



Global Aviation Safety Plan History and development

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Global Aviation Safety Plan



- The first edition of GASP was issued in 1997
- GASP was used to guide and prioritize the technical work programme of the Organization and was updated regularly until 2005 to ensure its continuing relevance
- A need for a major overhaul of GASP was identified in May 2005 (informal meeting with the industry)
- The “new” GASP was developed by an ANC Ad-hoc working group
- The development followed the approach used for the Global Air Navigation Plan

Global Aviation Safety Plan



- Based on the following principles:
 - ✓ Involves all stakeholders
 - ✓ Stresses the need for partnership
 - ✓ Defines 12 Global Safety Initiatives (GSIs) that are each supported by a set of best practices and metrics
 - ✓ Proposes a planning process to support regional and national implementation
 - ✓ Provides for a consistent global planning process for ICAO when used in conjunction with GANP
- Is very closely related to the Global Aviation Safety Roadmap developed by the Industry for ICAO

Global Aviation Safety Roadmap



✈ Background:

- ✓ Inspired by the 7th ICAO ANC Industry meeting in May 2005
- ✓ Modeled after a similar effort in the ATM field (Air Navigation Roadmap and Global Air Navigation Plan)
- ✓ Produced by the ISSG (Industry Safety Strategy Group made of Airbus, ACI, Boeing, CANSO, FSF, IATA and IFALPA) and ICAO

✈ Goals and Objectives:

- ✓ Provide a common frame of reference for all stakeholders
- ✓ Coordinate and guide safety policies and initiatives worldwide to reduce the accident risk for commercial aviation
- ✓ Avoid duplication of effort and uncoordinated strategies
- ✓ Encourage close industry and government cooperation on common safety objectives

The Roadmap vs. GASP



- Quote from GASP: “The Global Aviation Safety Roadmap constitutes the basis on which the Global Aviation Safety Plan is built and is an integral part of it”
- They are identical for practical purposes
 - ✓ Share the same goals and objectives
 - ✓ GSIs are the focus areas of the roadmap
 - ✓ GSI strategies are the objectives of the focus areas
 - ✓ GASP refers to the roadmap best practices and metrics
 - ✓ The planning process is identical
- Why do we have the roadmap and GASP?
- Updating of the Roadmap and GASP will be synchronized

Current Status



- The “new” GASP was approved by the ANC on 12 June 2007 and accepted by Council on 19 July 2007
- A36-7 on ICAO Global Planning for Safety and Efficiency
 - ✓ ICAO shall implement and keep current the plans in close cooperation and coordination with all concerned stakeholders;
 - ✓ The plans shall provide the framework in which regional, sub-regional and national implementation plans will be developed and implemented