



Global Aviation Safety Plan (GASP)

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Overview

- What is the GASP
- GASP evolution
- How was GASP developed
- How to implement the Roadmap
- The role of States, Regions and Industry
- Amendment 1 to Annex 19, SSP and Regional Context
- Challenges & tools to assist
- Next steps



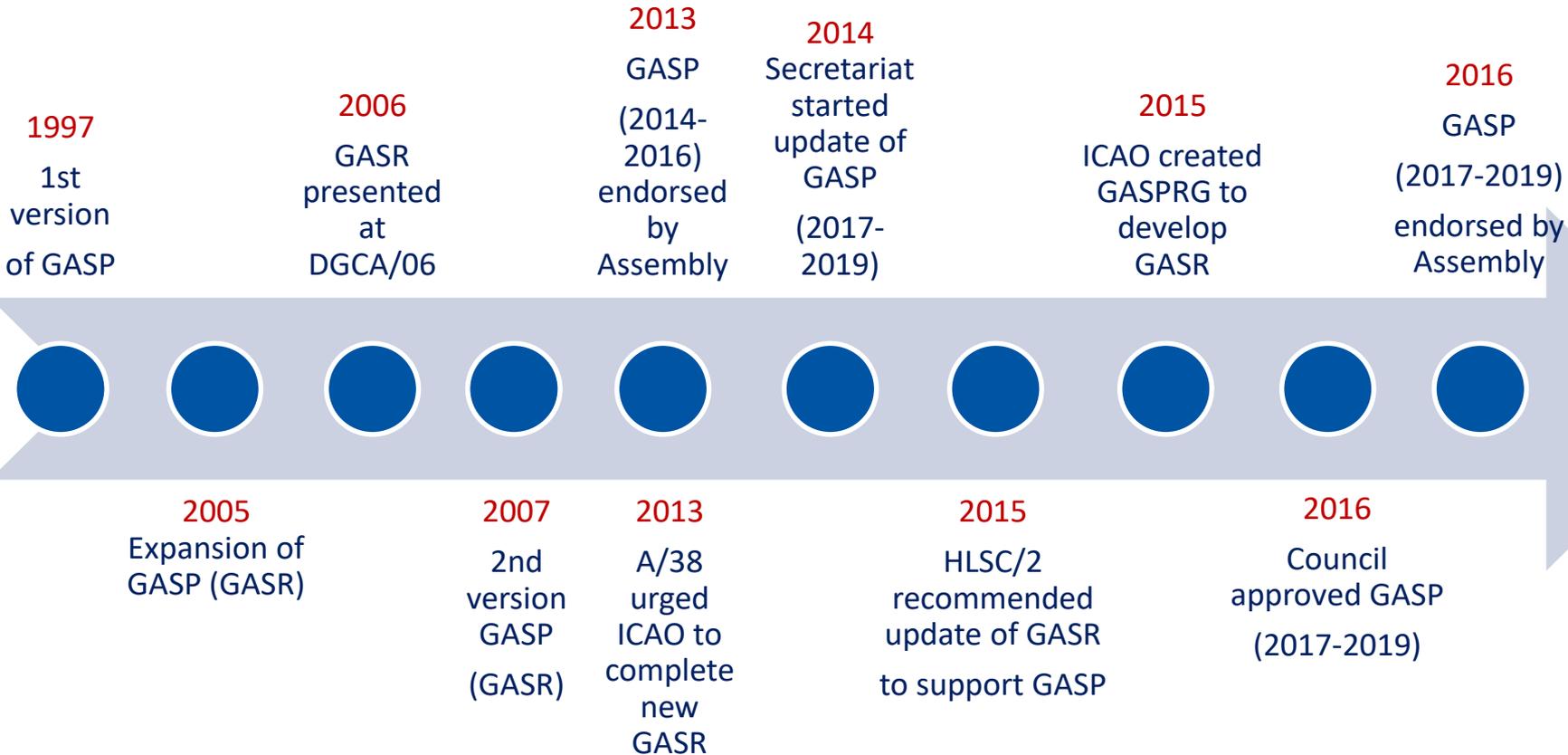


What is the GASP?

- Strategy for prioritization & improvement of safety
- Framework for development & implementation of plans
- Promotes harmonization and coordination of efforts
- Essential for the implementation of the Aviation System Block Upgrades (ASBU) presented in the GANP



Evolution of the GASP





GASP Development: A Comprehensive Process



GASPSG

**State
Consultation**

ANC

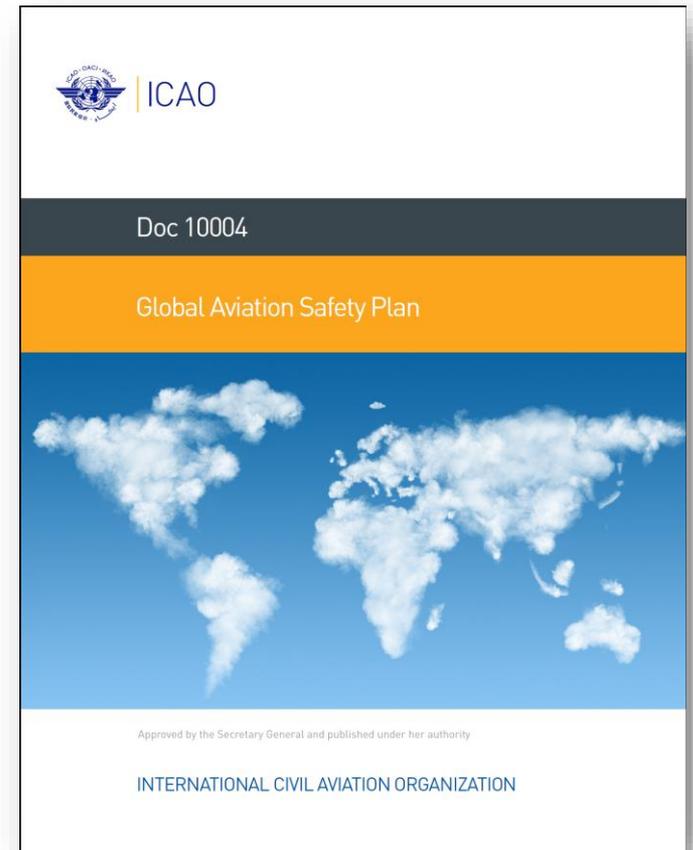
Council

Assembly



2017-2019 Edition of GASP

- **Global safety strategy**
 - ICAO strategic objective on safety
 - GASP objectives
 - Roles of stakeholders
 - Roadmap
- **Focus areas to improve safety**
 - Global safety priorities
 - Emerging priorities
- **GASP framework**
 - Safety performance enablers

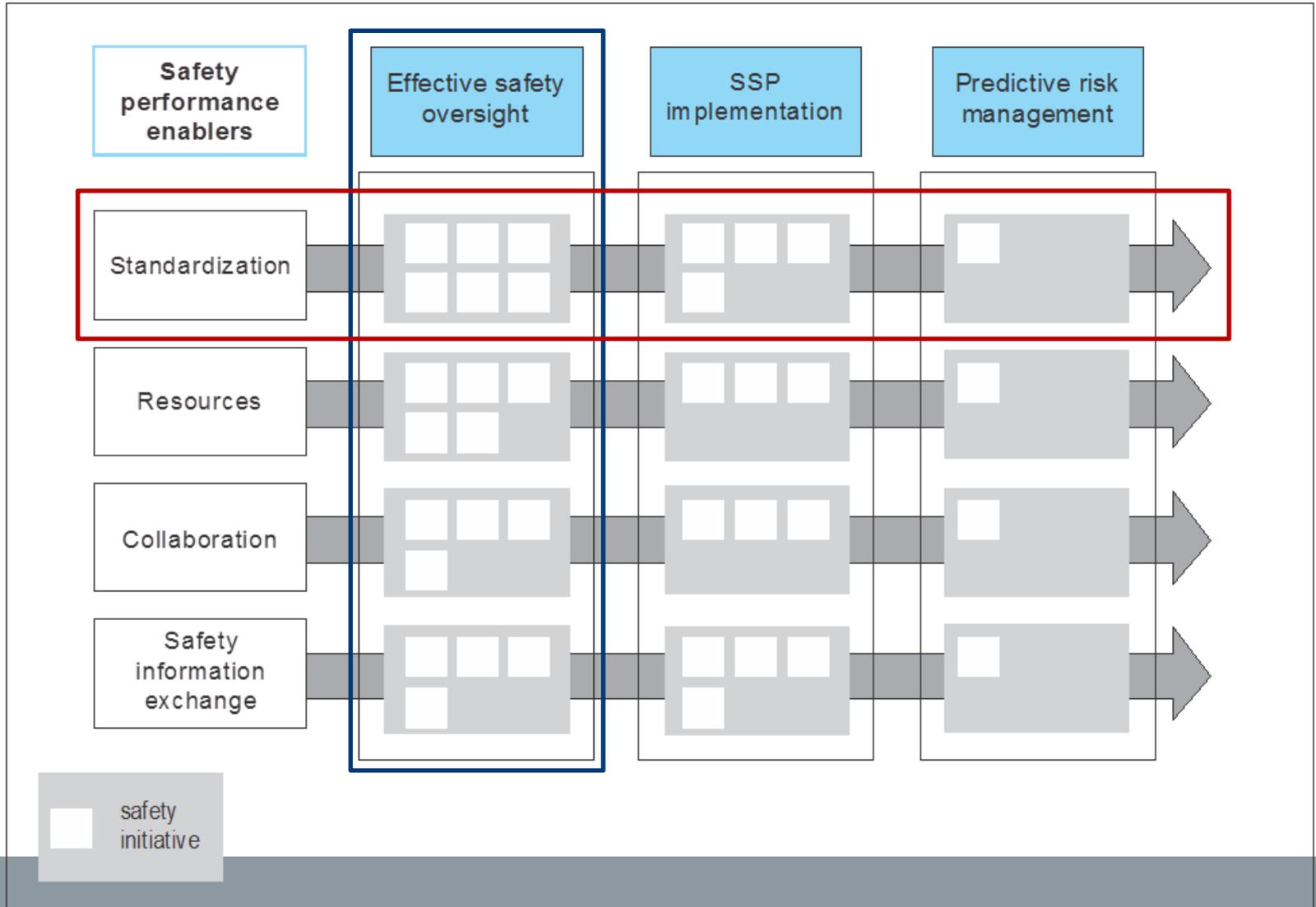




GASP Objectives

Effective safety oversight	SSP Implementation	Predictive risk management
RASGs and other fora: mechanisms for sharing of safety information	RASGs: mature regional monitoring and safety management programmes	All States: Implement advanced safety oversight systems, including predictive risk management
States with EI > 60%: SSP implementation	All States: SSP implementation	
All States: achieve 60 % EI of CEs		
2017 (Near Term)	2022 (Mid Term)	

GASP Framework





Roadmap Purpose

- Action plan developed to assist in achieving GASP objectives
- Provides structured, common frame of reference
- Ensures initiatives deliver intended benefits
- Enhances coordination, reducing duplication of effort





3 Phases of the Roadmap

Effective Safety Oversight

- States lacking basic safety oversight system
- EI of CEs < 60%
- Divided into two sub-phases:
 - I-A: CEs 1-5 (establish)
 - I-B: CEs 6-8 (implement)

SSP Implementation

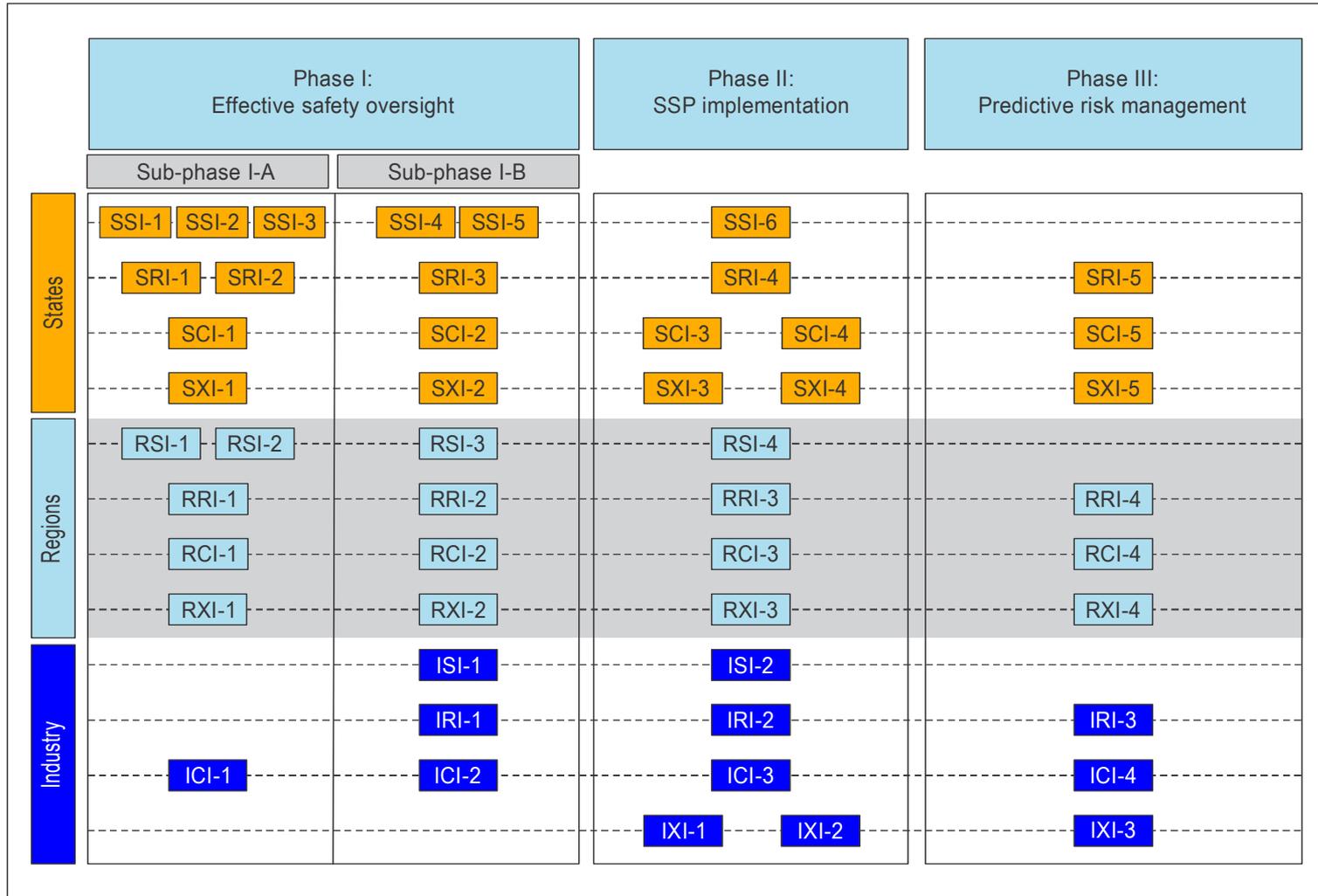
- States lacking or in process of implementing SSP
- EI of CEs > 60%
- (+) ready to progress into SSP implementation

Predictive Risk Management

- States that have SSP effectively implemented



Roadmap Structure



Safety Initiative Template

General Information

- Global safety objective
- Safety performance enabler
- Safety initiative
- Phase of roadmap
- Stakeholders involved

Actions

- Tasks required the implementation of a safety initiative

References

- Documents and tools that may assist stakeholders with implementation

Global Safety Priorities

- GASP & Roadmap address global safety priorities



- Initiatives for States and regional efforts, with Industry



How to Use the Roadmap: 4 Steps



Step 4 – Monitor implementation

Step 3 – Develop safety plan

Step 2 – Identify safety initiatives
and actions

Step 1 – Conduct self-analysis

Self-analysis

- States, regions and industry should conduct self-analysis
 - Understand current operational environment
 - Assess established capabilities, system size and level of complexity
 - Available resources
- Identify safety deficiencies
 - EI score
 - Assist to recognize appropriate starting point in roadmap
- Identify key stakeholders
 - Supporting capabilities
 - Additional resources
 - Other strengths or opportunities
 - Stakeholders involved in developing, implementing and sustaining safety initiatives included in roadmap



Safety Initiatives & Actions

- Identify appropriate starting point within roadmap
- Identify list of potential safety enhancement actions
 - Based on identified deficiencies
 - and results of gap analysis
- Select series of safety initiatives
 - Needed to achieve GASP objectives
 - and address global safety priorities
- Selected safety initiatives become basis for national or regional safety action plan





Developing a Safety Plan

- Define national, regional or industry safety plan
 - Based on safety initiatives selected in Step 2
- Review safety plan and identify resources needed
 - Human, financial, technical, training, stakeholder commitments, etc.
 - Include political will to change
 - and availability of technology and necessary resources
- Develop plan for implementing actions
- Safety plan should cover manageable set of actions
 - Steps necessary to move to next level of maturity
- Identify responsible organization to lead implementation of each action
 - Regional organizations provide implementation strategies and support

Monitoring Implementation

- Activities should be continuously monitored to ensure...
 - Actions are accomplished
 - Roadblocks to implementation are removed
 - Plan accommodates newly identified gaps
- 4 steps should be repeated once safety plan's actions are completed
 - to identify next safety actions



State Safety Performance Indicators

- New appendix in GASP
- Guidance on indicators
 - 11 safety performance indicators
 - 2 level of activity indicators
- First step towards harmonized global indicators
- Can be adapted at regional, sub-regional, and national levels

Table D-1. Sample set of State safety performance indicators

#	Indicators and metrics	Type	Usage
1.	<p>Effective implementation of State safety oversight system</p> <p><i>Metrics:</i></p> <ul style="list-style-type: none"> • USOAP EI Scores overall • USOAP EI Scores by technical area • USOAP EI Scores by critical element 	Predictive	Target
2.	<p>Progress in SSP implementation</p> <p><i>Metrics:</i></p> <ul style="list-style-type: none"> • Percentage of completed gap analysis questions • Percentage of implemented gap analysis questions overall • Percentage of implemented gap analysis questions by element 	Predictive	Target
3.	<p>Progress in SMS implementation</p> <p><i>Metrics:</i></p> <ul style="list-style-type: none"> • Percentage of completed gap analysis questions by operator • Percentage of implemented gap analysis questions overall by operator • Percentage of implemented gap analysis questions by element and by operator 	Predictive	Target
4.	<p>Frequency and severity of accidents and incidents</p> <p><i>Metrics:</i></p> <ul style="list-style-type: none"> • Number and distribution of occurrences by severity level (accident, serious incidents, etc.) and the ICAO Accident/Incident Data Reporting System (ADREP) occurrence category • Number and distribution of fatalities by ADREP occurrence category • Occurrence per number of departures (rate) <p><i>Note.— Occurrences should be limited to specific categories of aircraft and operations, such as aircraft above 5 700 kg operating scheduled commercial flights.</i></p>	Reactive/ proactive	Target



Amendment 1 to Annex 19

Effective Jul 2016, Applicable by November 2019

- 1) **Integration** of the State safety oversight (**SSO**) system critical elements (**CEs**) with the State safety programme (**SSP**) provisions which are **upgraded from the SSP framework in Attachment A.**
- 2) **Enhancement** of safety management system (SMS) provisions to support **uniform implementation**, including **the extension of an SMS** to organizations responsible for **the type design and/or manufacture of engines and propellers**
- 3) **Protection** of safety data, safety information and related sources
 - ***Upgrading Attachment B of Annex 19 to the status of an Appendix***
 - ***Safety data and safety information in voluntary reporting systems are accorded a higher level of protection through a Standard***
 - ***The protection of safety data and safety information in mandatory reporting systems is reflected in a Recommendation.***
 - ***New provisions ensure that there is no overlap with the protection provisions in Annexes 6 and 13***

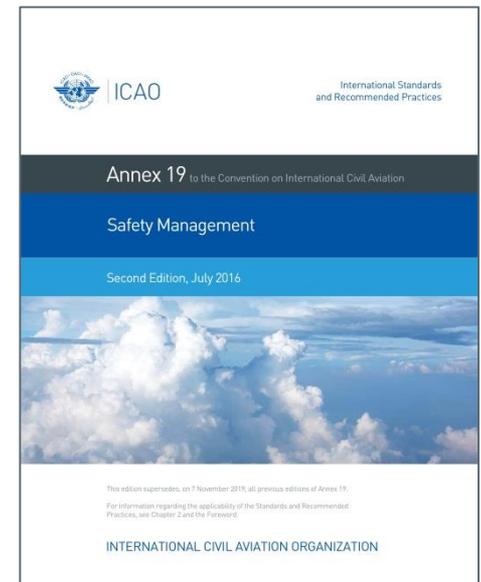
State Safety Programme (SSP) Implementation

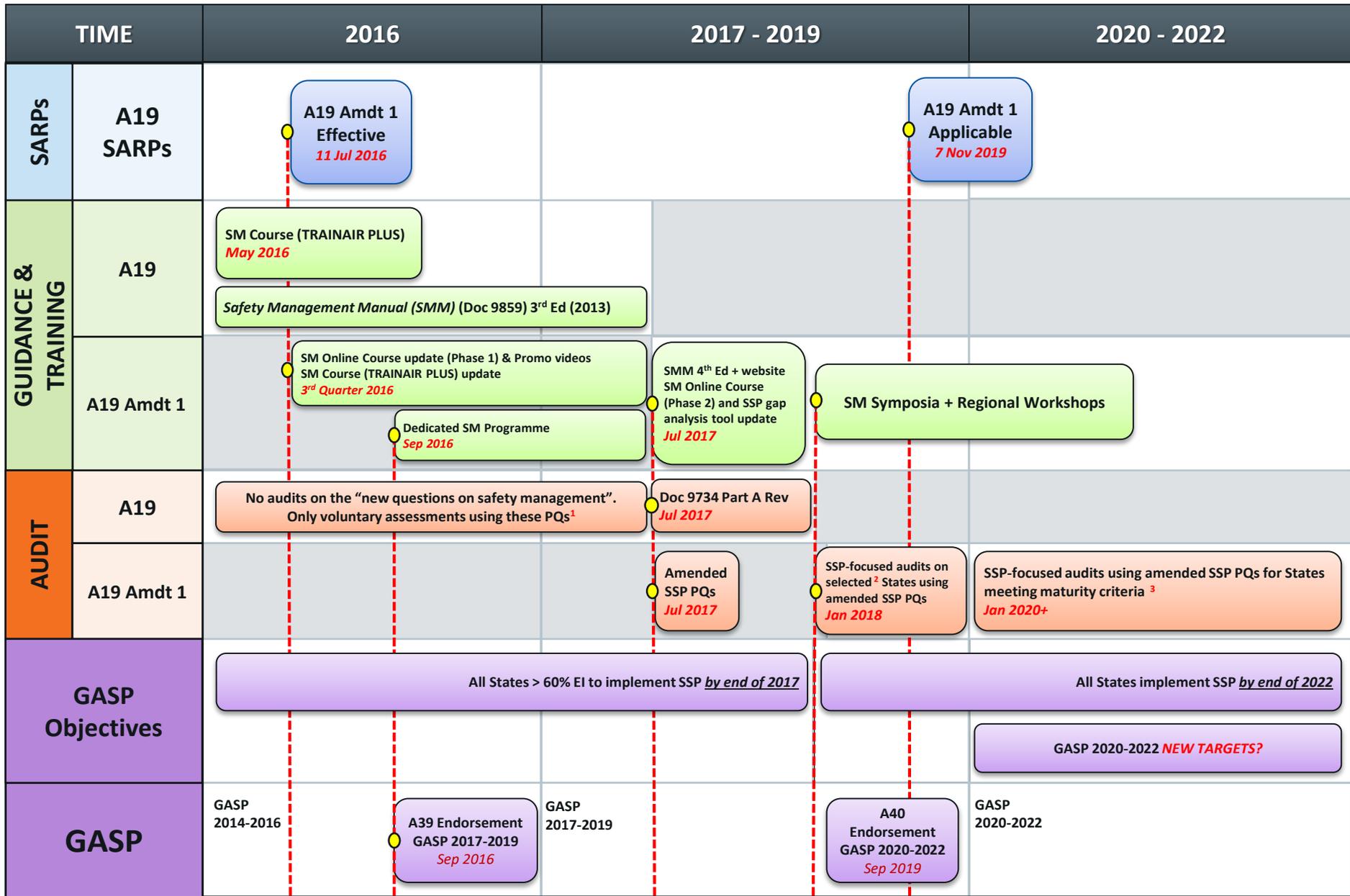
- **Initiatives**

- Establishment of ICAO Safety Management Programme;
- Deliverables identified to support SSP implementation;
- State letter AN 8/3-16/89 requests States to consider means to support programme.

- **USOAP SSP Audits**

- ICAO to begin auditing SSP from January 2020 in accordance with criteria in line with the GASP;
- Starting in January 2018, select States will be invited to receive an SSP audit on a voluntary, but non-confidential basis;





Jul 2016

Sep 2016

Jul 2017

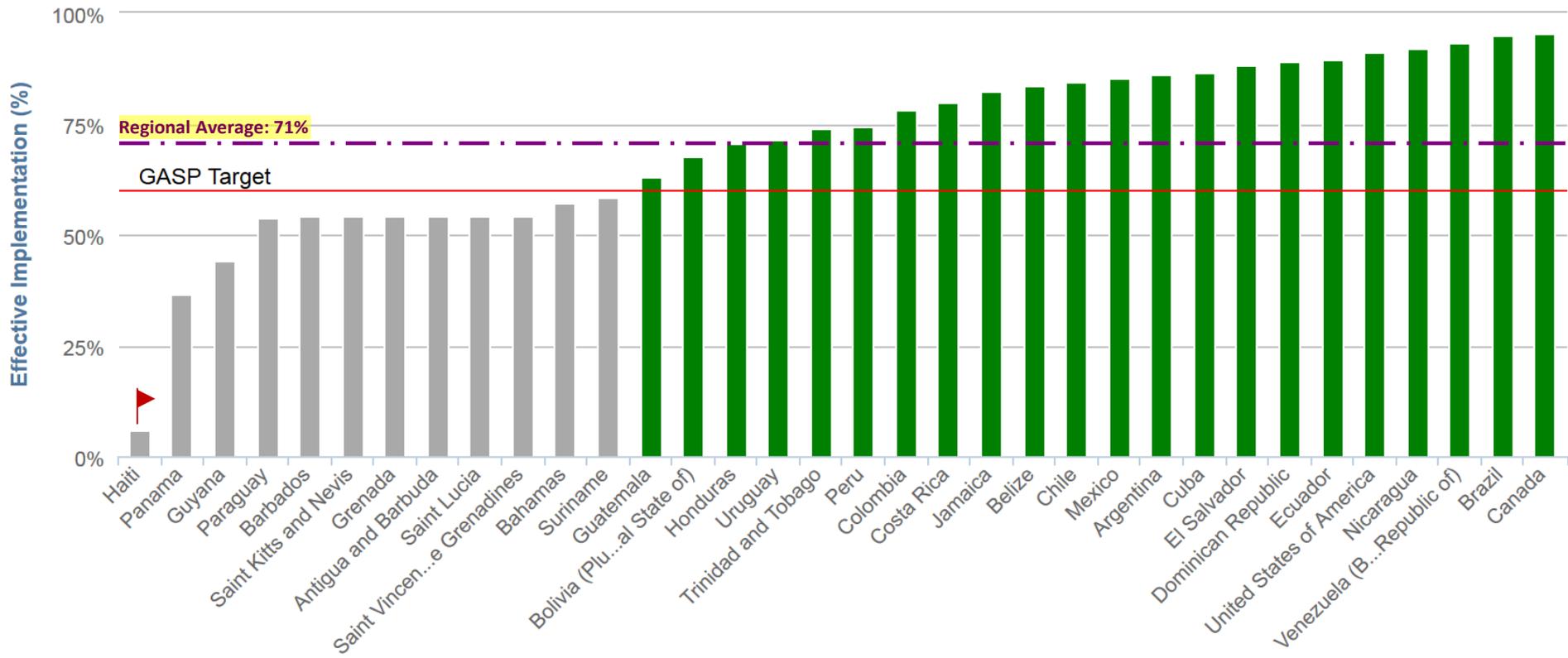
Jan 2018

Nov 2019

¹ Confidential and on a cost-recovery basis
² By mutual agreement - non confidential audits
³ Criteria to be established by ICAO in line with GASP

ICAO Safety Oversight Audit Results for RASG-PA

Effective implementation of safety oversight systems by State (global average 63%)



Source: *ISTARS 3.0 – Regional Safety Briefing* (<https://portal.icao.int/space>)

Main Challenges/Obstacles

- **Effective Safety Oversight**
 - Lack of resources (financial, policy, personnel, equipment)
 - Regional cooperation
- **SSP Implementation**
 - Development of appropriate SPIs
 - Personnel and training
 - Cooperation with industry
- **Predictive Risk Management**
 - Improvement of data collection and analysis strategies to evaluate safety performance
 - Lack of direct support and guidance from ICAO





iSTARS *IMPLEMENT*

www.icao.int/implement



State Safety Briefing (SSB)*



Import / Export Risks*



Solution Center*



Civil Aviation Authority - Human Resources (CAA-HR) Toolkit*



Airport Briefing*



Regional Briefing*



ASBU Performance Assessment Interactive Tool (PAINT)



Security and Facilitation



Environment



Training Needs Analysis (TNA)



Global Cost Database (GCDB)*
(under development)



Enhanced State Briefing*
(under development)

Next Steps

- Engagement with RASGs for regional planning
- Work through ICAO Regional Offices for roll-out of GASP





Next Steps

What do YOU think should be next?





ICAO

UNITING AVIATION



ICAO

North American
Central American
and Caribbean
(NACC) Office
Mexico City

South American
(SAM) Office
Lima

ICAO
Headquarters
Montréal

Western and
Central African
(WACAF) Office
Dakar

European and
North Atlantic
(EUR/NAT) Office
Paris

Middle East
(MID) Office
Cairo

Eastern and
Southern African
(ESAF) Office
Nairobi

Asia and Pacific
(APAC) Sub-office
Beijing

Asia and Pacific
(APAC) Office
Bangkok



THANK YOU