INTERNATIONAL CIVIL AVIATION ORGANIZATION
WESTERN AND CENTRAL AFRICAN OFFICE

First Meeting of Directors General of Civil Aviation

(Abuja, Nigeria, 19-21 March 2002)

Agenda item 1: **Strategies for the elimination of deficiencies in the Region**

ICAO Global Aviation Safety Plan (GASP)

(Presented by the Secretariat)

Summary
This paper outlines the need for the establishment of a WACAF Regional Aviation Safety Plan as part of ICAO Global Aviation Safety Plan (GASP).
References
Assembly Resolution A32/15 Assembly Resolution A33/16
Annexes
Assembly Resolution A33/16

1.   INTRODUCTION

1.1   The worldwide rate for fatal accidents in air transport operations has been stagnant at a low level for a number of years which makes the civil aviation the most safest mode of transport in the world. However, the controlled flight into terrain (CFIT) continues to be a very significant cause of accidents in airline operations. Moreover, the public's perception of aviation safety is largely based on the number of aircraft accidents rather than the accident rate. The improvement of the confidence of the public needs a sustained effort from all participants in the aviation industry, including ICAO, States, aircraft manufacturers and operators in order to reduce the accident.

1.2   In this regard, the Air Navigation Commission proposed an ICAO Global Aviation Safety Plan. In November 1997 the DGCA Conference in Montreal endorsed the objectives of the GASP and recommended that States be urged to cooperate with ICAO in the development of the ICAO Global Aviation Safety Plan. Since the 31st ICAO Assembly, ICAO has developed a programme for the prevention of the CFIT accidents consisting of CFIT educational and training aid and the introduction of new Standards and Recommended Practices and Procedures relating to on board equipment and flight crew training and coordination.

1.3   The ICAO Assembly in 1998 adopted a Resolution A 32-15 which reiterates the need for full implementation of the ICAO programme for the prevention of controlled flight into terrain (CFIT). The Assembly Resolution A32-15 (Attachment A) also endorses the establishment of the ICAO Global Aviation

Safety Plan and urges all Contracting States to cooperate by providing the needed support and implementing its various elements. ICAO also encourages States to foster regional and subregional safety groups and to take measures to ensure that human resources in civil aviation obtain and maintain an appropriate level of competency.

2. DISCUSSION

2.1   Recently, the ICAO Assembly adopted the Resolution A33-16, **"ICAO Global Aviation Safety Plan (GASP)"** which reinforce the progress made since the previous resolutions.This Resolution (Attachment B) among other issues:

a) *Urges* Contracting States to adopt the GASP objectives to reduce aircraft accidents and to reduce the worldwide accident rate;

b) *Urges* Contracting States to apply the political will to take the remedial action identified by USOAP audits, to correct the deficiencies identified in the regional planning process and related activities, and to promulgate the necessary regulations to implement the safety systems developed under the GASP umbrella;

c) *Reiterates* the need for implementation of the ICAO prevention of controlled flight into terrain (CFIT) and approach and landing accident reduction (ALAR) programmes;

d) *Urges* all Contracting States to provide the needed support for the various elements of the ICAO Global Aviation Safety Plan;

e) *Endorses* the concept of concentrating the safety-related activities of ICAO on those safety initiatives, planned or currently under way, that offer the best safety dividend in terms of reducing the accident rate;

f) *Instructs* the Council and Secretary General to participate in efforts by States to improve existing safety database systems and the exchange of safety-related information, and to participate in activities aimed at the development of a comprehensive data analysis and information dissemination network, taking into account the need to adequately protect privileged information and its sources;

g) *Encourages* the free communication of safety-related information amongst users of the aviation system, including the reporting of accident and incident data by States to the ICAO Accident/Incident Data Reporting (ADREP) system;

h) *Urges* all Contracting States to examine and, if necessary, adjust their laws, regulations, and policies to achieve the proper balance among the various elements of accident prevention efforts (e.g. regulation, enforcement, training, and incentives to encourage voluntary reporting) and to encourage increased voluntary reporting of events that could affect aviation safety, and *instructs* ICAO to develop appropriate policies and guidance in this respect;

i) *Urges* all Contracting States to ensure that their aircraft operators, providers of air navigation services and equipment, and maintenance organizations have the necessary procedures and policies for voluntary reporting of events that could affect aviation safety; and

j) *Encourages* States to foster regional safety groups.

2.2   The recent development of air transport in the Region, and the liberalization of air transport

activities and the establishment of new operators requires the involvement of CAAs in the Region and an effective coordination for a prompt implementation of the ICAO provisions and Resolutions pertaining to the accident prevention and the Global Aviation Safety Plan.

3.   **ACTION BY THE MEETING**

3.1   The Meeting is invited to:

      a)   note the information provided;

      b)   comment thereon.