

**Twenty Second Meeting of the  
Informal South Pacific ATS Co-ordinating Group (ISPACG/22)**

Papeete, Tahiti, 12-14 March 2008

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**Agenda Item 3: Review Relevant Work Conducted Since ISPACG/21**

**THE ICAO GLOBAL AVIATION SAFETY PLAN (GASP)**

**Presented by ICAO Asia/Pacific Regional Office**

**SUMMARY**

This paper introduces the ‘new’ ICAO Global Aviation Safety Plan (GASP) that provides a common frame of reference for all stakeholders in order to allow a more proactive approach to aviation safety. The GASP, together with the Global Air Navigation Plan (GANP), comprise the core of ICAO’s high level planning provisions.

**1. INTRODUCTION**

- 1.1 The first version of the ICAO Global Aviation Safety Plan was developed in 1997 by formalizing a series of conclusions and recommendations developed during an informal meeting between the Air Navigation Commission and Industry. The Plan was used to guide and prioritize the technical work programme of ICAO and was updated regularly until 2005 to ensure its continuing relevance.
- 1.2 In May 2005, another meeting between the Air Navigation Commission and Industry identified a need for a broader Plan that would provide a common frame of reference for not only ICAO but all stakeholders. Consequently, an industry based group supported by ICAO formulated the Global Aviation Safety Roadmap from which a ‘new’ ICAO Global Aviation Safety Plan was developed.
- 1.3 The GASP, including the 12 Global Safety Initiatives (GSIs) described therein, and the Global Air Navigation Plan (GANP) and 23 associated Global Planning Initiatives (GPIs) comprise the core of ICAO’s high level planning provisions.

**2. DISCUSSION**

- 2.1 The objective of the ‘new’ Global Aviation Safety Plan (GASP) is to reduce the accident risk for civil aviation by providing a common frame of reference for all stakeholders in order to allow a more proactive approach to aviation safety, and to help coordinate and guide safety policies and initiatives worldwide. At the ICAO level, GASP provides the methodology and focus that is required to implement the

ICAO Strategic Objective on safety. It will be used to prioritize and plan safety initiatives and to measure their impact.

2.2 The GASP is based on the following principles:

- a) *Involvement of all stakeholders*: A proactive approach to aviation safety requires that all concerned stakeholders are involved. There is also a need to ensure that safety initiatives take place within a common framework to ensure consistency of objectives and to avoid duplication of effort. An important element of GASP is that it integrates the Global Aviation Safety Roadmap developed at the request, and with the support, of ICAO by the Industry Safety Strategy Group (the ISSG, comprising Airbus, Boeing, Airports Council International, Civil Air Navigation Services Organization, International Air Transport Association, International Federation of Air Line Pilots' Associations and Flight Safety Foundation);
- b) *Global Safety Initiatives (GSIs)*: GASP defines twelve GSIs, as shown in the **Attachment** to this paper, which support the implementation of the ICAO safety Strategic Objective. Each initiative relies on a set of best practices, metrics and maturity levels defined in the Global Aviation Safety Roadmap to ensure that implementation makes full use of the collective experience of the aviation community and that progress is measured in a transparent and consistent way;
- c) *Planning process*: The objective of the planning process is to collaboratively develop an action plan that defines, at the regional, sub-regional or national level, the specific activities that should take place in order to improve safety;
- d) *Consistency of the ICAO Global Planning Process*: GASP follows an approach and philosophy which is coherent with the *Global Air Navigation Plan for CNS/ATM Systems* (Doc 9750). Both were developed with close coordination and participation of industry, and both provide a common framework to ensure that regional, sub-regional, national and individual initiatives are coordinated to deliver a harmonized, safe and efficient international civil aviation system.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to note:

- a) the information contained in the paper, and
- b) that ICAO urges States to apply the GASP principles and objectives and to implement its methodologies in partnership with all concerned stakeholders to reduce the number and rate of aircraft accidents.