ICAO'S GLOBAL SAFETY STRATEGY: THE GASP

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Overview

- Aviation safety planning
- What is GASP
- Roles in GASP
- Challenges & priorities
- 2020-2022 edition of GASP
- Roadmap
- Q&A

2 key elements in aviation safety planning

a strategy	an action plan
• <u>What</u> is to be achieved by a plan	• <u>How</u> goals and targets defined in strategy will be achieved
• Includes: 1. analysis of challenges 2. definition of goals and targets 3. how to measure their achievement	• Includes: 1. initiatives needed to achieve the goals and targets (SEIs)

Aviation Safety Planning

Strategy
Global Aviation Safety Plan

Action Plan
Global Aviation Safety Roadmap

Regional Aviation Safety Plan

National Aviation Safety Plan

Action Plan(s)
(e.g. Surveillance Activities, Runway Safety Programme)

What is the GASP?

- Global strategy for safety improvement

- Framework for regional & national aviation safety plans

- Promotes harmonization & coordination of efforts

Purpose of the GASP

- Establishes global safety strategy
  - including goals, targets and indicators

- Provides framework for development and implementation of RASP & NASP

- Provides guidance for development of action plans to support RASP & NASP
  - through use of global aviation safety roadmap

- Provides methodology to guide identification of hazards and emerging issues
  - and management of ops safety risks
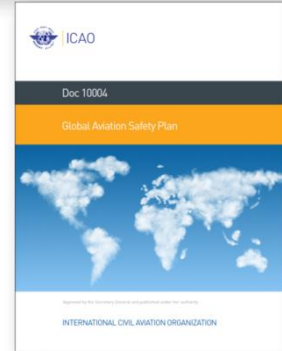
Role of States

- Address SSC as priority

- Acquire necessary expertise

- Implement NASP

- Participate in RASG

- Provide technical assistance to other States

Role of RASGs

- Support progress towards achieving GASP goals at regional level

- Develop & implement RASP
  - consistent with GASP

- Structure work in line with GASP

- Identify hazards & safety issues of priority
  - Coordinate SRAs / encourage States to initiate action

Role of Industry

- Actively support achievement of GASP goals
  - by being involved in RASP & NASP

- Review roadmap to identify SEIs
  - that support RASP and NASP implementation through specific action plans

- Participate in RASG

- Implement SMS (service providers)
  - to continually identify hazards
  - address ops safety risks

Challenges & Priorities in Safety Planning

- Organizational challenges
  - Ensuring effective safety oversight
  - Ensuring effective safety management as part of SSP

- Operational safety risks
  - HRCs
  - Additional categories of ops safety risks
  - Emerging issues

High Risk Categories of Occurrences

- Previously referred to as "global safety priorities"

- Selection of types of occurrences which are global HRCs is based on
    - actual fatalities
    - high fatality risk per accident
    - or number of accidents and incidents

- Based on results from analysis of safety data
    - collected from proactive and reactive sources of information
    - and from ICAO and other non-governmental organizations

- HRCs need to be addressed to mitigate risk of fatalities

GASP Goals, Targets & Indicators

GOALS FOR THE 2020-2022 EDITION OF THE *GASP* ARE:

GOAL 1

Achieve a continuous reduction of operational safety risks.

GOAL 2

Strengthen States' safety oversight capabilities.

GOAL 3

Implement effective State Safety Programmes.

GOAL 4

Increase collaboration at the regional level.

GOAL 5

Expand the use of industry programmes.

GOAL 6

Ensure the appropriate infrastructure is available to support safe operations.

HRCs for 2020-2022 GASP

Global Aviation Safety Roadmap

- Roadmap is action plan to assist aviation community

- It provides structured, common frame of reference
  - for all relevant stakeholders
  - to develop and implement RASP/NASP
  - by presenting series of SEIs, for use as action plans
  - linked to the GASP goals and targets

- Use of roadmap as basis for national/regional safety planning enhances coordination
  - reducing inconsistencies and duplication of effort

Structure of Roadmap

- Roadmap outlines specific SEIs
  - associated with GASP goals and targets

- Each SEI is supported by set of actions

- Roadmap includes specific initiatives for 3 different stakeholders
  - States
  - Regions
  - Industry

- Success relies upon close collaboration & cooperation of all stakeholders

Structure of Roadmap (2)

- Roadmap is composed of 2 pieces:

  1. Organizational challenges – ORG roadmap

  2. Operational safety risks – OPS roadmap

Structure of Roadmap (2)

- ORG roadmap provides SEIs to meet GASP goals related
  – State safety oversight capabilities
  – SSP implementation
  – SMS implementation (industry)

- OPS roadmap provides SEIs to meet GASP goals related
  – continuous reduction of ops safety risks
  – SRM activities to address HRCs

ORG Roadmap

- Contains 2 distinct components, in line with GASP goals, to address SM responsibilities:

1. State safety oversight (SSO) system

2. SSP, including service providers' SMS

ORG Roadmap

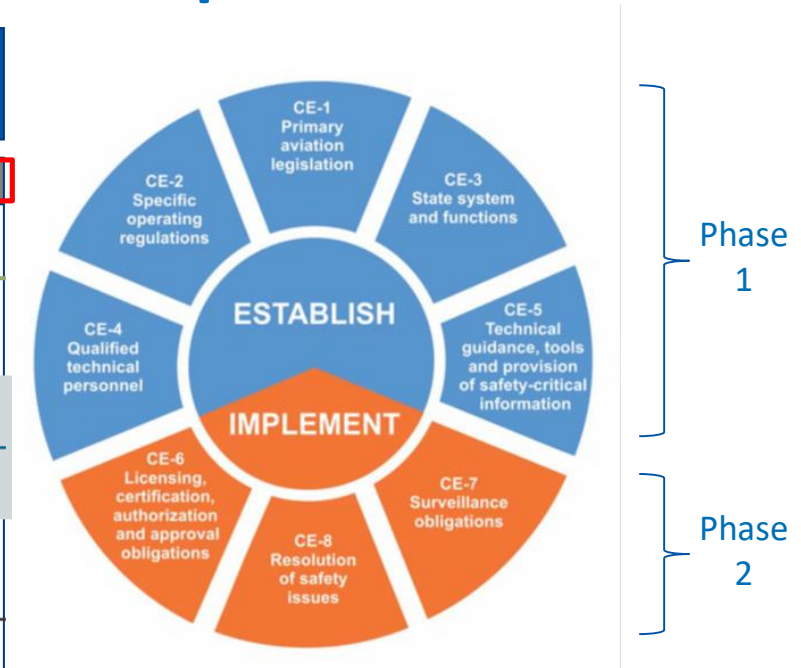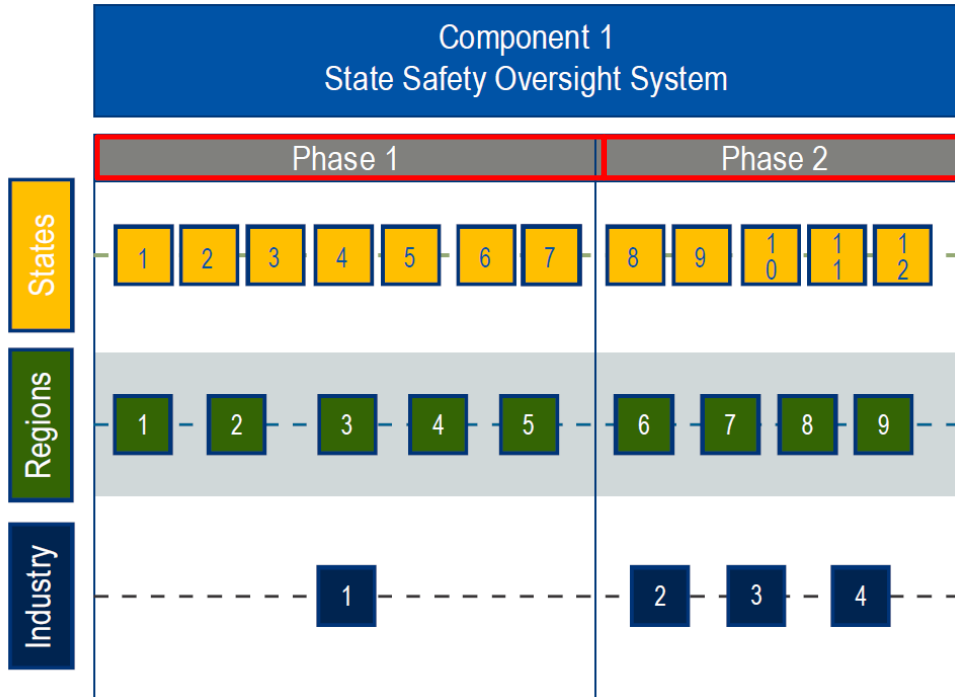| Component 1 State Safety Oversight System | Component 2 State Safety Programme |

States | Regions | Industry

ORG Roadmap

Layout of SEIs in Roadmap

- All SEIs presented in standardized "roadmap template" format

- Covers following points
  - SEI - Description of specific safety enhancement initiative
  - Stakeholder - Entity to which SEI is addressed
  - Actions - Description of tasks required for implementation of SEI
  - References - Documents and tools to assist stakeholders
    - in implementing SEIs and associated actions

Layout of SEIs in ORG Roadmap

Safety enhancement initiative	SEI-7 — Provision of the primary source of safety information to ICAO by completing, submitting and updating all relevant documents and records
Stakeholder	States
Actions	☐ 7A — Update USOAP corrective action plan items
	☐ 7B — Complete and submit the self-assessment checklist based on USOAP CMA priority PQs
	☐ 7C — Complete and submit the State aviation activity questionnaire
	☐ 7D — Complete and submit the compliance checklists on electronic filing of differences system
	☐ 7E — Update documents and records, as required, in a timely manner
References	— Doc 9735, *Universal Safety Oversight Audit Programme Continuous Monitoring Manual,* sections 2.8, 2.14 and 2.15
	— iSTARS
	— USOAP CMA Computer-based Training
	— USOAP CMA Online Framework (https://www.icao.int/safety/CMAForum/Pages/default.aspx)
	— USOAP CMA Workshops

OPS Roadmap

- OPS roadmap addresses ops safety risks

- Based on HRCs identified in GASP
  - contains specific SEIs to address each of 5 HRCs
  - States, regions and industry should use OPS roadmap
    - to assist them in developing action plan to mitigate risks associated with HRCs

- Unlike ORG, OPS roadmap is not divided into components or steps
  - SEIs can be accomplished in parallel

Layout of SEIs in OPS Roadmap

Safety Enhancement Initiative	Mitigate contributing factors to CFIT accidents and incidents
Stakeholder	Regions

Actions	1. Implement the following CFIT safety actions:
	   a. Support the adoption of TAWS in accordance with Annex 6
	   b. Promote the wider use of TAWS beyond the requirements of Annex 6
	   c. Promote the adherence to TAWS warning procedures
	   d. Promote greater awareness of approach risks
	   e. Promote the implementation of CDFA
	   f. Promote the implementation of MSAW systems
	   g. Promote the timeliness of updates and accuracy of eTOD
	   h. Promote the use of global positioning system (GPS)-derived position data to feed TAWS
	2. Validate the effectiveness of the SEIs presented in this roadmap in the region using data provided by States and industry (apply safety management methodologies)
	3. Identify additional contributing factors, for example:
	   a. Flight in adverse environmental conditions
	   b. Approach design and documentation
	   c. Phraseology used (standard vs non-standard)
	   d. Pilot fatigue and disorientation
	4. Develop and implement further SEIs to mitigate the risk of the identified contributing factors, if any, for CFIT
	5. Conduct continuous evaluation of the performance of the SEIs

References	— Annex 6, *Operation of Aircraft* — ICAO Safety Report — RASGs — Commercial Aviation Safety Team Safety enhancements for CFIT — IATA CFIT — IATA Safety Report — Flight Safety Foundation ALAR Toolkit — Skybrary — EUROCONTROL

SEIs in OPS Roadmap

- SEIs are considered global safety enhancements, applicable to all States and regions
  - should be implemented to mitigate risks linked to HRCs
  - deemed of global concern
  - not an exhaustive list

- ORG roadmap is not substitute for SRM activities
  - that need to be conducted as part of SSP & SMS

Use Roadmap to Develop NASP

- State should use roadmap to develop NASP
  - that define specific SEIs to improve safety (action plan)

- GASP illustrates steps of NASP development process

- Refer to GASP for details
  - Doc 10004, Part II, Chapter 3

NASP Development Process

- Introduction to NASP – Webinar #2
  - 30 March 2021

- Using Roadmap to develop NASP – Webinar #3
  - 13 April 2021

Additional Information

- GASP Public Website
  - www.icao.int/gasp

- Useful documentation (free on website)
  - Doc 10004, 2020-2022 edition of GASP
  - Doc 10131, Templates for NASP / RASP
  - Cir 358, Checklist for completeness of NASP / RASP

- Feedback, email: GASP@icao.int

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