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

ADVANCING AVIATION SAFETY THROUGH COLLABORATIVE IMPLEMENTATION OF THE GLOBAL AVIATION SAFETY PLAN (GASP) WITH THE INDUSTRY

(Presented by the International Coordinating Council of Aerospace Industries Associations (ICCAIA) and International Federation of Air Line Pilots Associations (IFALPA))

EXECUTIVE SUMMARY

The paper presents ICCAIA and IFALPA's views and support for the latest edition of the *Global Aviation Safety Plan* (GASP, Doc 10004), i.e., the 2026-2028 edition, which plays a pivotal role in setting safety priorities amidst evolving operational landscapes and technological advancements in the aviation sector.

The 2026-2028 edition highlights various global organizational challenges, including insufficient financial resources for safety oversight authorities to meet both national and international obligations, a shortage of skilled technical personnel, and deficiencies in safety data collection, analysis and exchange essential for safety management activities. Additionally, it introduces newly identified global high-risk categories of occurrences (G-HRCs), supplementing the existing ones. The industry has similarly recognized these challenges and has actively participated in efforts to address them through various initiatives. Supporting the proposed amendments in the new edition, the industry remains committed to continuing its support for the development and implementation of the GASP, including ongoing efforts in emerging areas.

1. INTRODUCTION

1.1 With the continued growth and complexity of the aviation system that introduces new and emergent hazards, the aviation sector needs to continue to advance improvements to safety. Within this dynamic environment, the Global Aviation Safety Plan (GASP) serves as an essential anchor in directing the sector's efforts to prioritize and continually enhance safety.

1.2 The GASP is a comprehensive framework aimed at enhancing safety standards and practices within the global aviation sector. The plan outlines key objectives and targets to be achieved through collaborative efforts among regulators, international organizations and industry stakeholders. Since its introduction in 1997, GASP has served as a compass for many regulatory bodies in directing the strategic steps required to improve aviation safety within their respective States.

1.3 The GASP has been evolving to address the growing requirements of the dynamic aviation sector. A notable enhancement in the 2020-2022 edition introduced regional and national aviation safety plans, along with identifying high-risk categories of occurrences (HRCs). This significant update has been instrumental in aligning global objectives with regional and national priorities. Moreover, the identification of HRCs offers States an awareness of key safety risk areas that require attention. This empowers them to assess the presence of such HRCs within their jurisdiction and implement proactive measures to mitigate these risks, thereby contributing to aviation safety domestically and globally.

2. DISCUSSION

2.1 The 2026-2028 edition of the GASP will continue to guide aviation regulators and their stakeholders toward achieving higher safety standards. In the draft presented at this Conference, the industry notes that five out of six goals will be maintained in the new edition, with one goal being removed to avoid duplication. This retention of the majority of goals is welcomed, as it provides stability for States in achieving them. The adjustments made to refine the goals and targets ensure that they provide an accurate reflection of the current context and set an aspirational goal for the global regulatory community to strive towards. Further insights are detailed below.

2.2 *Global Organizational Challenges*

2.2.1 The industry concurs with the observations presented by the Secretariat regarding inadequate financial resources for safety oversight authorities to fulfill national and international obligations, shortage of qualified technical personnel, particularly aircraft accident investigators and aerodrome inspectors. Acknowledging these challenges, the industry has embarked on several initiatives to contribute towards their mitigation. These efforts include contributing to the ICAO Fund for Aviation Safety (SAFE), Regional Safety Oversight Offices (RSOOs) and Cooperative Development of Operational Safety and Continuing Airworthiness Programmes (COSCAPs), as well as sponsoring the implementation of iPacks.

2.2.2 Additional initiatives involve providing training to address identified deficiencies. In response to the low ICAO Universal Safety Oversight Audit Programme (USOAP) Effective Implementation (EI) score for Critical Element 4 (CE-4) on Personnel Qualifications and Training, the industry has collaborated with ICAO regional offices and leading regulators to deliver training courses including the Government Safety Inspector (GSI) course (<https://www.icao.int/training/Pages/GSI.aspx>) and other safety courses. This collaboration also serves to contribute towards the attainment of the second target of the second goal (strengthening States' safety oversight capabilities) outlined in the 2026-2028 GASP.

2.2.3 Another deficiency highlighted by the Secretariat pertains to safety data and safety information collection, analysis, and exchange to support safety management activities. This has been underscored in the amendment of the 5th goal from "Expand the use of industry programmes" to "Expand the use of industry safety assessment and safety data sharing programmes" in the 2026-2028 edition. The industry underscores the criticality of this goal and continues to contribute by leveraging expertise in safety risk assessment, safety data collection, and analysis to support the development of ICAO guidance documents.

2.2.4 At the 41st Session of the ICAO Assembly, ICCAIA raised a concern regarding the accident rate of regional operations. Managing the safety of regional operations requires a comprehensive approach that takes into account the unique challenges and characteristics of those operations such as limited infrastructure and equipment, greater susceptibility to adverse weather conditions, limited oversight

and reduced availability of specialized training. GASP-SG continues to work to understand the dimensions of regional, underscoring the criticality of greater information collection, analysis and exchange.

2.2.5 The manufacturing and services industry has proactively partnered with regulators, airlines, and other aviation stakeholders to showcase the benefits and importance of sharing safety data and information through initiatives such as the Aviation Safety Information Analysis and Sharing (ASIAS) programme in the United States and the Data4Safety programme in Europe, among others. The industry will continue to share expertise through ICAO forums and regional platforms such as the regional aviation safety groups (RASGs).

2.3 *Global Operational Safety Risks*

2.3.1 In the 2026-2028 edition, the five established global high-risk categories of occurrences (G-HRCs) persist as the primary areas of concern: controlled flight into terrain (CFIT), loss of control in-flight (LOC-I), mid-air collision (MAC), runway excursion (RE) and runway incursion (RI). The industry remains committed to mitigating these G-HRCs; examples such as the development of the Global Action Plan for the Prevention of Runway Excursions, and the adoption of the Runway Overrun Awareness and Advisory System (ROAAS) demonstrate how the industry has worked with regulators to address high visibility and high risks areas.

2.3.2 More broadly, efforts have also been directed toward enhancing both products and training to address these G-HRCs. The enhancements such as competency-based training and assessment (CBTA), implemented by airlines through collaboration with regulators and industry, are intended to elevate aircrew skills in mitigating G-HRCs by focusing on specific competencies and skills rather than the completion of training hours or courses.

2.3.3 In addition to the five existing G-HRCs, three additional categories have been identified: abnormal runway contact (ARC), turbulence encounter (TURB), and system/component failure or malfunction (non-powerplant) (SCF-NP). While these may not inherently pose high fatality risks, they are recognized as potential precursors to the G-HRCs. As such, the industry continues to address these areas in conjunction with all critical stakeholders.

2.4 *Addressing Safety Risks in Emerging Areas*

2.4.1 GASP Section 3.5, “Emerging Issues”, encourages States, regional entities and international organizations to share safety information on emerging issues and operational safety risks, to enable proactive efforts to address safety concerns. While innovation is critical for aviation, safety is and always will be the most important attribute. The industry supports the working paper (AN-Conf/14-WP/7) presented by the Secretariat, which addresses safety risks linked with evolving aviation technologies.

2.4.2 The industry continues to provide its expertise to specialized groups within ICAO. One example, is the Safety Management Panel, which oversees updates to ICAO Annex 19 – *Safety Management* and the *Safety Management Manual* (Doc 9859). Efforts are aimed at maturing the implementation of safety management systems throughout all areas of industry, strengthening reporting and sharing expertise on risk assessment approaches.

3. **CONCLUSION**

3.1 The GASP serves as a crucial framework for setting safety priorities in the aviation sector. The 2026-2028 edition will continue to guide the global aerospace community to achieving ever higher levels of safety. The industry supports the amendments proposed in the new addition and renews its commitment to support the implementation of GASP.

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