

Global Aviation Safety Plan and Global Safety Initiatives

The first version of the ICAO Global Aviation Safety Plan (GASP) was developed in 1997 by formalizing a series of conclusions and recommendations developed during an informal meeting between the ICAO Air Navigation Commission and Industry. The GASP was used to guide and prioritize the technical work programme of ICAO was updated regularly until 2005 to ensure its continuing relevance.

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, a new Global Aviation Safety Plan which included, *inter alia*, a set of Global Safety Initiatives (GSIs) was developed and published during 2007.

The 2007 GASP defines twelve GSIs, as described below, that support the implementation of the ICAO safety Strategic Objective. Each GSI relies on a set of best practices, metrics and maturity levels defined in the GASP 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.

GSI-1 Consistent Implementation Of International Standards And Industry Best Practices

Scope: Full implementation of applicable ICAO SARPs and industry best practices. Compliance with ICAO Standards is considered internationally essential and sound application of ICAO Recommendations and best practices is accepted as the effective way to achieve consistent implementation worldwide:

GSI-2 Consistent Regulatory Oversight

Scope: Each State is in a position to objectively evaluate any given safety critical aviation activity within its jurisdiction and require that the activity adhere to standards designed to ensure an acceptable level of safety. States ensure their Regulatory Authority is independent in the conduct of its safety functions, competent and adequately funded.

GSI-3 Effective Errors And Incidents Reporting

Scope: A free flow of data exists that is required to assess aviation system safety on a continuous basis and to correct deficiencies when warranted.

GSI-4 Effective Incident And Accident Investigation

Scope: The accident or incident investigations provide the opportunity for an in-depth examination of both the causal factors leading up to the particular event and the broader questions concerning the underlying safety of an entire operation.

GSI-5 Consistent Coordination Of Regional Programmes

Scope: While regional differences will dictate different implementations of best practices at different levels of maturity, there is much benefit that can be gained by sharing the experience between regions.

GSI-6 Effective Errors And Incidents Reporting And Analysis In The Industry

Scope: The development and maintenance of a “Just Culture” is one of the primary means available to industry to understand where the hazards and risks lie within an organization.

GSI-7 Consistent Use Of Safety Management Systems

Scope: A systematic management of the risks associated with flight operations, aerodrome ground operations, air traffic management and aircraft engineering or maintenance activities is essential to achieve high levels of safety performance.

GSI-8 Consistent Compliance With Regulatory Requirements

Scope: The attainment of a safe system requires that industry complies with State regulations. The main responsibility for compliance rests with industry, which has a legal, commercial and moral obligation to ensure that operations are conducted in accordance with the regulations.

GSI-9 Consistent Adoption Of Industry Best Practices

Scope: Best practices, which represent the application of lessons learned globally by industry, are adopted by individual organizations in a timely manner.

GSI-10 Alignment Of Industry Safety Strategies

Scope: The efforts of all industry stakeholders to improve aviation safety at the local, State, and regional levels are more effective at a global level if they are well aligned and based on shared goals and methods.

GSI-11 Sufficient Number Of Qualified Personnel

Scope: Industry and the regulatory authorities have access to a sufficient number of qualified staff to support their activity.

GSI-12 Use Of Technology To Enhance Safety

Scope: Technology advances which contribute significantly to improvements in safety are implemented.

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