



SAFE SKIES.
SUSTAINABLE FUTURE.

GLOBAL AVIATION SAFETY PLAN REVISION 2026-2028 IMPACT

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Overview

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ON SAFETY

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ICAO STRATEGIC OBJECTIVE ON SAFETY



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Global Aviation Safety Plan

2023-2025



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INTERNATIONAL CIVIL AVIATION ORGANIZATION

PRIORITIES



1.

Safety is the highest priority of the International Civil Aviation Organization's (ICAO) Strategic Objectives. This Strategic Objective aims to enhance global civil aviation safety and focuses primarily on the State's effective safety oversight and its capabilities in the management of safety.

The objective is set in the context of growing passenger and cargo movements, and the need to address efficiency and environmental sustainability.

A safe aviation system contributes to the economic development of States and their industries. The Global Aviation Safety Plan (GASP) outlines the global strategy for the triennium, to achieve ICAO Safety Strategic Objective.



The purpose of the GASP is to continually reduce fatalities, and the risk of fatalities, associated with accidents by guiding the harmonized development and implementation of ***regional and national aviation safety plans***. States, Regions and industry facilitate the implementation of the strategy presented in the GASP through ***regional and national aviation safety plans***.

02

GLOBAL ORGANIZATIONAL CHALLENGES



GLOBAL ORGANIZATIONAL CHALLENGES

Five global organizational challenges are considered of the utmost priority, in the international context, because they impact States' safety oversight and safety management capabilities and, consequently, aviation safety at the global level. The global organizational challenges for 2026–2028 are as follows:

- a) **lack of sufficient financial resources for the safety oversight authority to meet its national and international obligations;**
- b) **lack of qualified technical personnel, primarily aircraft accident investigators and aerodrome inspectors;**
- c) **lack of a regulatory process to address the resolution of safety issues, primarily related to aerodrome operations;**
- d) *low level of SSP implementation at the global level; and*
- e) *deficiencies in safety data and safety information collection, analysis and exchange, to support safety management activities.*



IMPACT OF GASP UPDATES' TO SAFETY OVERSIGHT

The 2026–2028 edition of the GASP, continues to align with current needs, capabilities and resources available to States. This edition considers the safety issues presented to Member States and industry by a dynamic and ever-changing environment, as well as recent developments in the field of aviation safety. Key revisions include new targets to address challenges such as insufficient financial resources for safety oversight authorities, lack of qualified technical personnel and the need to facilitate assistance to States struggling in the regions.



IMPACT OF GASP UPDATES' TO SAFETY OVERSIGHT cont.

One of the most significant updates appears under Goal 2, which focuses on effective safety oversight. **The first new target introduced under this goal addresses a key global organizational challenge: the availability of financial resources to each safety oversight authority and also introduces three specific and measurable targets that aim to close long-standing oversight capability gaps across ICAO regions and promote a more sustainable safety governance model**

Target 2.1 requires **all States to ensure that their NASPs include a clear commitment to provide adequate financial resources to their safety oversight authorities**



IMPACT OF GASP UPDATES' TO SAFETY OVERSIGHT cont.

The allocation of sufficient financial resources to each safety oversight authority to meet national and international obligations, with at least 70 per cent of States having sufficient financial resources, by 2028. USOAP contains a specific Protocol Question (PQ 2.051), which relates to this obligation. This deficiency was identified in the analysis of global safety issues, which confirmed a lack of sufficient financial resources for safety oversight authorities was preventing them from meeting national and international obligations.

A 70 per cent score was selected as a minimum target, rather than 100 per cent, since it represented global average

(as the baseline) at time of the analysis. One indicator, linked to this target, is the percentage of States with a "satisfactory" rating for the USOAP PQ 2.051.



IMPACT OF GASP UPDATES' TO SAFETY OVERSIGHT cont.

GASP Target 2.2 requires all States to strengthen the Effective Implementation (EI) of Critical Element 4 (CE-4)—Qualified Technical Personnel—specifically in the areas of Aircraft Accident and Incident Investigation (AIG) and Aerodromes and Ground Aids (AGA). By 2028, each State must achieve EI scores for CE-4/AIG and CE-4/AGA that are not lower than the global baseline average, which will be established using 2025 reference data.

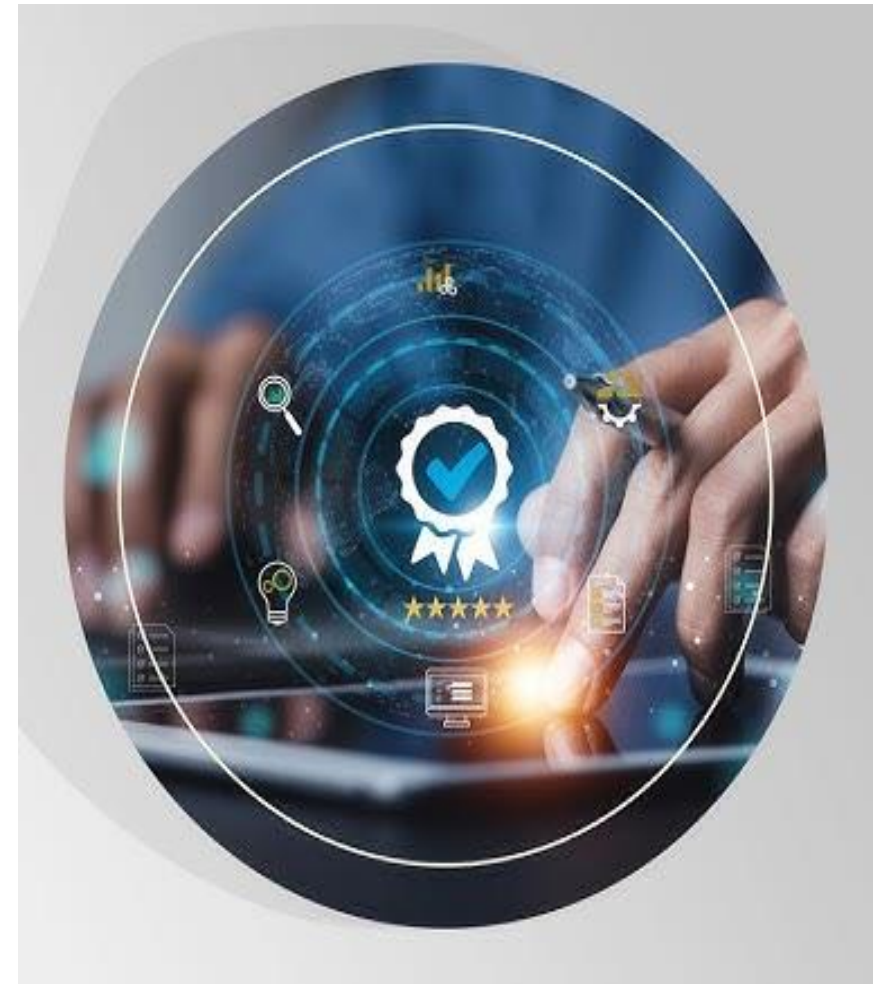
This target responds directly to identified global safety gaps, particularly the shortage of qualified aircraft accident investigators and aerodrome inspectors in many States.

Progress toward this target is monitored through indicators measuring the number of States that reach or exceed the required EI thresholds for the CE-4/AIG and CE-4/AGA combinations.



IMPACT OF GASP UPDATES' TO SAFETY OVERSIGHT cont.

Target 2.3 calls for all States to improve their score for the EI of 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, by 2028 calculated using year 2025 as that baseline. This is linked to findings from the analysis of global safety issues, which identified a lack of a regulatory process to address the resolution of safety issues, primarily related to aerodrome operations. One indicator, linked to this target, is the number of States that meet the EI score for the CE-8/AGA combination





Thank You!