishes targeted safety objectives and initiatives while ensuring the efficient and effective coordination of complementary safety activities between all stakeholders. In this latest iteration of the GASP, the objectives and implementation initiatives have evolved to reflect progress in the implementation of proactive safety management practices in both States and industry. They are furthermore aligned with ICAO's strategic planning processes.

2.3 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 targets. Furthermore, the GASP objectives are supported through specific safety initiatives that are categorized according to distinct Safety Performance Enablers. These performance enablers provide common thematic threads that run through each stage of the global objectives.

2.4 The GASP objectives and target dates are developed for the Global Aviation Community as a whole. Each objective includes specific initiatives to be implemented by States in a continuous manner along defined milestones.

2.5 The plan recognizes the distinct operational profile of different States, allowing each to establish independent priorities within the global objective framework. In this way, the initiatives included in the GASP will serve to deliver tailored progress within the framework of each Member State's safety oversight capabilities, their safety management culture as well as with the implementation of a safety structure necessary to support the Air Navigation Systems of the future.

2.6 The RSC/2 meeting (Amman, Jordan, 28-30 October 2013) reviewed the revised GASP and noted the following:

2.6.1 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 targets. Furthermore, the GASP objectives are supported through specific safety initiatives that are categorized according to distinct Safety Performance Enablers. These performance enablers provide common thematic threads that run through each stage of the global objectives.

2.6.2 The GASP can be mapped using the Safety Strategy diagram as presented in Figure 1. This diagram shows how the four Safety Performance Enablers and the three major GASP objectives near-term (by 2017), mid-term (by 2022) and long-term (by 2027) come together to form a continuous strategy for improving aviation safety.

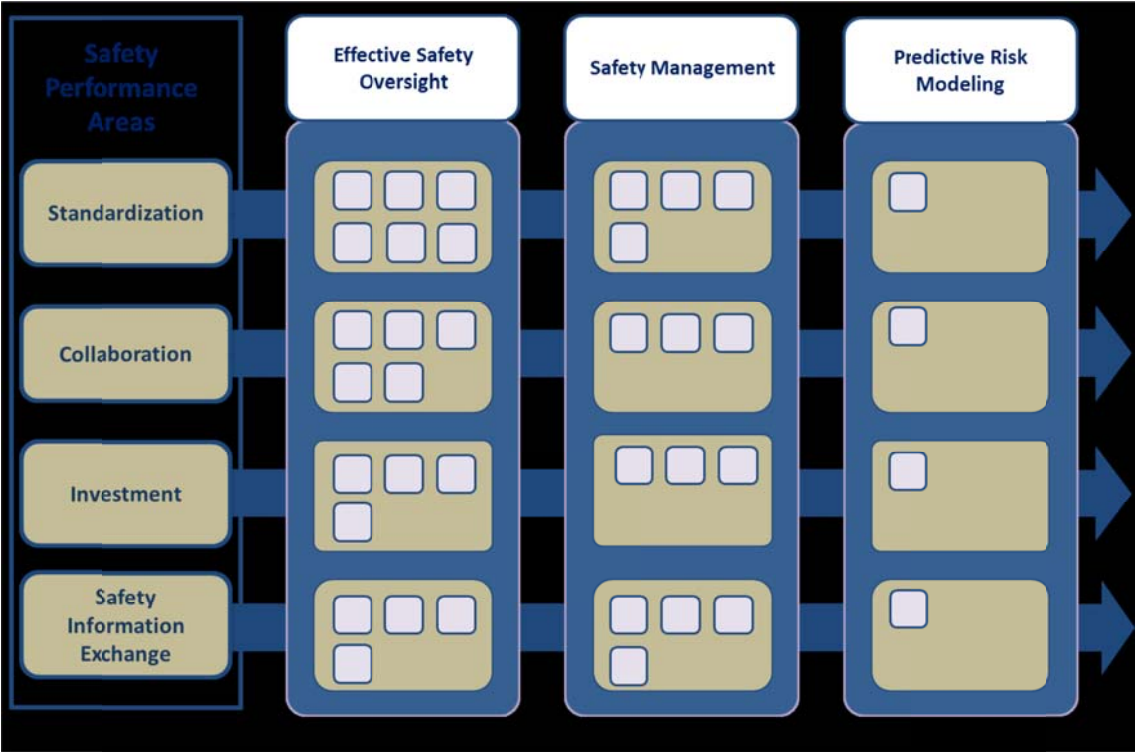


Figure 1 – Safety Strategy Diagram

2.6.3 In Figure 1 above, the columns show the evolution of the objectives of the plan. Each row represents a performance enabler that creates a common thematic thread in support of the objectives throughout the GASP. As a State’s safety system matures, it progress through the plan by addressing the objectives in prioritized succession. Taking the standardization thread as an example, Figure 2 shows its path throughout the GASP.

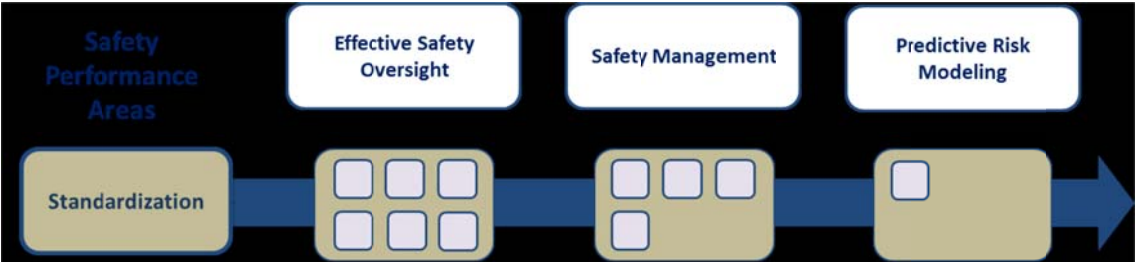


Figure 2 - Progress path of the Standardization Safety Performance Enabler.

2.6.4 There are one or more safety initiatives at the intersection of each Safety Performance Enabler and objective. These initiatives are represented by the individual boxes that are found at the intersection between the Standardization Safety Performance Enabler and the near-term GASP objective. For example, the consistent implementation of International Standards is one of six Standardization safety initiatives associated with the implementation of effective safety oversight as indicated by the yellow box below in Figure 3.

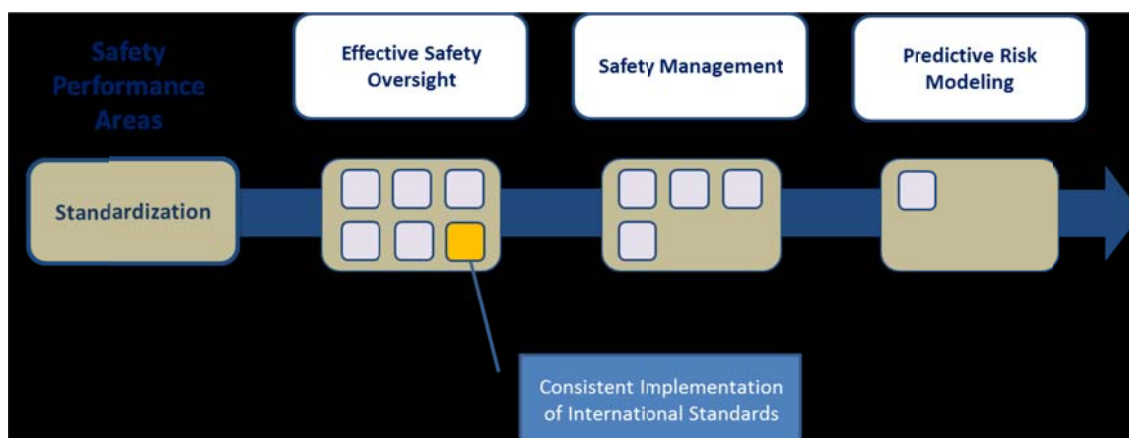


Figure 3 – Safety Initiatives

2.6.5 It is recognized that these processes are not completely linear and sequential, and that there may be parallel work undertaken in near- and mid-term objectives, thus ensuring a structured and progressive approach to evolving the State's safety system.

2.6.6 The Global Aviation Safety Performance Enablers contained in the GASP are common to each of the objectives. Specific initiatives are identified for each Safety Performance Enabler/objective combination. To help guide the implementation of initiatives, best practice guidance material has been developed in support of each Safety Performance Enabler.

2.7 The RSC/2 meeting agreed that the Draft RASG-MID SEIs and DIPs developed so far, should be aligned with the new Edition of the GASP.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the information provided in this working paper and take action as appropriate.

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