



Global Aviation Safety Plan

Update on GASP Targets – as at 31 December 2020

GOAL	TARGET		STATUS OF TARGET
Goal 1: Achieve a continuous reduction of operational safety risks	1.1	Maintain a decreasing trend of global accident rate	In progress – Target is on track to being achieved. The global accident rate decreased by 28 per cent in 2020, compared to the previous year (2019).
Goal 2: Strengthen States' safety oversight capabilities	2.1	All States to improve their score for the effective implementation (EI) of the critical elements (CEs) of the State's safety oversight system (with focus on priority PQs) as follows: by 2022 – 75 per cent; by 2026 – 85 per cent; and by 2030 – 95 per cent	In progress – Less than half of audited States (46.52 per cent) met Target 2.1 ($EI > 75$ per cent) as of the end of 2020. In the period between 2017 and 2020, inclusive, the global EI increased by 2.42 per cent, reaching 68.86 per cent average. If this trend continues, the target will not be achieved by 2022.
	2.2	By 2022, all States to reach a safety oversight index greater than 1, in all categories	In progress – The majority of States (80.21 per cent) met Target 2.2 ($SOI > 1$) as of the end of 2020. However, scores are affected by a significant drop in traffic due to COVID-19, which skews the results related to this target.
Goal 3: Implement effective State safety programmes (SSPs)	3.1	By 2022, all States to implement the foundation of an SSP	In progress – As of end of 2020, no State had satisfactorily completed all SSP Foundational PQs. However, 19 States have above 90 per cent completion (which is considered satisfactory when measuring this target).
	3.2	By 2025, all States to implement an effective SSP, as appropriate to their aviation system complexity	In progress – ICAO to redefine metrics for measuring of this target, as part of the 2023-2025 edition of the GASP.
Goal 4: Increase collaboration at the regional level	4.1	By 2020, States that do not expect to meet GASP Goals 2 and 3, to use a regional safety oversight mechanism, another State or other safety oversight organization's ICAO-recognized functions in seeking assistance to strengthen their safety oversight capabilities	Not achieved – Target impacted by COVID-19 pandemic.
	4.2	By 2022, all States to contribute information on safety risks, including SSP safety performance indicators (SPIs), to their respective regional aviation safety group (RASGs)	In progress – Integrated into regional aviation safety plans.
	4.3	By 2022, all States with effective safety oversight capabilities and an effective SSP, to actively lead RASGs' safety risk management activities	In progress – Integrated into regional aviation safety plans.



Global Aviation Safety Plan

Goal 5: Expand the use of industry programmes	5.1	By 2020, all service providers to use globally harmonized SPIs as part of their safety management system (SMS) ¹	Not achieved – Target impacted by COVID-19 pandemic.
	5.2	By 2022, increase the number of service providers participating in the corresponding ICAO-recognized industry assessment programmes	In progress – Target impacted by COVID-19 pandemic, as many onsite activities of industry assessment programmes (e.g. audits) were suspended in 2020.
Goal 6: Ensure the appropriate infrastructure is available to support safe operations	6.1	By 2022, all States to implement the air navigation and airport core infrastructure	In progress – This target is measured primarily by the number of air navigation deficiencies against the regional air navigation plans, in the framework of the planning and implementation regional group (PIRGs).

Table 1. GASP goals, targets and status of targets as at 31 December 2020

Only two targets had a 31 December 2020 deadline for achievement (Targets 4.1 and 5.1). The impact the COVID-19 pandemic on the aviation community affected the achievement of these two targets, neither target was achieved. The remaining targets have achievement dates at the end of 2022 or beyond. In order to respond to the impact the pandemic had on States' ability to achieve the GASP targets, ICAO is currently exploring proposals to prolong or revise some targets for the 2023-2025 edition of the GASP. In addition, other forms of implementation support, including webinars, the publication of guidance material, and the development of a dedicated iPack, are underway. The iPack is a bundle of standardized guidance material, training, tools, checklists and subject matter expert support to facilitate and guide the implementation of ICAO provisions for States in coping with the challenges caused by the COVID-19 pandemic. The revision of the GASP targets will be discussed at the High-level Conference on COVID-19 (HLCC), to be held in October 2021.

High-risk categories of occurrences (HRCs)

In order to mitigate the risk of fatalities, States, regions and industry need to address the high-risk categories of occurrences (HRCs) presented in the GASP. The selection of types of occurrence, which are deemed global HRCs is based on actual fatalities from past accidents, high fatality risk per accident or the number of accidents and incidents. The following HRCs, in no particular order, have been identified for the 2020-2022 edition of the GASP: controlled flight into terrain; loss of control in-flight; mid-air collision; runway excursion; and runway incursion. Information about the HRCs overview for 2020 can be found in the *Accident Statistics and Analysis – Scheduled Commercial Air Transport* section of this report. In addition, some of the safety enhancement initiatives (SEIs) to address HRCs can be found in the last section of the report.

GASP-related guidance material and tools

Based on the feedback received from States and other stakeholders, ICAO expanded the guidelines contained in the GASP on regional and national aviation safety plans by developing detailed guidance on the content of these plans, as well as sample text for their content:

- *Manual on the Development of Regional and National Aviation Safety Plans* (Doc 10131)
- *Regional and National Aviation Safety Plan Checklists* (Cir 358)
- Fillable version of the regional and national aviation safety plan templates
- Fillable versions of the regional and national aviation safety plan checklists

¹ The term "globally harmonized SPIs" refers to the use of globally harmonized metrics for the development and monitoring of service providers' SPIs. The GASP indicator related to this target involves the number of service providers using globally harmonized metrics for their SPIs.



Global Aviation Safety Plan

All these documents are available in the six ICAO working languages free of charge and can be obtained on the GASP public website: www.icao.int/gasp.

To support the development and implementation of national aviation safety plans, ICAO also developed a series of tools in 2020 that States and other aviation stakeholders may use.

- Secure Portal on Emerging Issues and Additional Categories of Operational Safety Risks: allows States and other stakeholders to report to ICAO any emerging issues or safety risks (www.icao.int/safety/GASP/Pages/Secure-Portal.aspx)
- NASP Online Community: allows States to access resources, exchange information and obtain feedback from experts in the aviation community on the development and implementation of a national aviation safety plan (portal.icao.int)
- GASP public website: allows access to information, documentation and tools related to the GASP, regional aviation safety plans and national aviation safety plans (www.icao.int/gasp)
- GASP Dashboard: allows States to monitor their progress towards achieving the GASP goals and targets (www.icao.int/safety/GASP/Pages/GASP-Dashboards.aspx)

In 2019, ICAO began a series of workshops to assist States with the implementation of national aviation safety plans by developing the competencies of those involved with its development and implementation, in line with the GASP and respective regional aviation safety plan. The workshops covered such topics as, identifying national operational safety risks and other safety issues (e.g. challenges related to the implementation of an SSP), and planning initiatives to address them. The State's strategic approach to managing safety in civil aviation, including national safety goals, targets and indicators was also addressed. In 2020, four workshops were held (www.icao.int/safety/GASP/Pages/Events-and-Workshops.aspx) and four others were cancelled due to the COVID-19 pandemic; these were replaced by a series of webinars (www.icao.int/Meetings/webinar-series/Pages/GASP -Webinar -Series-.aspx).

More information on the GASP is available at www.icao.int/gasp.

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