



FOURTEENTH AIR NAVIGATION CONFERENCE

Montréal, Canada, 26 August to 6 September 2024

Agenda Item 2: Timely and safe use of new technologies 2.3: 2026-2028 Edition of the Global Aviation Safety Plan (GASP)

PROPOSED GOALS, TARGETS AND INDICATORS FOR THE 2026-2028 EDITION OF THE GASP

(Presented by the Secretariat)

ICAO ASPIRATIONAL SAFETY GOAL “ZERO FATALITIES BY 2030 AND BEYOND”			
Goal	Target		Examples of Indicators
Goal 1: Achieve a continuous reduction of operational safety risks	1.1	By 2028, States regions and industry to decrease the accident rate, globally and within each ICAO region ¹	- Number of accidents per million departures (accident rate) - Number of fatal accidents per million departures (fatal accident rate) - Number of fatalities per passengers carried (fatality rate)
	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*	- 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 additional categories of occurrences identified in the GASP, globally and within each ICAO region*	- Accident rate by additional category of occurrence - Serious incident rate by additional category of occurrence - Fatal accident rate by additional category of occurrence - Fatality rate by additional category of occurrence - Number of injuries per passengers carried (injury rate)

¹ Using a 5-year rolling average and Year 2025 as a baseline.

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Goal	Target	Examples of Indicators
Goal 2: Strengthen States’ safety oversight capabilities	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% of States having sufficient financial resources 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 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 world average ³ - Number of States that meet the EI score for CE-4/AIG - Number of States that meet the EI score 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 world average ⁴ Number of States that meet the EI score for CE-8/AGA
Goal 3: Establish and manage State safety programmes (SSP)	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 - 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 safety data and safety information protection

² PQ 2.051: Has the State established and implemented a mechanism to ensure that each safety oversight authority has sufficient financial resources to meet its national and international obligations?

³ Using Year 2025 as a baseline

⁴ Using Year 2025 as a baseline

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Goal	Target	Examples of Indicators
Goal 4: Strengthen collaboration at the regional and national levels to address safety issues	4.1 By 2026, all regions to identify States that need assistance to address safety issues	- Percentage of States in the region that need assistance to address a lack of sufficient financial resources for the safety oversight authority to meet its national and international obligations - Percentage of States in the region that need assistance to address a lack of qualified technical personnel, primarily aircraft accident investigators and aerodrome inspectors - Percentage of States in the region that need assistance to address the resolution of safety issues, primarily related to aerodrome operations - Percentage of States in the region that need assistance to address a low level of SSP implementation - Percentage of States in the 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 the region that need assistance to address operational safety risks, including HRCs - Percentage of States in the region that need assistance to address other safety issues
	4.2 By 2028, all regions to facilitate the required assistance, to identified States, to address safety issues	- Percentage of States in the region that receive the required assistance to address a lack of sufficient financial resources for the safety oversight authority to meet its national and international obligations - Percentage of States in the region that receive the required assistance to address a lack of qualified technical personnel, primarily aircraft accident investigators and aerodrome inspectors - Percentage of States in the region that receive the required assistance to address the resolution of safety issues, primarily related to aerodrome operations - Percentage of States in the region that receive the required assistance to address a low level of SSP implementation - Percentage of States in the 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 the region that receive required assistance to address operational safety

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			- risks, including HRCs - Percentage of States in the region that receive the required assistance to address other safety issues
	4.3	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	- 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/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 make use of the information on operational safety risks and emerging issues
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	- Number of regions having published an updated RASP - Number of RASPs developed in consultation with industry - Number of regions reporting increased provision of safety information by industry to assist in the development of RASPs
	5.2	By 2026, 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	- Number of States that published an updated NASP - Number of NASPs developed in consultation with industry - Number of States reporting increased provision of safety information by industry to assist in the development of NASPs
Goal 6: Expand the use of industry safety assessment and safety data sharing programmes	6.1	By 2028, industry to maintain an increasing trend in its use of industry safety assessment and safety data sharing programmes	Number of service providers participating in the corresponding ICAO-recognized industry assessment programmes and in safety data sharing programmes