SUMMARY

The 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), RSOOs, COSCAPs, States and industry.

In line with the established GASP update process, the GASP is reviewed by ICAO every three years. The proposed 2017-2019 edition of the GASP reflects changes made pursuant to the recommendations of the 38th Session of the Assembly (A38), as well as those of the Second High-level Safety Conference 2015 (HLSC 2015). It includes the newly developed global aviation safety roadmap (GASR). It also contains updates made to improve the document while maintaining its stability for ongoing implementation.

This paper presents for information the latest version of the proposed draft 2017-2019 Edition of the Global Aviation Safety Plan (GASP) in Appendix A. The proposed 2017-2019 edition of the GASP was approved by the Council during its 208th Session in May 2016 and will be presented for endorsement at A39 (27 September – 7 October 2016).

Action by the meeting is at paragraph 4.

REFERENCES

- Assembly Resolution A38-2
- Doc 10022, Assembly Resolutions in Force (as of 4 October 2013)
- Doc 10004, Global Aviation Safety Plan
- HLSC/15-IP/1
- State letter AN 6/37-15/76
1.  **INTRODUCTION**

1.1 ICAO strives to achieve the goal of a safe and orderly development of civil aviation through cooperation among Member States and other stakeholders. In order to realize this goal, the Organization has established Strategic Objectives, including objectives for safety and for capacity and efficiency.

1.2 In Resolution A38-2, the Assembly recognized the importance of global frameworks to support the Strategic Objectives of ICAO, as well the importance of effective implementation of regional and national plans and initiatives based on the global frameworks. The Assembly also recognized that further progress in improving the global safety, capacity and efficiency of civil aviation is best achieved through a cooperative, collaborative and coordinated approach in partnership with all stakeholders under the leadership of ICAO.

1.3 In addition, the Assembly resolved that global plans shall provide the frameworks 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, capacity and efficiency. Finally, the Assembly resolved that ICAO shall implement and keep current the Global Aviation Safety Plan (GASP) and the Global Air Navigation Plan (GANP) to support the relevant Strategic Objectives of the Organization and called upon States and invited other stakeholders to cooperate in the development and implementation of regional, sub-regional and national plans based on the frameworks of the GASP and the GANP.

1.4 The Air Navigation Commission (ANC), on 6 October 2015, reviewed the proposed 2017-2019 Edition of the Global Aviation Safety Plan (GASP, Doc 10004) and authorized its transmission to Member States and appropriate international organizations for comments. A copy of the proposed new edition of Doc 10004 is available in the Attachment to State Letter Ref.: AN 6/37-15/76 dated 23 November 2015. The condensed timeframe precluded the inclusion of the global aviation safety roadmap in the draft GASP circulated for consultation. The roadmap was developed through a collaborative effort with subject matter experts from States, industry, as well as regional and international organizations, which formed the GASP Roadmap Group (GASPRG). In March 2016, the GASPRG completed the development of the content for the roadmap.

1.5 In February and March 2016, the Secretariat conducted a review of comments of States and international organizations in response to State letter AN 6/37-15/76. The majority of replies provided general comments and suggestions to the GASP, and did not contain specific requests to amend text in the document. It should be noted that the material contained in the roadmap answers most of the comments received from States and international organizations. This highlights the comprehensive nature of the roadmap, and its complementary role to the GASP.

1.6 On 26 April 2016, the ANC agreed to the proposed update to the GASP, including the roadmap, and recommended that the document be approved by the Council. The Council approved the updated GASP on 30 May 2016.  

2.  **DISCUSSION**

2.1 Safety fundamentally contributes to the sustainable growth of a sound and economically viable international civil aviation system. In Resolution A38-2: ICAO Global planning for safety and air navigation, the Assembly recognized the importance of global frameworks to support the Safety Strategic Objectives of ICAO. In addition, the Assembly resolved that the GASP, along with the Global Air Navigation Plan (GANP), shall provide the frameworks 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, capacity and efficiency. To accomplish this, the GASP has been restructured and revised, and will be supported by the global aviation safety roadmap, which serves as an action plan to assist the aviation
community in achieving the objectives presented in the GASP, through a structured, common frame of reference for all relevant stakeholders.

2.2 Consistent with Assembly Resolution A38-2, ICAO keeps current the GASP and the GANP to support the relevant Strategic Objectives of the Organization. The Assembly urged ICAO to complete the development of a global aviation safety roadmap in support of the GASP. The Second High-level Safety Conference 2015 (HLSC 2015) agreed on the need for ICAO, while updating the 2014-2016 edition of the GASP, to develop a global aviation safety roadmap in support of the GASP, in collaboration with States, regional aviation safety groups (RASGs), aviation safety partners and industry.

2.3 The 2017-2019 Edition of the GASP maintains the framework, objectives and safety performance enablers of the 2014-2016 Edition. Since the GASP is at an early stage of implementation, stakeholders are still becoming familiar with the previous edition of the Plan and working towards its implementation. The intent behind maintaining stability in the GASP framework, and its main components is to allow stakeholders to seamlessly continue with implementation. The timelines associated with the near- and mid-term objectives (2017 and 2022, respectively) are maintained. The timeline associated with the long-term objective shifted from 2027 to 2028 to align with the dates of the sessions of the Assembly. The content of the GASP has been enhanced to facilitate implementation. The revision also aims at strengthening the link between the GASP and the GANP.

2.4 Most of the changes are editorial in nature and aim to improve the logical flow of the document (for example, to explain high-level concepts first and then examine specifics). They also present the layout of the document in accordance with the standard guidelines for official, numbered ICAO publications (with numbered paragraphs and sections), making the document user-friendly.

2.5 A significant change in the 2017-2019 Edition of the GASP is the development of a new global aviation safety roadmap, incorporated in an appendix. The roadmap's goal is to ensure that safety initiatives deliver the intended benefits associated with the GASP objectives through enhanced coordination, thus reducing inconsistencies and duplication of efforts.

2.6 Detailed information on implementation guidance and assistance available to States is found in an appendix to the GASP. This includes: the No Country Left Behind initiative, the next generation of aviation professionals (NGAP) programme, the integrated safety trend analysis and reporting system (iSTARS), the safety fund (SAFE), coordination and collaboration with aviation safety partners with the Aviation Safety Implementation Assistance Partnership (ASIAP), the collaborative arrangement for the prevention and management of public health events in civil aviation (CAPSCA) programme, and performance-based navigation (PBN) products and services.

2.7 A new appendix was also incorporated to provide guidance regarding safety indicators and level of activity indicators. These indicators were presented at the HLSC 2015. This addition aims at providing a first step towards the development and implementation of harmonized global indicators, which can be adapted at the regional, sub-regional and national levels, and supports the achievement of the GASP objectives related to State Safety Programmes.

3. CONCLUSION

3.1 The GASP offers a long-term vision that will assist ICAO, RASGs, States and industry in developing a harmonized safety strategy. The inclusion of the global aviation safety roadmap, in the GASP, provides a structured, common frame of reference for all relevant stakeholders to ensure that safety initiatives deliver the intended benefits associated with the GASP objectives.

3.2 The GASP is reviewed and updated prior to each session of the Assembly. ICAO reviews the GASP every three years through an established and transparent process (see Appendix C
of the 2017-2019 Edition of the GASP). The ANC will review the GASP as part of its work programme and consult States on proposed amendments. The ANC will then report to the Council and provide inputs. After approval by the Council, amendments to the GASP will presented to the Assembly for endorsement by Member States.

4. **ACTION BY THE MEETING**

4.1 The meeting is invited to consider adopting the following Draft Conclusion:

CONCLUSION XX 2017 - 2019 EDITION OF THE GLOBAL AVIATION SAFETY PLAN (GASP)

That States:

a) are encouraged to support the endorsement of the 2017 - 2019 Edition of the GASP (Doc 10004) during the next Assembly;

b) are requested to establish regional and national priorities and targets consistent with the GASP objectives and the operational safety needs; and

c) are invited to provide ICAO feedback on the new Global Aviation Safety Roadmap and suggestions for the future 2020 – 2022 edition of the GASP.

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