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AFI Aviation Week

Update on GASP, GANP and Innovation

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GASP



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GASP-Study Group





Work Leading to HLCC 2021

- GASP-SG began process of reviewing GASP (April 2020)
 - established general principles to guide review
 - defined scope of revision
 - conducted review of available data, implementation support activities conducted by ICAO, and feedback received on 2020-2022 GASP
- Proposals reviewed by ANC (Oct 2020)
- Presented to HLCC 2021 (Oct 2021) as Secretariat WPs
 - WP on GASP (HLCC 2021-WP/6 SAF/3)
 - included Questionnaire on the GASP Update
 - WP on NASP/RASP (HLCC 2021-WP/7 SAF/4)





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Feedback Received from HLCC 2021



HLCC 2021 Feedback

- **35 recommendations stemmed from HLCC WPs**
 - containing proposals for GASP revision
 - updating guidance material for NASP/RASP
- **HLCC agreed on need for GASP-SG to**
 - examine means to take into consideration input
 - from HLCC + questionnaire
 - in preparation for GASP endorsement at 41st Assembly





Revision of GASP by GASP-SG

- GASP-SG reviewed all HLCC-2021 recommendations on GASP/RASP/NASP
 - each recommendation analysed in terms of intent and interdependencies with others
- GASP-SG classified each recommendation for specific action
 1. Item to be addressed in 2023-2025 edition of GASP
 2. Item deferred to 2026-2028 edition of GASP
 3. To be addressed in guidance material / tools
 4. To be sent to / coordinated with other expert groups
 5. To be addressed by Secretariat communications / safety promotion
- GASP-SG conducted same exercise for feedback from questionnaire
 - using the same classification scheme





Affected GASP Content

- **Revision of GASP Targets and Indicators**
 - taking into account factors such as pandemic impact
- **5 HRCs remain unchanged**
 - Now Global or G-HRCs
- **Impact of global aviation disruption events on aviation safety**
 - and need for resilience
- **Migration of implementation support content**
 - making GASP solely Strategic Document





Mapping of Expiring Targets Revision

Target	Date of Completion	Description
T2.1(a)	2024 (2 yrs)	75% EI score >> extended due to COVID-19
T2.2	2022	All States to reach SOI>1 in all categories >> deleted
T3.1	2023 (1 yr)	All States to implement foundation of SSP >> extended due to COVID-19
T4.1	2023 (3 yrs)	States seek assistance >> extended due to COVID-19 + reworded
T4.2	2025 (3 yrs)	All States to contribute info on safety risks to RASGs >> expanded into new T4.3
T4.3	2022	States to actively lead RASGs' SRM >> deleted / replaced by new T4.3
T5.1	Increasing trend	All service providers to use globally harmonized SPIs in SMS >> expanded to new
T5.2	2022	Increase industry assessment programmes >> indicator in T5.1
T6.1	2025 (3 yrs)	All States to implement AN and airport core infrastructure >> reworded



New Targets for 2023-2025

Target	Date of Completion	Description
T3.2	2024	All States to publish NASP
T3.3	2025 & 2028	All States to work towards effective SSP (present; present & effective) >> was T3.2
T4.2	2023	All Regions to publish RASP
T4.3	2025	All States to contribute information on ops safety risks (including SSP SPIs) and emerging issues to RASGs
T5.1	Increasing trend	Maintain an increasing trend in industry's contribution in safety info sharing networks to States and Regions to assist in the development of NASP/RASP
T6.1	2025	Maintain an increasing trend of States with air navigation and aerodrome infrastructure that meets relevant ICAO standards



Overview of Targets for 2023-2025

Target	Date of Completion	Description
T1.1	Decreasing trend	Maintain a decreasing trend of global accident rate
T2.1	2024/2026/2030	75% , 85% and 95% EI score of CEs
T3.1	2023	All States to implement foundation of SSP
T3.2	2024	All States to publish NASP
T3.3	2025/2028	All States to work towards effective SSP (present; present & effective)
T4.1	2023	States seek assistance
T4.2	2023	All Regions to publish RASP
T4.3	2025	All States to contribute information to RASGs
T5.1	Increasing trend	Industry's contribution in safety info sharing networks
T6.1	2025	States with AN and aerodrome infrastructure that meets ICAO standards



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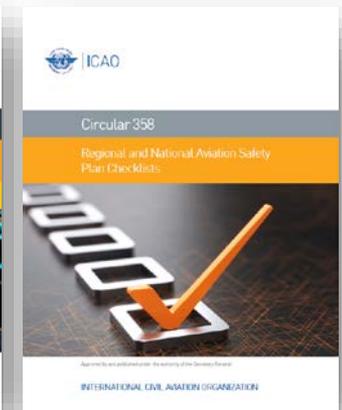


Guidance Material & Implementation Support



Guidance Material for NASP

- Roadmap will be in new Doc 10161
 - Updated for 2023-2025 GASP
- Doc 10131 2nd Edition
 - Updated RASP/NASP guidance
 - Including checklists from Cir 358
- Guidance on use of GASP indicators > new Doc 10162
 - In line with 2023-2025 edition of GASP
 - Guidance available for 2020-2022 edition of GASP





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NASP iPack

- ICAO developed dedicated NASP iPack
 - as part of implementation support
- Goal is to facilitate and guide States
 - in developing a NASP
 - that contains strategy to address national safety issues
 - through training and detailed guidance
- More information
 - www.icao.int/secretariat/TechnicalCooperation/Pages/NASP-IPACK.aspx





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ICAO GANP PORTAL



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WELCOME TO THE GLOBAL AIR NAVIGATION PLAN PORTAL

The GANP Portal is a web portal where all aviation stakeholders will be able to find the most relevant information related to the GANP





What is the Sixth Edition of the GANP

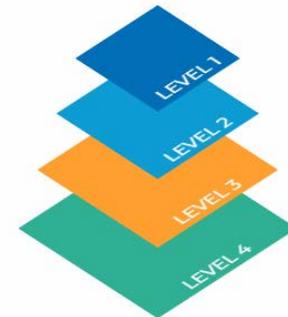
- ICAO's highest air navigation strategic document and the plan to drive the evolution of the global air navigation system
 - supports planning for local and regional implementation;
 - a multilayer structure, tailored for the various audiences;
 - four layers;
 - two global levels;

GLOBAL STRATEGIC

GLOBAL TECHNICAL

REGIONAL

NATIONAL





Sixth Edition of the GANP con't

- regional level;
- national level;
- provide a framework for alignment of regional, sub-regional and national plans

NATIONAL ✕

Development by States, in coordination with relevant stakeholders, of air navigation plans aligned with regional and global plans.

 **NANP**
TEMPLATE

 **CBA**
CHECKLIST

REGIONAL ✕

Addresses regional and sub-regional needs aligned with the global objectives.

 AFI ANP  APAC ANP

 EUR ANP  MID ANP

 NAM ANP  NAT ANP

 CARSAM ANP



What is new in 6th edition of the GANP

- New concept of the BBBs framework identifying essential services required to be provided by States;
 - Discontinued some ASBU threads such as ASEP, CCO, CDO and RPAS;
 - Introduced new threads such as COMI, COMS, CSEP, GADS and NAVS and with DATM amended to DAIM





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Innovation



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Overview of the implementation of Resolution A40-27 – *Innovation in Aviation*





CONTEXT OF THE ADOPTION OF A40-27 (2019)

- Pace of innovation in aviation is accelerating.
- Significantly it involves:
 - Many companies that were not involved with aviation before
 - Many ideas that are coming into aviation from other sectors
- Challenges include
 - Innovators with little knowledge of aviation and the international regulatory framework
 - Aviation regulators with limited understanding and experience of the technologies.

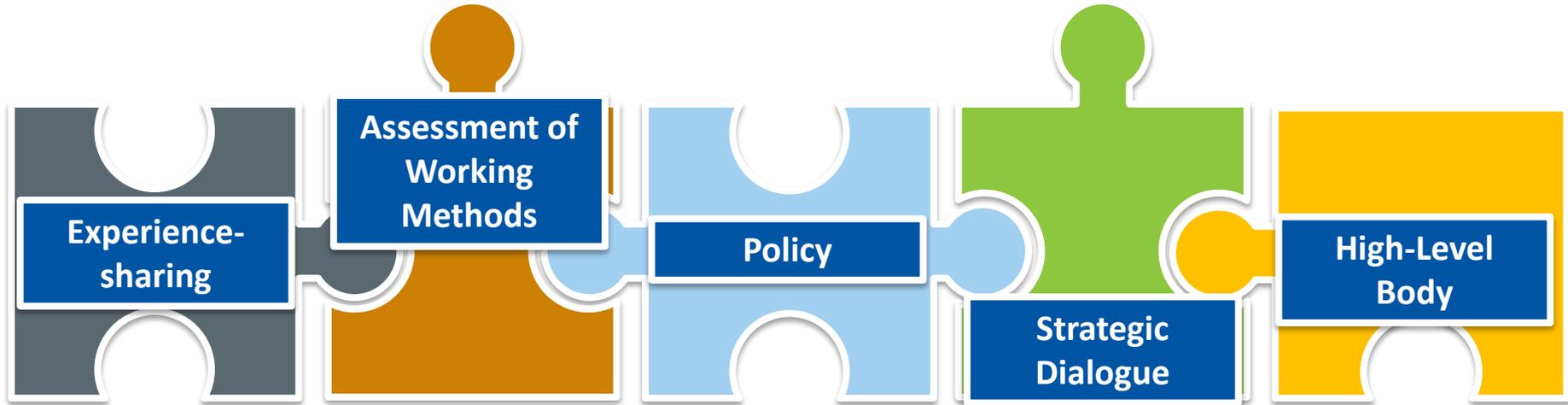


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MAIN BUILDING BLOCKS OF A40-27





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Implementation of the Resolution A40-27 through 4 dimensions

Interactions with Innovators

(A40 clause 1,4 and 5)

- ICAO Industry Consultative Forum (ICF)
- MoU with the International Forum for Aviation Research (IFAR)
- Direct engagement through workshops, webinars
- 2022 Innovation Fair (24-26 September)

Innovation in ICAO's global standards

(A40 clause 2,3)

- Facilitation of the understanding of the impacts of innovation on the ICAO work programme
- Air Navigation Commission (ANC) Talks

Revision of ICAO Standard-making procedures (A40 clause 2 and 3)

- Further enhance the ANC's ability to identify opportunities to improve the efficiency and effectiveness of the SARPs development process

Organization of the ICAO Secretariat

(A 40 clause 2,3,4)

- Secretariat Strategy developed by an ICAO Secretariat Focal Points on Innovation

Working paper on the implementation of Assembly Resolution A40-27 *Innovation in aviation*

- To be submitted to the 41st Session of the Assembly



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Thank you!

