

# 2026-2028 Edition GASP Progress update

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SEIG/6 Meeting

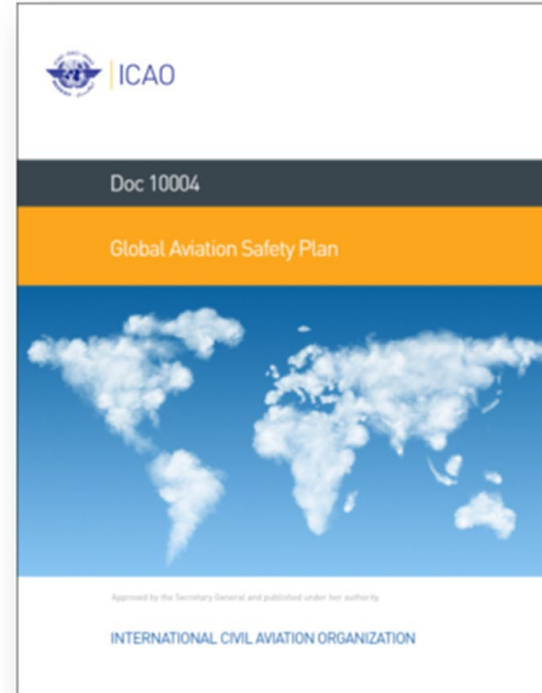
13<sup>th</sup> Oct 2024

Kuwait



# Overview

- Initiation of GASP revision
- Process to identify global safety issues
- Proposed GASP goals & targets





# Initiation of GASP Revision

# GASP

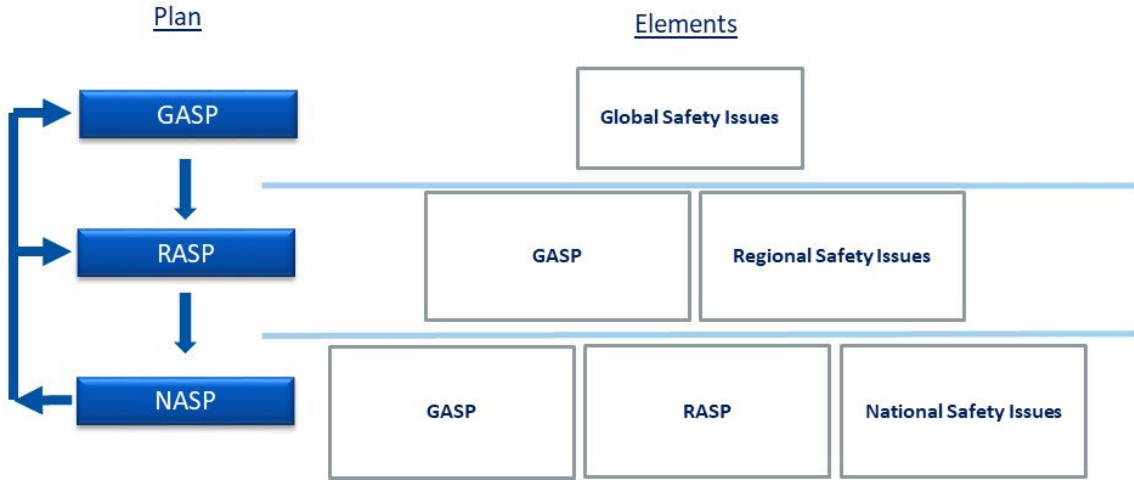
- Global strategy for the continuous improvement of aviation safety
- Provides Framework for regional and national aviation safety plans development and implementation
- Promotes harmonization and coordination of efforts



Approved by and published under the authority of the Secretary General

INTERNATIONAL CIVIL AVIATION ORGANIZATION

# Relationship between GASP, RASP and NASP





# GASP-Study Group



# Subgroups of GASP-SG

<i>Subgroup</i>	<i>Responsibilities</i>
<b>Organizational Issues (ORG)</b>	<ul style="list-style-type: none"><li>• Organizational challenges<ul style="list-style-type: none"><li>• Effective safety oversight</li><li>• SSP/SMS</li></ul></li><li>• NASP/RASP content (Doc 10131)</li><li>• RASGs and other implementation mechanisms</li><li>• ORG Roadmap content (Doc 10161)</li><li>• Global aviation disruption events (from ORG side)</li></ul>
<b>Operational Issues (OPS)</b>	<ul style="list-style-type: none"><li>• Operational safety risks (incl. hazards / deficiencies)</li><li>• G-HRCs</li><li>• Performance-based approaches &amp; SRM</li><li>• OPS Roadmap (Doc 10161)</li><li>• Emerging issues</li><li>• Global aviation disruption events (from risk side)</li></ul>
<b>Safety Performance Measurement (SPM)</b>	<ul style="list-style-type: none"><li>• GASP Goals, Targets and Indicators</li><li>• GASP update process / target development</li><li>• Alignment with other Global Plans</li><li>• Guidance on indicators and SPM (Doc 10162)</li></ul>



# Process to Identify Global Safety Issues

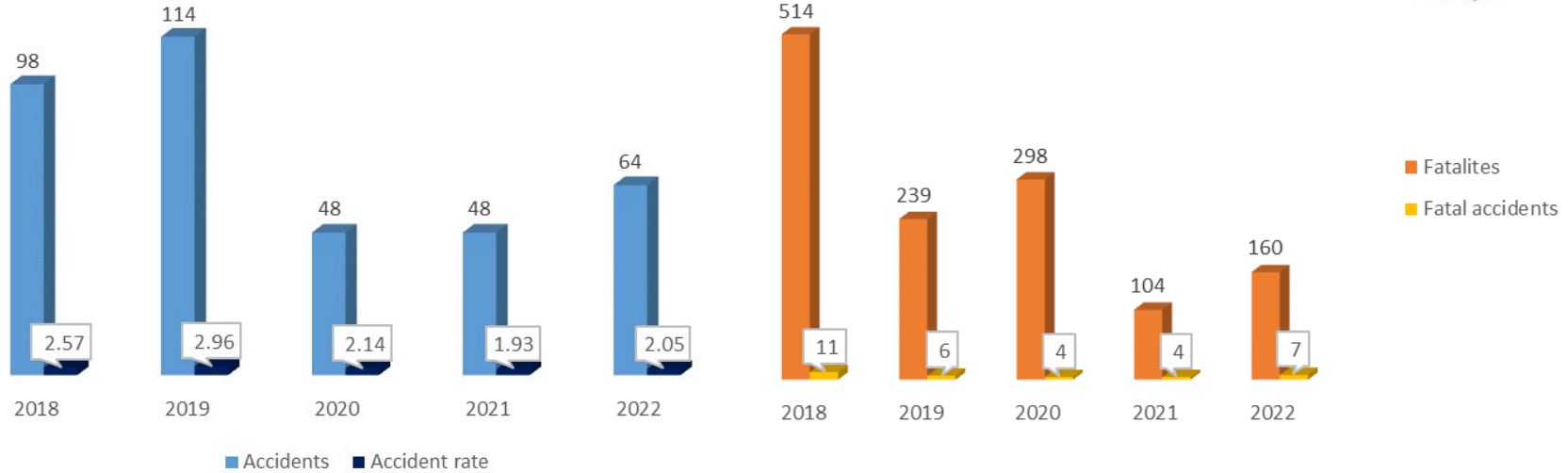


# Global OPS Safety Risks

- Actual fatalities
- Fatality risk by accident or serious incident occurrence categories
- Number of accidents or serious incidents by occurrence categories **as per CICTT**
- Breakdown by ICAO Region based on **a minimum of five-year data set**
- Commonality of occurrence across RASPs (**R-HRCs**)



# Accident Data Analysis



# Main Findings

- Same 5 G-HRCs remain unchanged for this edition
- Need to address additional categories of occurrences
  - ✓ may not have high fatality risk
  - ✓ figure prominently across accidents & serious incidents
  - ✓ across ICAO regions
- Same G-HRCs and occurrences featured in turboprop accidents as for jet aircraft
- Due to lack of data, analysis could not include
  - ✓ Commercial helicopter operations
  - ✓ Future-type ops



## G-HRCs: 2026-2028

## Additional categories of occurrences

Controlled flight into terrain (CFIT)

Abnormal runway contact (ARC)

Loss of control in-flight (LOC-I)

Turbulence encounter (TURB)

Mid-air collision (MAC)

System/component failure or malfunction (non-powerplant) (SCF-NP)

Runway excursion (RE)

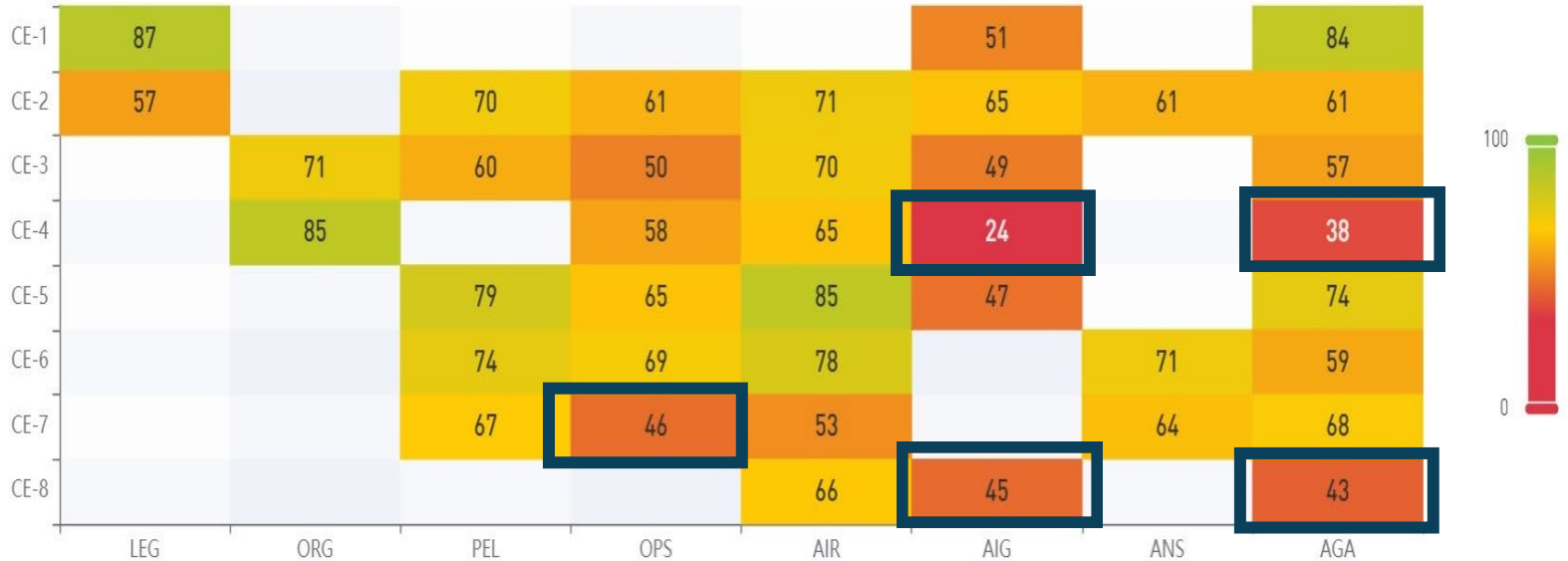
Runway incursion (RI)

# Global ORG issues

- 5 lowest scoring global PPQs by AA & CE combination
- PQs used to assess civil aviation organization & State system and functions (ORG/CE-3) at global level
- Lowest scoring global PPQ
- Commonality of ORG challenges/issues across RASPs
- Results from SSP Self-assessment Tool (OLF)



# 5 Lowest Scoring Global PPQs (AA & CE)



## 5 Lowest Scoring Global PPQs (AA & CE)

1. Aircraft accident and incident investigation & qualified technical personnel (AIG/CE-4)
2. Aerodromes and ground aids & qualified technical personnel (AGA/CE-4)
3. Aerodromes and ground aids & resolution of safety issues (AGA/CE-8)
4. Aircraft accident and incident investigation & resolution of safety issues (AIG/CE-8)
5. Aircraft operations & surveillance obligations (OPS/CE-7) related specifically to dangerous goods

## PQs to assess ORG/CE-3

PQ	Description	Global EI %	MID EI %
2.051 (PPQ)	Establishment & implementation of mechanism to ensure each SOA has sufficient financial resources to meet national/int'l obligations	67.03	84.62
2.053	Establishment of mechanism to ensure that each SOA has sufficient personnel to meet national/int'l obligations	43.85	35.71
2.103	Each SOA/AIG's ability to attract, recruit, and retain qualified technical personnel	53.51	46.15



# Global ORG Challenges 2026-2028

1. Insufficient financial resources for safety oversight authority to meet national and international obligations
2. Insufficient qualified technical personnel, primarily aircraft accident investigators and aerodrome inspectors
3. Deficiencies in regulatory process to address resolution of safety issues, primarily related to aerodrome operations
4. Low level of SSP implementation at the global level
5. Deficiencies in safety data & safety information collection, analysis, and exchange, to support safety management activities

# Proposed GASP Goals and targets

# Rationale for GASP Goals

- Most of GASP goals for 2026-2028 GASP remain same
  - ✓ as previous 2 editions
- To ensure stability & continuity of plan
  - ✓ impact on exiting RASPs & NASPs, and SEIs
- Proposed GASP goals & targets for next GASP
  - ✓ focus on main challenges & risks States/Regions face
  - ✓ serve as catalyst to address them
- Proposal includes revision of existing goals & targets
  - ✓ as well as addition of new ones



# Goals Affected by Revision

2023-2025 GASP Goals	Proposed 2026-2028 GASP Goals
Achieve continuous reduction of ops safety risks	Same
Strengthen States' safety oversight capabilities	Same
Implement effective State safety programmes	Same ( <u>Establish &amp; manage effective SSPs</u> )
Increase collaboration at regional level	Same ( <u>Strengthen collaboration at the regional <u>and</u> national levels to address safety issues</u> )
Expand use of industry programmes & safety information sharing networks by service providers	Removed " <u>&amp; safety information sharing networks by service providers</u> " > now under new Goal 5 Re-numbered Goal 6
Ensure appropriate infrastructure is available to support safe ops	Deleted > Avoid GANP duplication New Goal 5: "Strengthen aviation safety planning"

## Proposed GASP Goals 2026-2028

1. Achieve a continuous reduction of operational safety risks
2. Strengthen States' safety oversight
3. Establish & manage effective State safety Programmes (SSP)
4. Strengthen collaboration at the regional & national levels to address safety issues
5. Strengthen aviation safety planning (RASP & NASP)
6. Expand the use of industry Programmes

# Proposed Goals & Targets For 2026-2028 Edition of GASP

GASP Goals	Target
<b>1. Achieve continuous reduction of ops safety risks</b>	<ul style="list-style-type: none"><li>▪ By 2028, States, regions and industry to decrease the accident rate, globally and within each ICAO region</li><li>▪ <b>By 2028, States, regions and industry</b> to decrease the rate of accidents and serious incidents for each G-HRC, globally and within each ICAO region</li><li>▪ <b>By 2028, States, regions and industry</b> to decrease the rate of accidents and serious incidents related to the additional categories of occurrences identified in the GASP, globally and within each ICAO region</li></ul>



# Proposed Goals & Targets For 2026-2028 Edition of GASP

GASP Goals	Target
<b>2. Strengthen States' safety oversight capabilities y risks</b>	<ul style="list-style-type: none"><li>▪ <b>By 2028, all States</b> to commit to national aviation safety plans that allocate to each safety oversight authority sufficient financial resources to meet national and international obligations, with at least 70% of States having sufficient financial resources</li><li>▪ <b>By 2028, all States</b> to improve their EI score for qualified technical personnel (<b>CE-4</b>) for aircraft accident and incident investigation (<b>AIG</b>) and for aerodromes and ground aids (<b>AGA</b>), respectively, with a further commitment that no State has a score of less than the baseline world average</li><li>▪ <b>By 2028, all States</b> to improve their EI score for the resolution of safety issues (<b>CE-8</b>) in <b>AGA</b> with a further commitment that no State has a score of less than the baseline world average</li></ul>



# Proposed Goals & Targets For 2026-2028 Edition of GASP

GASP Goals	Target
<b>3. Establish and manage SSPs</b>	<ul style="list-style-type: none"><li>▪ <b>By 2026, all States</b> to assess the level of implementation of their SSP</li><li>▪ <b>By 2028, all States</b> to establish an SSP</li></ul>





# Proposed Goals & Targets For 2026-2028 Edition of GASP

2023-2025 GASP Goals	Proposed 2026-2028 GASP Goals
<p><b>4. Strengthen collaboration at the regional and national levels to address safety issues</b></p>	<ul style="list-style-type: none"><li>▪ <b>By 2026, all regions</b> to identify States that need assistance to address safety issues</li><li>▪ <b>By 2028, all regions</b> to facilitate the required assistance, to identified States, to address safety issues .</li><li>▪ <b>By 2027, all regions</b> to implement a mechanism to make use of the information on operational safety risks and emerging issues for the purpose of aviation safety planning</li></ul>

# Proposed Goals & Targets For 2026-2028 Edition of GASP

2023-2025 GASP Goals	Proposed 2026-2028 GASP Goals
<b>5. Strengthen aviation safety planning</b>	<ul style="list-style-type: none"><li>▪ <b>By 2026, all regions</b> to publish an updated RASP, taking into consideration the 2026-2028 edition of the GASP</li><li>▪ <b>By 2026, all States</b> to publish an updated NASP, taking into consideration the 2026-2028 edition of the GASP and their corresponding RASP</li></ul>



# Proposed Goals & Targets For 2026-2028 Edition of GASP

2023-2025 GASP Goals	Proposed 2026-2028 GASP Goals
<b>6. Expand the use of industry safety assessment and safety data sharing Programmes</b>	<ul style="list-style-type: none"><li>▪ <b>By 2028, industry</b> to maintain an increasing trend in its use of industry safety assessment and safety data sharing Programmes.</li></ul>

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# Thank You

