



ICAO

International Civil Aviation Organization  
Asia and Pacific Office

## Thirteenth Meeting of the Regional Aviation Safety Group – Asia and Pacific Regions (RASG-APAC/13)

Hong Kong, China, 18-19 December 2023

### Agenda Item 3: Update from ICAO HQ, APRAST and AIG outputs for RASG-APAC consideration and approval

#### UPDATE ON THE GLOBAL AVIATION SAFETY PLAN FOR 2026-2028

(Presented by the Secretariat)

##### SUMMARY

The *Global Aviation Safety Plan* (GASP, Doc 10004) sets forth the global strategy for the continuous improvement of aviation safety. It provides the framework upon which regional and national aviation safety plans are developed and implemented. In December 2022, the ICAO Secretariat began the review process for the evolution of the GASP towards the 2026-2028 edition, through the GASP Study Group (GASP-SG). The study group developed a series of proposals to revise the GASP, which were submitted to the Air Navigation Commission for approval. This working paper presents the proposed list of global aviation safety issues for inclusion in the draft 2026-2028 edition of the GASP, which will be presented to the Fourteenth Air Navigation Conference (AN-Conf/14), to be held in Montréal, Canada, 26 August to 6 September 2024. Recommendations from the Conference, as well as feedback received, will be considered for the final draft of the 2026-2028 edition of the GASP for endorsement at the 42<sup>nd</sup> Session of the Assembly in 2025.

**Action:** Action by the RASG-APAC is in paragraph 5.

## 1. INTRODUCTION

1.1 Safety is aviation's top priority. Assembly Resolution A41-6: *ICAO Global planning for safety and air navigation* recognizes the importance of global frameworks and regional and national plans to support the Strategic Objectives of ICAO. The *Global Aviation Safety Plan* (GASP, Doc 10004) sets forth ICAO's global strategy for the continuous improvement of aviation safety. The purpose of the GASP is to continually reduce fatalities, and the risk of fatalities, by guiding the development of a harmonized aviation safety strategy. The GASP provides a framework in which regional and national aviation safety plans (RASP and NASP) are developed and implemented. In line with this resolution, it is important that States provide the most recent version of their NASP for posting on the ICAO GASP public website ([www.icao.int/NASPLibrary](http://www.icao.int/NASPLibrary)).

## 2. DISCUSSION

2.1 Consistent with Assembly Resolution A41-6, ICAO keeps the GASP current to support the relevant Safety Strategic Objective of the Organization. This working paper presents a series of proposed global aviation safety issues for inclusion in the draft 2026-2028 edition of the GASP, which will be presented to the Fourteenth Air Navigation Conference (AN-Conf/14), to be held in Montréal,

Canada, 26 August to 6 September 2024. Recommendations from the Conference, as well as feedback received, will be considered for the final draft version of the 2026-2028 edition of the GASP, to be presented for endorsement at the 42<sup>nd</sup> Session of the Assembly in 2025.

## 2.2 *GASP review process*

2.2.1. The GASP is reviewed and updated prior to each session of the ICAO Assembly. It is developed through the efforts of the GASP Study Group (GASP-SG), a joint regulatory-industry expert group established by ICAO to ensure the Plan and its content reflect the needs of the aviation community at the international, regional and national levels. The Air Navigation Commission (ANC) reviews the GASP as part of its work programme and consults with States, international organizations and other stakeholders on the proposed amendments. The ICAO Council approves the GASP prior to eventual budget-related developments and endorsement by the Assembly. Subsequent to Council's approval, the GASP is presented to the Assembly for endorsement by Member States.

2.2.2. In December 2022, the GASP-SG began the process of reviewing the GASP. As the 2026-2028 edition of the GASP signals the start of a new, six-year cycle in the plan's update, the scope of the revision is significant, with all aspects of the GASP, including its structure; the global aviation safety issues listed in the plan; and its goals, targets, and indicators subject to review. Therefore, the study group established a series of steps to guide the review of the plan. To guide the process, the GASP-SG followed the same development process, as defined in the *Manual on the Development of Regional and National Aviation Safety Plans* (Doc 10131), for the development of RASPs and NASPs, to develop the 2026-2028 edition of the GASP. Details of the steps undertaken as part of the GASP review process as well as proposals for consideration by the AN-Conf/14 are described below.

## 2.3 *Steps in the GASP review process*

2.3.1 Based on the established process, the GASP-SG completed the following steps:

- a) Conducted a review of the following items, as part of an evaluation of the GASP, for possible integration into the next edition of the plan:
  - 1) open recommendations from the High-level Conference on COVID-19 (HLCC 2021) related to the 2026-2028 edition of the GASP;
  - 2) open recommendations from 41<sup>st</sup> Session of the Assembly (A41) related to the GASP and guidance materials;
  - 3) open items from previous GASP-SG meetings; and
  - 4) additional points for discussion, from previous GASP-SG teleconferences and feedback from the previous *Questionnaire on the GASP Update*;
- b) Identified hazards and safety deficiencies at the global level:
  - 1) to do so, the GASP-SG developed two tools, which guided the analysis of existing data sources in a transparent and repeatable manner:
    - the *Standardized Framework for the Identification of Organizational (ORG) Challenges*; and
    - the *Standardized Framework for the Identification of High-risk Categories of Occurrences (HRCs)*;

- 2) both frameworks were validated using real data, prior to the conduct of the global evaluation to identify hazards and safety deficiencies at the international level;
- c) Developed a proposed list of global aviation safety issues:
  - 1) this list was done based on the results of the global evaluation, which helped the GASP-SG identify common hazards and safety deficiencies; and
  - 2) the list of global safety issues encompassed the following for inclusion in the 2026-2028 edition of the GASP:
    - global organizational challenges;
    - global high-risk categories of occurrences; and
    - additional categories of occurrences;

### **3. 2026-2028 EDITION OF THE GASP**

3.1 Based on the outcomes of the GASP review process, the GASP-SG developed a series of proposals to revise the GASP.

#### **3.2 *Global aviation safety issues***

3.2.1 The following were identified as proposed global aviation safety issues that should be addressed in the 2026-2028 edition of the GASP:

- a) Global organizational challenges:
  - 1) lack of sufficient financial resources for the safety oversight authority to meet its national and international obligations;
  - 2) lack of qualified technical personnel, primarily aircraft accident investigators and aerodrome regulatory and inspectorate staff;
  - 3) lack of a regulatory process to address the resolution of safety issues, primarily related to aerodrome operations;
  - 4) low level of State safety programme (SSP) implementation at the global level; and
  - 5) deficiencies in the safety data and safety information collection, analysis, and exchange, to support safety management activities;
- b) Global operational safety risks:
  - 1) Global high-risk categories of occurrences (G-HRCs):
    - Global Controlled flight into terrain (CFIT);
    - Loss of control in-flight (LOC-I);

- Mid-air collision (MAC);
  - Runway excursion (RE); and
  - Runway incursion (RI);
- 2) Additional categories of occurrences – that may not have a high fatality risk, but figure prominently in the most frequent types of accidents and serious incidents across ICAO regions:
- Abnormal runway contact (ARC);
  - Turbulence encounter (TURB); and
  - System/component failure or malfunction (non-powerplant) (SCF-NP).

3.2.2 The GASP-SG also reviewed Assembly Resolution A41-6, which called for a special focus in the GASP on reducing the number of accidents and related fatalities specifically in regional aircraft operations. The analysis of safety data, conducted by the GASP-SG using the *Standardized Framework for the Identification of HRCs*, concluded that there was no noticeable difference in the types of occurrences or the main contributing factors between accidents involving turboprop and jet aircraft. Therefore, no specific proposals were made in the GASP for this issue.

#### **4. NEXT STEPS IN THE GASP UPDATE**

4.1 Based on the list of global aviation safety issues, the GASP-SG will draft GASP goals, targets and examples of indicators, for the 2026-2028 edition of the plan. To do so, the GASP-SG developed two tools, which guided the drafting process:

- a) the *Standardized Framework for the Development of Goals, Targets, and Indicators (GTI) in Aviation Safety Plans*; and
- b) the *Decision Aid for Existing Goals and Targets*.

4.2 As part of the drafting process, the GASP-SG will also analyse the status of the GASP targets for the 2023-2025 edition of the plan, and the progress made by States in achieving them.

4.3 This work will be completed in Q1 2024. At that stage, the proposals developed by the GASP-SG will be presented by the Secretariat to the ANC for review and approval. They will be included in the AN-Conf/14 working paper, which will be presented by the Secretariat to the Conference.

4.4 To support the achievement of GASP goals and targets, through the development and implementation of RASPs and NASPs, and to ensure content is aligned with the 2026-2028 edition of the plan, the following guidance material and tools will be revised:

- a) Doc 10131 (including the use of Standardized Frameworks at the regional and national levels);
- b) Doc 10161 (to ensure the safety enhancement initiatives in the global aviation safety roadmap address the goals and targets presented in the 2026-2028 edition of the GASP);

- c) Doc 10162 (to revise the existing guidance in line with the examples of indicators presented in the 2026-2028 edition of the GASP);
- d) the GASP dashboard (to reflect the goals and targets presented in the 2026-2028 edition of the GASP)
- e) GASP public website; and
- f) NASP workshops and e-learning content; and
- g) NASP-related implementation packages (iPacks).

## **5. ACTION BY THE MEETING**

### **5.1. The Meeting is invited to:**

- a) Provide comments on this working paper and the proposed list of global aviation safety issues; and
- b) call on States, who have not yet done so, to provide the most recent version of their NASP for posting on the ICAO GASP public website ([www.icao.int/NASPLibrary](http://www.icao.int/NASPLibrary)).

— END —