



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)

EXPLANATORY NOTES ON THE PROPOSED REVISION OF THE GOALS AND TARGETS FOR THE 2026-2028 EDITION OF THE GASP

(Presented by the Secretariat)

1.1 Under Goal 1, which calls for States, regions and industry to work on a continuous reduction of operational safety risks, new targets were included, to specifically address the G-HRCs and the additional categories of occurrences (as presented in paragraph 2). The scope of the targets was also expanded to encompass serious incidents and the use of a five-year rolling average to determine the decreasing trends.

1.2 Under Goal 2, which calls for strengthened State safety oversight capabilities, new targets were drafted to address specific issues, in line with the identified global organizational challenges, mainly the lack of sufficient financial resources, qualified technical personnel and a regulatory process to address the resolution of safety issues (as presented in paragraph 2). The targets address specific critical elements and audit areas, based on the analysis of USOAP results. Their objective is to focus States' attention on specific issues to be addressed, taking into consideration their limited resources.

1.3 Under Goal 3, which aims at the establishment and management of SSPs, new targets were drafted to move away from the maturity levels presented in the ICAO SSP Implementation Assessment (SSPIA), since the programme is being integrated into the traditional USOAP. Before information on SSP implementation at the global level becomes available, only a limited analysis could be undertaken on this topic. Hence, targets were drafted in a more general manner, and focus on States' self-assessments to determine a baseline on SSP implementation and call for a progressive approach to the establishment and management of these programmes. In addition, indicators focus on the need for States to establish safety data and safety information protection, as a key enabler for SSP implementation, to address the deficiencies in safety data and safety information collection, analysis and exchange to support safety management activities (as presented in paragraph 2).

1.4 Goal 4, which previously focused on increasing regional collaboration, was expanded to encompass collaboration at the regional and national levels to address safety issues (in line with those identified in the GASP). The proposed targets under this goal are meant to empower the regions (as described in the GASP), to identify and help States and put in place mechanisms to address safety issues that facilitate the achievement of GASP goals and targets at the regional and national levels, thus contributing to the improvement of safety globally.

1.5 A new Goal 5, on strengthening aviation safety planning, is proposed to consolidate the existing targets aimed at the publication of NASPs and RASPs, taking into consideration the 2026-2028 edition of GASP. This new goal and its targets are in line with Assembly Resolution A41-6 and serve as the basis for the development, revision and implementation of a safety strategy at national and regional levels, harmonized with the latest edition of the GASP.

1.6 The current GASP Goal 5 (from the 2023-2025 edition of the GASP) was maintained apart from “safety information sharing networks by service providers”, which was removed to focus this goal exclusively on expanding the use of industry safety assessment and safety data sharing programmes. The goal was renumbered as GASP Goal 6, for the proposed 2026-2028 edition of the plan. Its target was maintained but also modified to focus on the use of these programmes. The portion of the target related to “industry’s contribution in safety information sharing networks to States and regions to assist in the development of NASPs and RASPs” was relocated to the new Goal 5.

1.7 The current Goal 6, related to the need for appropriate infrastructure to support safe operations was removed as it is captured under the *Global Air Navigation Plan* (GANP, Doc 9750), which focuses on key aspects, such as the basic building blocks. Therefore, to avoid duplication of efforts, it was no longer deemed necessary in the GASP.

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