



ICAO

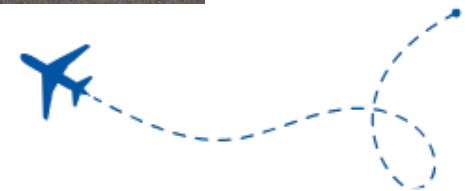
MIDANPIRG/23 & RASG-MID/13

CAIRO - EGYPT

14-18 JUNE 2026



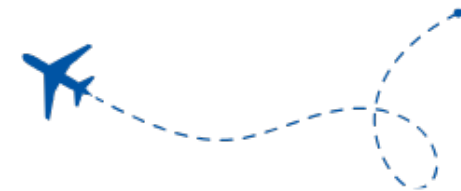
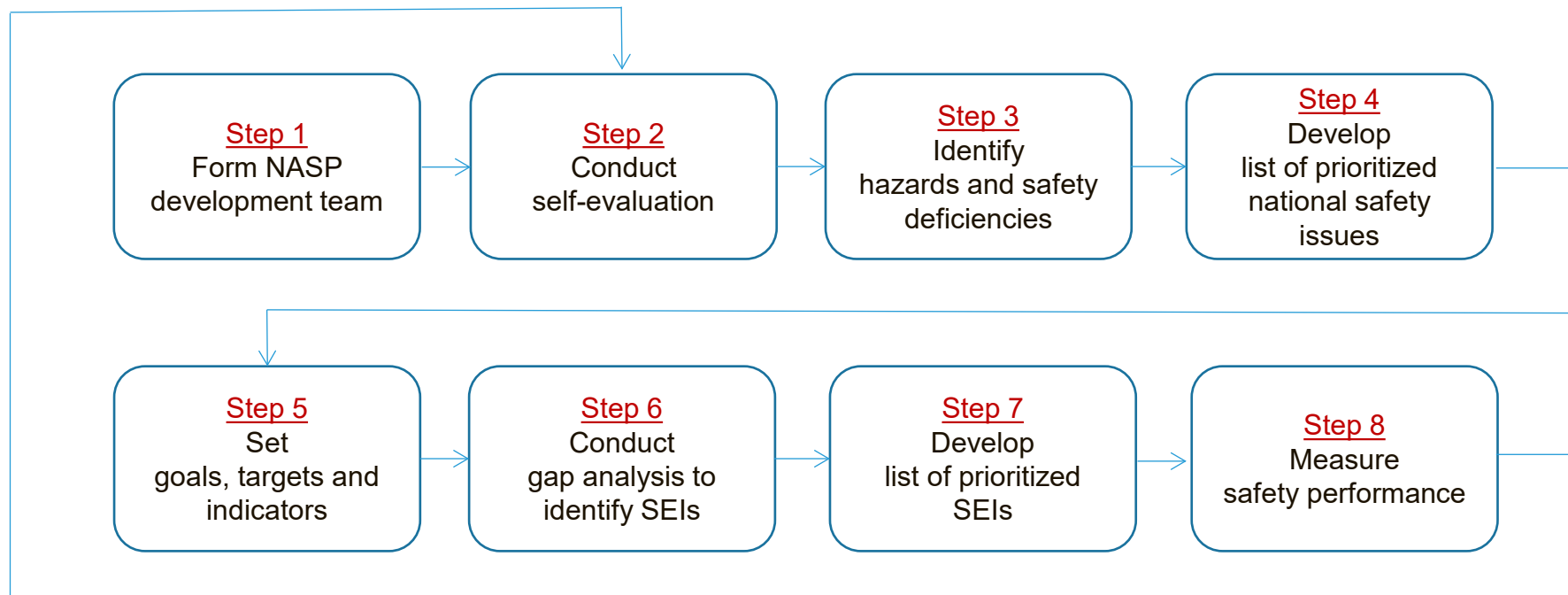
GASP 2026-
2028 Edition
update
Cairo, Egypt
14-18 June 2026

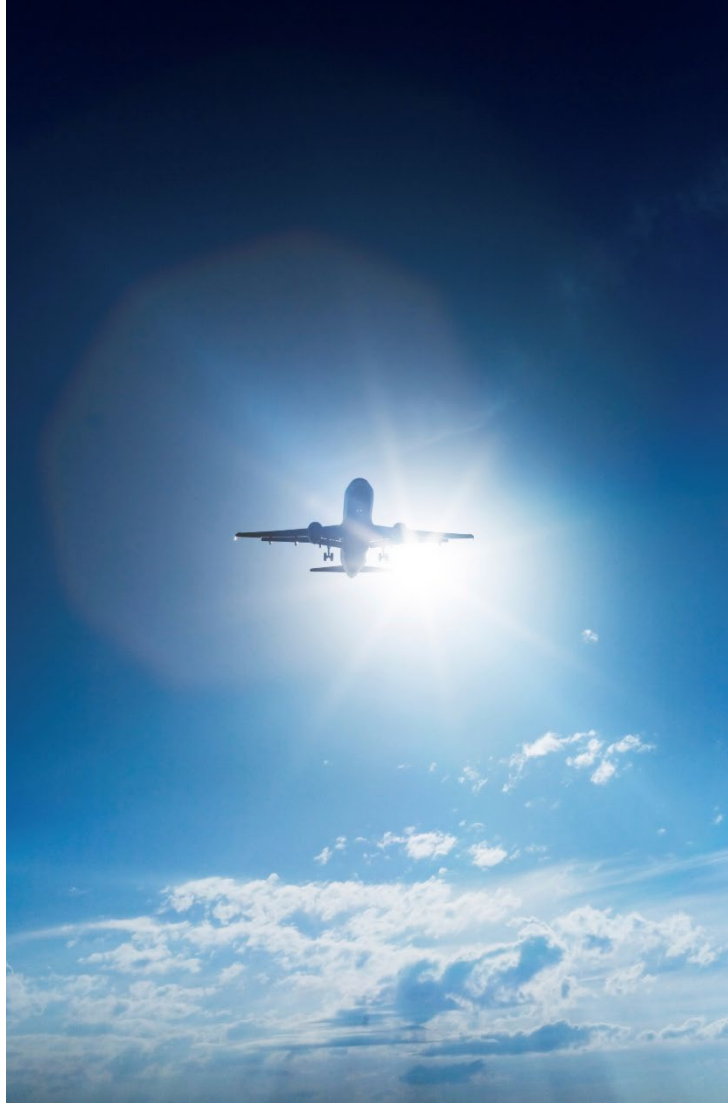


ICAO GASP-Study Group



Use of NASP Development Process





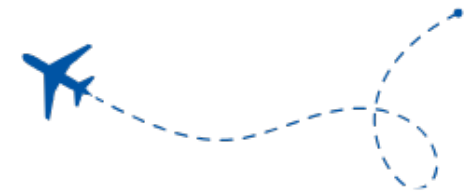
Process to Identify Global Safety Issues

Several data sources

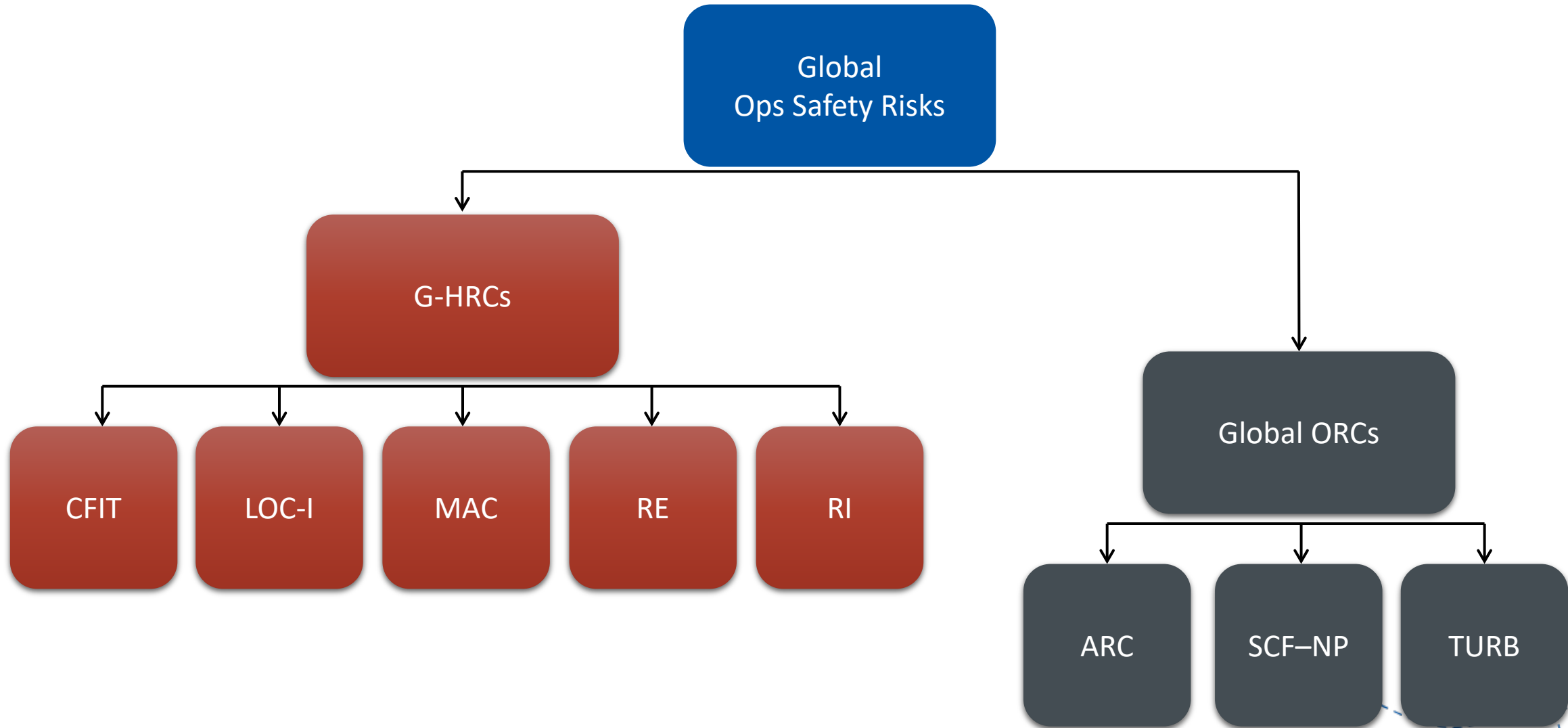
- Accident & serious incident data (ICAO, IATA, FSF)
- USOAP data, incl. trends
- Other ICAO sources, such as iSTARS
- RASPs from all Regions

Structured methodology for transparent analysis/selection

- Use of Standardized Frameworks for ORG & HRCs
- + drafting of Goals & Targets
- Decision aid for existing Goals & Targets



Main Findings



Main Findings

Global ORG Challenges 2026-2028



Lack of sufficient financial resources for safety oversight authority to meet national and international obligations

Lack of qualified technical personnel, primarily in AIG & AGA

Lack of regulatory process to address resolution of safety issues, primarily in AGA

Low level of SSP implementation at global level

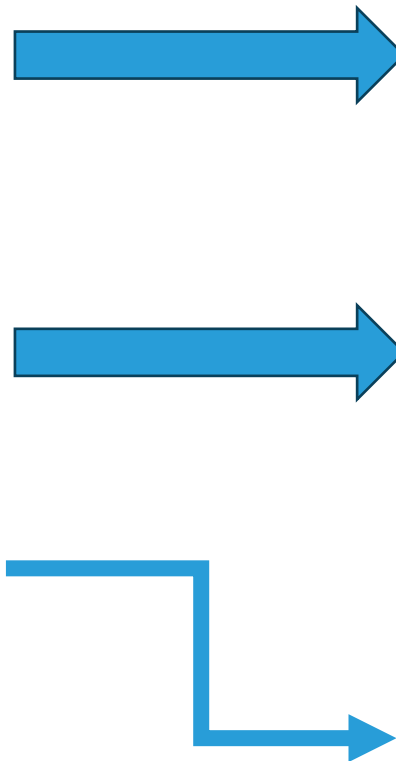
Deficiencies in safety data & safety information collection, analysis, and exchange, to support safety management activities



Draft GASP Goals

2023-2025 GASP

- Achieve continuous reduction of ops safety risks
- Strengthen SSO capabilities
- Implement effective SSP
- Increase collaboration at regional level
- Expand use of industry programmes & info sharing
- Appropriate ~~tra~~ for safe ops



2026-2028 GASP

- Achieve continuous reduction of ops safety risks
- Strengthen SSO capabilities
- Establish & manage SSP
- Strengthen collaboration, regional & national levels
- Strengthen aviation safety planning
- Expand use of industry programmes



2026-2028 GASP Goals

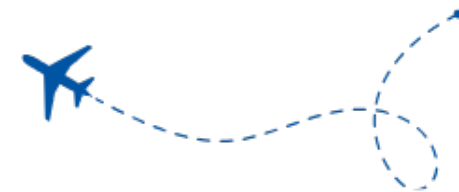
1. **Achieve continuous reduction of ops safety risks**
2. **Strengthen States' safety oversight capabilities**
3. **Establish & manage SSP**
4. **Strengthen collaboration at regional & national levels to address safety issues**
5. **Strengthen aviation safety planning**
6. **Expand use of industry evaluation & data sharing programmes**



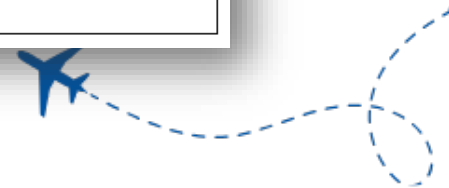
<i>ICAO aspirational safety goal “zero fatalities by 2030 and beyond”</i>			
<i>Goal</i>	<i>Target</i>		<i>Indicators</i>
<i>Goal 1: Achieve a continuous reduction of operational safety risks</i>	1.1	By 2028, States, regions and industry to decrease the accident rate, globally and within each ICAO region ¹	<ul style="list-style-type: none"> – Accident rate (number of accidents per million departures) – Fatal accident rate (number of fatal accidents per million departures) – Fatality rate (number of fatalities per billion passengers carried)
	1.2	By 2028, States, regions and industry to decrease the rate of accidents and serious incidents for each global high-risk category of occurrence (G-HRC), globally and within each ICAO region ²	<ul style="list-style-type: none"> – Accident rate by G-HRC – Serious incident rate by G-HRC – Percentage of accidents related to G-HRC compared to all accidents – Percentage of serious incidents related to G-HRC compared to all serious incidents
	1.3	By 2028, States, regions and industry to decrease the rate of accidents and serious incidents related to the other global risk categories of occurrences, globally and within each ICAO region ²	<ul style="list-style-type: none"> – Accident rate by other global risk category of occurrence – Serious incident rate by other global risk category of occurrence – Fatal accident rate by other global risk category of occurrence – Fatality rate by other global risk category of occurrence – Number of injuries per billion passengers carried (injury rate)

<p><i>Goal 2:</i> Strengthen States' safety oversight capabilities</p>	2.1	By 2028, all States 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 per cent of States having sufficient financial resources	<ul style="list-style-type: none"> – Percentage of States with a “satisfactory” rating for the Universal Safety Oversight Audit Programme (USOAP) protocol question (PQ) 2.051²
	2.2	By 2028, all States to improve their effective implementation (EI) score for qualified technical personnel (CE-4) for aircraft accident and incident investigation (AIG) and for aerodromes and ground aids (AGA), respectively, with a further commitment that no State has a score of less than the baseline global average ³	<ul style="list-style-type: none"> – Number of States that meet the EI score of equal or greater than the baseline global average for CE-4/AIG – Number of States that meet the EI score of equal or greater than the baseline global average for CE-4/AGA
	2.3	By 2028, all States to improve their EI score for the resolution of safety issues (CE-8) in AGA with a further commitment that no State has a score of less than the baseline global average ⁴	<ul style="list-style-type: none"> – Number of States that meet the EI score of equal or greater than the baseline global average for CE-8/AGA

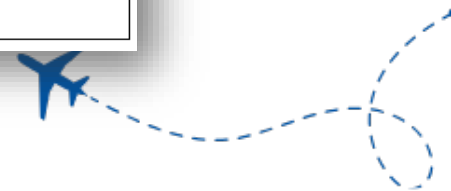
Goal 3: Establish and manage State safety programmes (SSPs)	3.1	By 2026, all States to assess the level of implementation of their SSP	– Percentage of States having completed their SSP PQ self-assessment, using the ICAO online framework (OLF)
	3.2	By 2028, all States to establish an SSP	<ul style="list-style-type: none"> – Percentage of States having established an SSP – Percentage of States having established a safety data collection and processing system (SDCPS) – Percentage of States having established a framework for the protection of safety data and safety information



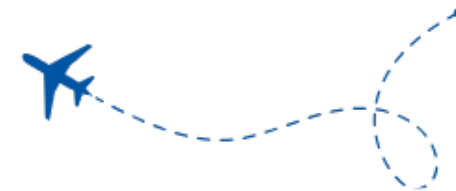
<p><i>Goal 4:</i> Strengthen collaboration at the regional and national levels to address safety issues</p>	<p>4.1</p>	<p>By 2026, all regions to identify States that need assistance to address safety issues</p>	<ul style="list-style-type: none"> – Percentage of States in each region that need assistance to address the lack of sufficient financial resources for the safety oversight authority to meet its national and international obligations – Percentage of States in each region that need assistance to address the lack of qualified technical personnel, primarily aircraft accident investigators and aerodrome inspectors – Percentage of States in each region that need assistance to address the resolution of safety issues, primarily related to aerodrome operations – Percentage of States in each region that need assistance to address a low level of SSP implementation – Percentage of States in each region that need assistance to address deficiencies in safety data and safety information collection, analysis and exchange, to support safety management activities – Percentage of States in each region that need assistance to address operational safety risks, including HRCs – Percentage of States in each region that need assistance to address other safety issues
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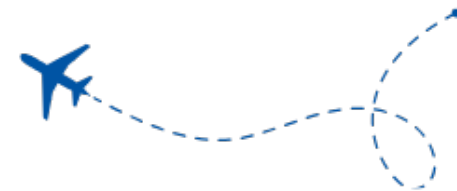
<p><i>Goal 4:</i> Strengthen collaboration at the regional and national levels to address safety issues</p>	4.2	<p>By 2028, all regions to facilitate the required assistance, to identified States, to address safety issues</p>	<ul style="list-style-type: none"> - Percentage of States in each region that receive the required assistance to address the lack of sufficient financial resources for the safety oversight authority to meet its national and international obligations - Percentage of States in each region that receive the required assistance to address the lack of qualified technical personnel, primarily aircraft accident investigators and aerodrome inspectors - Percentage of States in each region that receive the required assistance to address the resolution of safety issues, primarily related to aerodrome operations - Percentage of States in each region that receive the required assistance to address a low level of SSP implementation - Percentage of States in each region that receive the required assistance to address deficiencies in safety data and safety information collection, analysis and exchange, to support safety management activities - Percentage of States in each region that receive required assistance to address operational safety risks, including HRCs - Percentage of States in each region that receive the required assistance to address other safety issues
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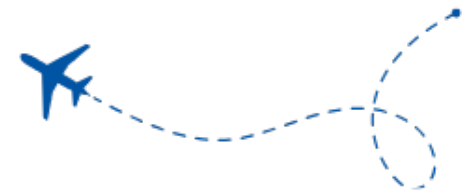
<p><i>Goal 4:</i> Strengthen collaboration at the regional and national levels to address safety issues</p>	<p>4.3</p>	<p>By 2027, all regions to implement a mechanism to make use of the information on operational safety risks and emerging issues for the purpose of aviation safety planning</p>	<ul style="list-style-type: none"> – Number of States registered to the Secure Portal on Operational Safety Risks and Emerging Issues – Number of reports received via the Secure Portal on Operational Safety Risks and Emerging Issues – Number of studies or analyses conducted by regional aviation safety groups (RASGs) based on reports received via Secure Portal on Operational Safety Risks and Emerging Issues – Percentage of safety enhancement initiatives completed by RASGs – Number of regions having a mechanism that makes use of the information on operational safety risks and emerging issues
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Goal 5: Strengthen aviation safety planning	5.1	By 2026, all regions to publish an updated regional aviation safety plan (RASP), taking into consideration the 2026–2028 edition of the GASP	<ul style="list-style-type: none"> – Number of regions having published an updated RASP – Number of RASPs developed in consultation with industry – Number of regions reporting provision of safety information by industry to assist in the development of RASPs
	5.2	By 2027, all States to publish an updated national aviation safety plan (NASP), taking into consideration the 2026–2028 edition of the GASP and their corresponding RASP	<ul style="list-style-type: none"> – Number of States that published an updated NASP – Number of NASPs developed in consultation with industry – Number of States reporting provision of safety information by industry to assist in the development of NASPs

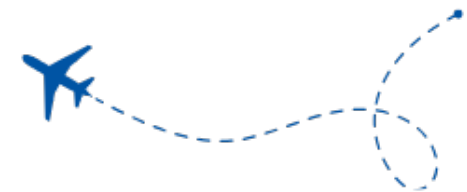


<p><i>Goal 6:</i> Expand the use of industry evaluation programmes and safety data sharing programmes</p>	6.1	By 2028, industry to maintain an increasing trend in its use of industry evaluation programmes and safety data sharing programmes	<ul style="list-style-type: none">– Number of service providers participating in the corresponding ICAO-recognized industry evaluation programmes– Number of service providers participating in industry safety data sharing programmes
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Link Between Issues & Targets

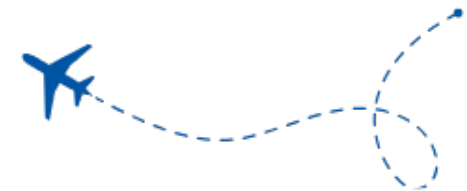
Global Safety Issues	Draft 2026-2028 GASP Targets
G-HRCs	T1.1 & 1.2
G-ORCs	T1.1 & 1.3
Lack of sufficient financial resources	T2.1
Lack of qualified technical personnel (AIG/AGA)	T2.2
Lack of regulatory process to address safety issues (AGA)	T2.3
Low SSP implementation	T3.1 & 3.2
Deficiencies in safety data analysis and exchange	T 3.2; 4.3; 6.1
All issues	T4.1; 4.2; 5.1; 5.2



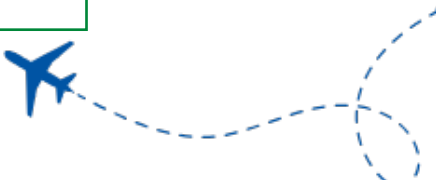
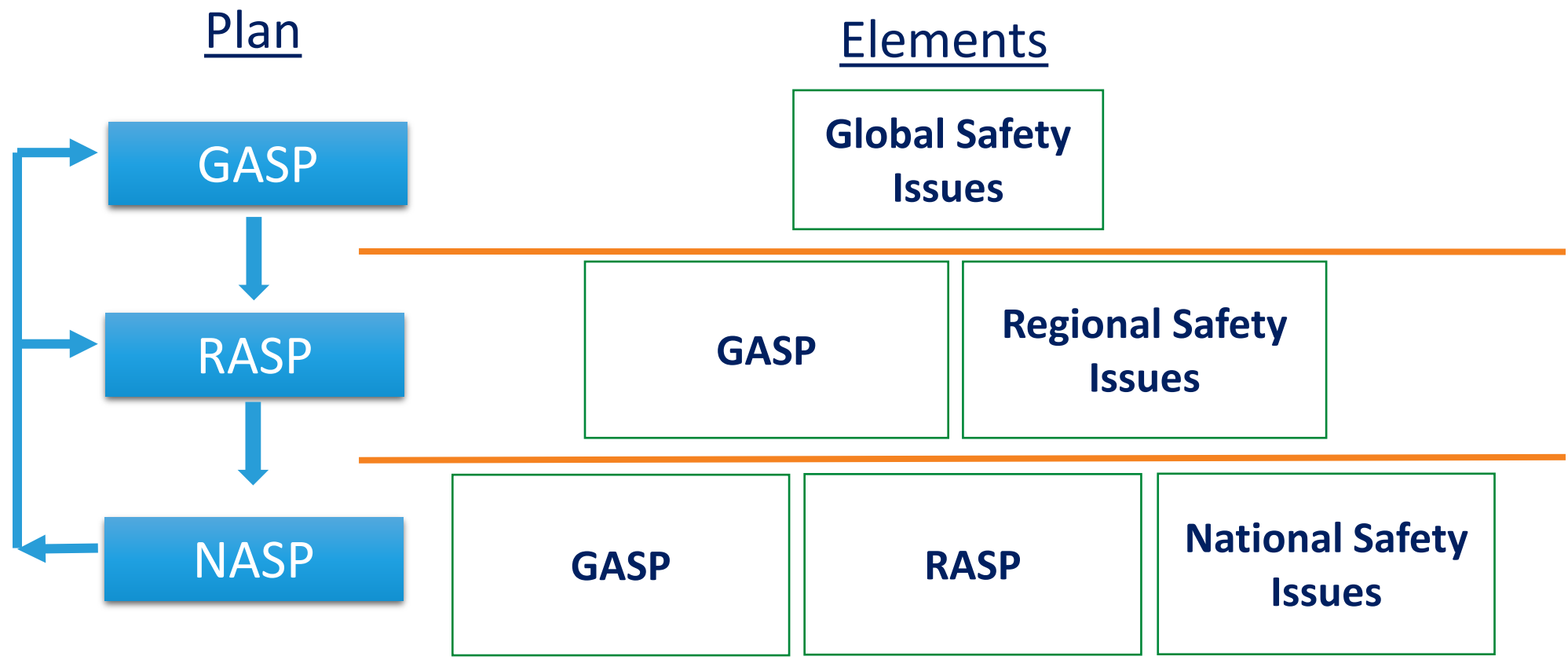


GASP Structure & Content

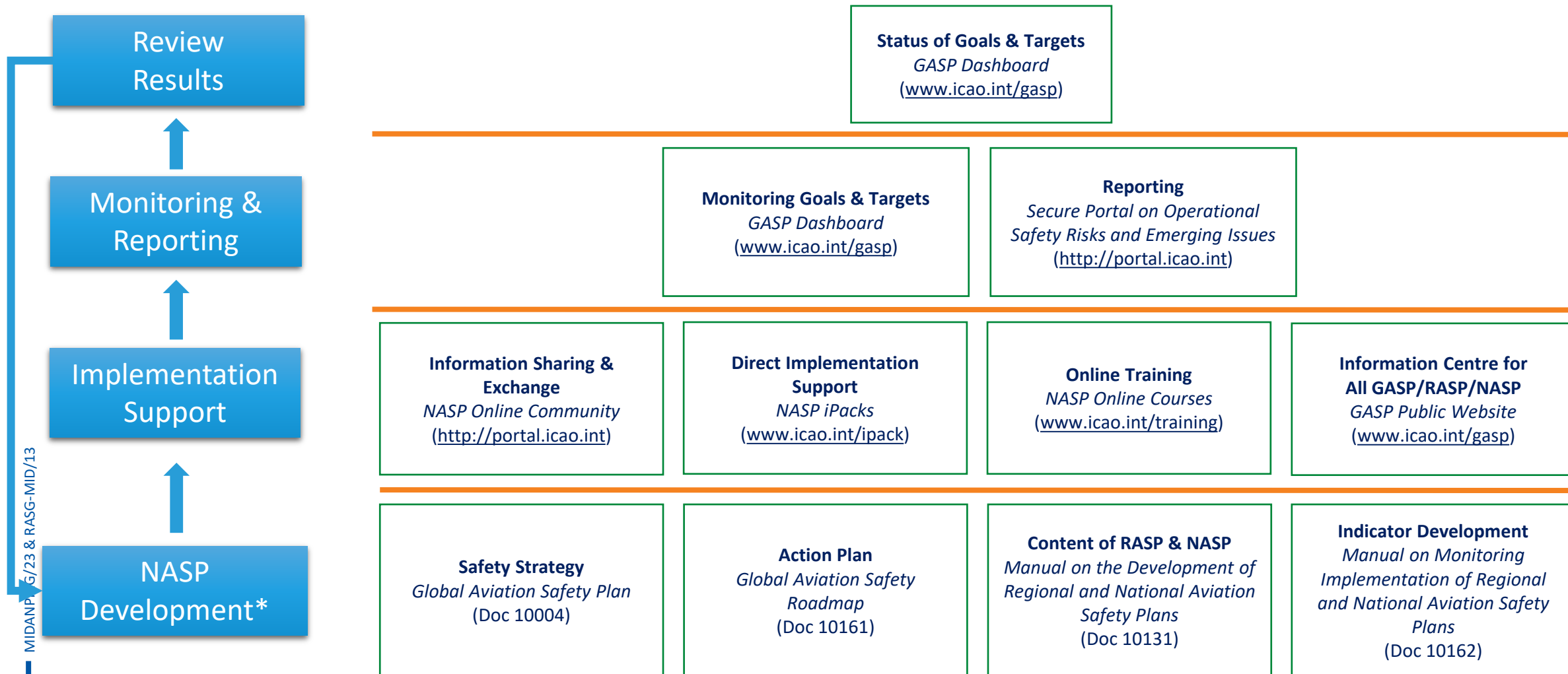
- Foreword
- Executive Summary
- Summary of Amendments
- Glossary
 - Section 1 – Intro to GASP
 - Section 2 – Purpose of GASP (link to other plans)
 - Section 3 – Global OPS Safety Risks
 - Section 4 – Global ORG Challenges
 - Section 5 – Global Strategic Direction for the Management of Aviation Safety
 - Section 6 – Monitoring Implementation



Relationship between GASP, RASP and NASP



GASP-related Documents & Tools



* Cycle starts with NASP Development

GASP 2026-2028 & Accompanying Guidance published

 <p>ICAO</p>	 <p>ICAO</p>	 <p>ICAO</p>	 <p>ICAO</p>
<p>Doc 10004</p>	<p>Doc 10131</p>	<p>Doc 10161</p>	<p>Doc 10162</p>
<p>Global Aviation Safety Plan</p>	<p>Manual on the Development of Regional and National Aviation Safety Plans</p>	<p>Global Aviation Safety Roadmap</p>	<p>Manual on Monitoring Implementation of Regional and National Aviation Safety Plans</p>
<p>2026–2028</p>	<p>Third Edition, 2025</p>	<p>2026–2028</p>	<p>Second Edition, 2026</p>
			
<p><small>Approved by and published under the authority of the Secretary General.</small></p> <p>INTERNATIONAL CIVIL AVIATION ORGANIZATION</p>	<p><small>Approved by and published under the authority of the Secretary General.</small></p> <p>INTERNATIONAL CIVIL AVIATION ORGANIZATION</p>	<p><small>Approved by and published under the authority of the Secretary General.</small></p> <p>INTERNATIONAL CIVIL AVIATION ORGANIZATION</p>	<p><small>Approved by and published under the authority of the Secretary General.</small></p> <p>INTERNATIONAL CIVIL AVIATION ORGANIZATION</p>



Thank You