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Manual on Monitoring Implementation of Regional and National Aviation Safety Plans

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INTERNATIONAL CIVIL AVIATION ORGANIZATION

FOREWORD

Assembly Resolution A41-6: *ICAO global planning for safety and air navigation* calls for each State to develop and implement a national aviation safety plan (NASP) consistent with the *Global Aviation Safety Plan* (GASP, Doc 10004). The NASP should contain indicators to monitor its implementation and to measure progress towards achieving the respective NASP goal(s).

While the GASP establishes a global safety strategy, including goals, targets and indicators, regional aviation safety plans (RASP) should be developed and coordinated through the regional aviation safety groups (RASGs) to address specific regional safety issues, in line with the GASP goals and targets. The RASP should contain indicators to measure progress towards achieving the respective RASP goal(s).

This manual was developed to provide States and regions with guidance on data sources for indicators used to measure the achievement of the NASP and RASP goals, respectively. It includes a GASP Indicator Form, developed for each indicator, to provide States and regions with clear guidance and definitions, to ensure the collection of consistent, reliable data, and to foster the use of GASP indicators at the regional and national levels.

This second edition aligns with the 2026–2028 edition of the GASP. It addresses different aspects to be considered by a region or State when monitoring implementation of a RASP and NASP, respectively. New guidance focuses on safety performance measurement of the plans, including the use of GASP indicators in the context of a RASP or NASP. The manual provides guidance for the transition from the planning phase of a RASP/NASP to the post-publication monitoring process and the role of stakeholders. It includes detailed guidance for the development of progress reports on the implementation of a RASP/NASP, and their related action plans. This edition of the manual also contains guidelines for the review of existing goals and targets, for regions and States that are developing a revised edition of their existing RASP or NASP.

This manual should be used in conjunction with the *Global Aviation Safety Plan* (Doc 10004), the *Global Aviation Safety Roadmap* (Doc 10161) and the *Manual on the Development of Regional and National Aviation Safety Plans* (Doc 10131).

This manual was developed with input from experts from civil aviation authorities, industry, as well as regional and international organizations, and thereafter submitted for extensive peer review, taking into account feedback from the expert community. ICAO gratefully acknowledges the contributions of the ICAO Global Aviation Safety Plan Study Group (GASP-SG) and individual experts who provided support, advice and input for this manual.

CONTENTS

GLOSSARY

Contributing factors. Actions, omissions, events, conditions, or a combination thereof, which, if eliminated, avoided or absent, would have reduced the probability of the accident or incident occurring, or mitigated the severity of the consequences of the accident or incident. The identification of contributing factors does not imply the assignment of fault or the determination of administrative, civil or criminal liability.

Hazard. A condition or an object with the potential to cause or contribute to an aircraft incident or accident.

Incident. An occurrence, other than an accident, associated with the operation of an aircraft which affects or could affect the safety of operation.

Note.— The types of incidents which are of main interest to the International Civil Aviation Organization for accident prevention studies are listed in Annex 13 – Aircraft Accident and Incident Investigation*, Attachment C.*

Maximum mass. Maximum certificated take-off mass.

Safety. The state in which risks associated with aviation activities, related to, or in direct support of the operation of aircraft, are reduced and controlled to an acceptable level.

Safety enhancement initiative (SEI). One or more actions to eliminate or mitigate operational safety risks or to address organizational challenges.

Safety oversight. A function performed by a State to ensure that individuals and organizations performing an aviation activity comply with safety-related national laws and regulations.

Safety performance. A State or a service provider's measurable effect on safety achievement.

State safety programme (SSP). An integrated set of laws, regulations, policies, objectives, processes, procedures and activities aimed at managing safety, at the State level.

ABBREVIATIONS AND ACRONYMS

AA	Audit area
ACI	Airports Council International
ADREP	Accident/Incident Data Reporting
AGA	Aerodromes and ground aids
AIA	Accident investigation authority
AIG	Aircraft accident and incident investigation
APEX	Airport Excellence in Safety Programme
ARC	Abnormal runway contact
BARS	Basic aviation risk standard
CAA	Civil aviation authority
CANSO	Civil Air Navigation Services Organisation
CAST	Commercial Aviation Safety Team
CE	Critical element
CFIT	Controlled flight into terrain
CICTT	CAST/ICAO Common Taxonomy Team
CMA	Continuous Monitoring Approach
EI	Effective implementation
EUROCONTROL	European Organisation for the Safety of Air Navigation
FDM	Flight data monitoring
FSF	Flight Safety Foundation
GASP	Global aviation safety plan
G-HRC	Global high-risk category of occurrence
G-ORC	Other global risk category of occurrence
HRC	High-risk category of occurrence
IATA	International Air Transport Association
IBAC	International Business Aviation Council
IOSA	IATA Operational Safety Audit
ISAGO	IATA Safety Audit for Ground Operations
IS-BAH	International Standard for Business Aircraft Handling
IS-BAO	International Standard for Business Aircraft Operations
LOC-I	Loss of control in-flight
MAC	Mid-air collision
NASP	National aviation safety plan
NASP-I	NASP indicator
OAG	Official Airline Guide
OLF	Online Framework
OVSG	Occurrence Validation Study Group
PQ	Protocol Question
RAIO	Regional Accident and Incident Investigation Organization
RASG	Regional aviation safety group
RASP	Regional aviation safety plan
RE	Runway excursion
RI	Runway incursion
RSOO	Regional Safety Oversight Organization
SCF-NP	System/component failure or malfunction (non-powerplant)
SDCPS	Safety data collection and processing system
SEI	Safety enhancement initiative

SSP	State safety programme
TURB	Turbulence encounter
USOAP	Universal Safety Oversight Audit Programme

Chapter 1

INTRODUCTION

1.1 BACKGROUND

1.1.1 The *Global Aviation Safety Plan* (GASP, Doc 10004), available at www.icao.int/gasp, presents the global strategy for the continuous improvement of aviation safety. Consistent with the GASP, each region and State should develop a regional and national aviation safety plan (RASP and NASP), respectively, containing its strategic direction for the management of aviation safety for a set period.

1.1.2 When developing a RASP or NASP, the responsible entity should ensure that the plan:

a) identifies hazards and safety deficiencies;

b) contains a list of prioritized safety issues, based on the identified hazards and safety deficiencies (in the form of operational safety risks and organizational challenges);

c) sets safety goals and targets (in other words, the strategic direction for the management of aviation safety);

d) presents the specific safety enhancement initiatives (SEIs) (in other words, an action plan); and

e) defines how the responsible entity will measure safety performance to monitor the implementation of the plan and its effectiveness.

1.1.3 The measurement of safety performance involves two separate tasks:

a) the definition of the process to monitor implementation of the plan and its effectiveness; and

b) the actual measurement of safety performance at the regional or national level.

1.1.4 Task b) may prove more difficult, as it involves collecting and analysing data from different sources to monitor the implementation of the SEIs listed in the plan and track performance of each safety target. The use of indicators, presented in the RASP or NASP, is essential to assess the progress made towards achieving each target, and subsequently each goal. Selecting suitable indicators is key to enable monitoring implementation of regional and national aviation safety plans; an indicator for which data is unavailable or difficult to obtain will complicate the monitoring process.

1.1.5 The selection and validation of indicators, related to targets presented in a RASP or NASP, allow the responsible entity to measure if the SEIs (that make up the action plan) attain their desired outcomes. Through these actions, regional and national safety performance can be measured. The establishment of a series of metrics as defined by RASP or NASP indicators is an important step, not only for the development process, but to ultimately assess if the plan is successful, in terms of achieving the desired outcomes (such as a reduction in the number of incidents).

1.1.6 The development of a RASP or NASP is not a one-time process, nor one that ends with the publication of the plan. The responsible entity at the regional or national level should:

a) address any difficulties that may arise during implementation;

b) identify factors (such as, disruption events) that require a re-evaluation of the plan to ensure content is still relevant to the operational context, and identify other SEIs the region or State may need to manage;

c) establish a maintenance process for the ongoing coordination and monitoring of the updates to the plan and its SEIs; and

d) provide stakeholders with relevant up-to-date information on the progress made in achieving the safety goals, as well as the implementation status of SEIs (for example, through a progress report).

1.1.7 GASP targets call for all regions to publish an updated RASP (based on the latest edition of the GASP) and for all States to publish an updated NASP (based on the latest edition of the GASP and their corresponding RASP). Therefore, each region and State should implement a process to maintain their plan and revise it, as needed, to ensure current and arising safety issues are addressed. This process primarily involves the revision of existing goals and targets, and potentially new SEIs to enable their achievement.

1.2 PURPOSE

This document provides regions and States with guidance to define a process for measuring safety performance related to their RASPs and NASPs, respectively, and to assess implementation and effectiveness. It addresses aspects related to safety performance measurement of the plans, including the use of GASP indicators in the context of a RASP or NASP. This manual provides guidance for the transition from the planning phase of a plan to the post-publication monitoring process and the role of stakeholders. It includes detailed guidance for the development of progress reports on the implementation of a RASP and NASP, and their related action plans. To foster the use of GASP indicators at the regional and national levels, this manual provides guidance on how to gather the necessary data and how to measure each of them. A “GASP Indicator Form” was developed for each indicator contained in the latest edition of the GASP, to ensure the collection of consistent, reliable data that support the monitoring of implementation. This manual also contains guidelines for the review of existing goals and targets, for regions and States which are developing a revised edition of their existing RASP or NASP.

1.3 APPLICABILITY

The content of this document is presented as guidance and should not be considered as the sole means to monitor implementation of a RASP or NASP. States should consult specific requirements within their region and align their efforts with their corresponding RASP, where applicable.

Chapter 2

MEASURING SAFETY PERFORMANCE RELATED TO THE PLAN

2.1 GENERAL

2.1.1 Through its national aviation safety plan (NASP), the State sets national safety goals and targets and determines series of safety enhancement initiatives (SEIs) to achieve them. The State also uses a series of indicators, related to targets presented in its NASP, to measure if the SEIs attain their desired outcomes. Through these actions, the State can measure national safety performance. The national safety performance is measured by a series of metrics as defined by NASP indicators.

Note.— This chapter presents guidance to measure safety performance of a NASP; the same rationale should be used by a region when measuring safety performance of a regional aviation safety plan (RASP). In the context of the Global Aviation Safety Plan (GASP) and the RASP, the term "region" refers to a group of States and/or entities working together to enhance aviation safety within a geographic area.

2.1.2 The NASP development process is composed of eight steps (see the *Manual on the Development of Regional and National Aviation Safety Plans* (Doc 10131), Chapter 2). The final step of this process, on the measurement of safety performance, is divided into two separate tasks, as described below.

2.1.3 The first task involves defining the monitoring process, which constitutes the planning phase where the NASP development team describes how the NASP will be checked to verify that it is being implemented (assessed by the timely completion of the SEIs presented in its action plan) and that it is effective (assessed by defined metrics, including a set of NASP indicators).

2.1.4 The second task involves the actual measuring of safety performance after the NASP has been published, which constitutes the deployment of the monitoring process (defined in the first task) and evaluating if the NASP is successful, in terms of achieving the desired outcomes (such as a reduction in the number of incidents). At this stage, the NASP development team would pose the question: "has safety improved nationally?". The answer requires the use of NASP indicators, to produce evidence on the progress accomplished in relation to the established national safety targets. To do so, the State should define a series of metrics to measure the safety performance and effectiveness of the NASP, consistent with the GASP.

2.2 USE OF GASP INDICATORS FOR THE NASP

2.2.1 The State may use the GASP indicators to develop national indicators found in the NASP. However, not all indicators presented in the GASP need to be duplicated in a NASP. The GASP indicators selected for the NASP should be relevant to the national safety targets. Guidance on each of the GASP indicators is presented in Chapter 3.

2.2.2 The State may also develop its own indicators in lieu of, or in addition to, GASP indicators. Guidance on drafting indicators is presented in Doc 10131, Chapter 2. In addition to the GASP, the State should also consult the corresponding RASP for relevant content.

2.3 NASP INDICATOR SELECTION AND VALIDATION

2.3.1 When selecting indicators for the NASP, the NASP development team should validate each indicator before its inclusion into the NASP, prior to its publication. The main problem that the development team may encounter is that an indicator has been included in the NASP, but the data needed to measure it is unavailable or difficult to obtain. For example, data from an air operator's flight data monitoring (FDM) programme may not be readily accessible to the civil aviation authority (CAA), due to its proprietary nature. Therefore, an indicator requiring data from FDM will be difficult to measure.

2.3.2 To select and validate each NASP indicator, the development team should verify that it can populate each of the fields contained in the NASP indicator (NASP-I) form, presented in Appendix A to this chapter. The team should be able to specify the following, for each NASP indicator, to ensure the selected indicators are realistic and manageable:

a) *rationale*: an explanation of how the indicator connects to a specific NASP target and what the measurement and monitoring of the indicator supports;

b) *limitations*: the scope or the extent of the variable or activity that the indicator measures;

c) *definition of terms*: a definition of any technical, specific or project-related terminology used in naming or defining the indicator that may not be widely known or understood;

d) *calculation method*: the specific or technical formula available for the calculation of the indicator value;

e) *data set(s)*: the data that is needed for measuring the indicator;

f) *availability*: the listed datasets may have different levels of availability, varying from "1" for unavailable data, "2" for partially available data and "3" for fully available data; and

g) *provider*: the provider of the data or the source where the data comes from.

2.4 FROM PLANNING TO MEASURING

The targets in a NASP are achieved by action plan(s) containing a set of SEIs. Each SEI should identify a responsible entity (for example, the CAA or a service provider) assigned to lead the implementation of the specific action(s) within that initiative. Once the NASP development is complete, the responsible entities lead implementation of the SEIs that comprise the action plan. At this stage, the State moves from the planning phase (where its national safety strategy was drafted) to the measuring phase (where its safety performance is evaluated).

2.5 ROLE OF THE NASP DEVELOPMENT TEAM

As the State progresses from planning to measuring, the NASP development team measures safety performance to monitor NASP implementation and assess its effectiveness in terms of improving safety. The role of the development team at this stage involves periodically monitoring the implementation of SEIs, to ensure the following:

a) actions in the SEIs are being accomplished and completed as per the defined timelines;

b) actions are effective (in other words, the desired outcomes are achieved); and

c) difficulties in implementation are addressed (for example, the NASP development team may not be responsible for the implementation of specific SEIs but would revert to the responsible entity to address the difficulty).

2.6 NASP PROGRESS REPORT

2.6.1 In the NASP, the State should describe reporting responsibilities related to the plan's implementation. This includes the maintenance process to coordinate and monitor updates to the NASP and related SEIs in the action plan. Reporting responsibilities include providing stakeholders with up-to-date information on progress towards the achievement of national safety goals and targets, as well as the implementation status of individual SEIs.

2.6.2 To fulfil these responsibilities, the State should publish a progress report, on a pre-defined basis (for example, annually). The progress report should contain the following sections, as a minimum:

a) an introduction;

b) the results of monitoring each national safety target;

c) the results of monitoring each SEI in the action plan;

d) an analysis of the overall effectiveness of the NASP, in terms of improving safety; and

e) contact information for inquiries or further information.

Introduction to the NASP progress report

2.6.3 When drafting the introduction, the following should be included:

a) the duration of the NASP progress report;

b) the purpose of the report;

c) the review cycle for the NASP update;

d) the entities responsible for the periodic review; and

e) a description of how adjustments to the NASP and its SEIs will be made.

Monitoring of national safety targets

2.6.4 When drafting the monitoring of national safety targets, the following should be included:

a) an update on the national safety targets, including the goals they are linked to (may be presented in table format);

b) explanatory notes on the status of each target, including whether it has been achieved, is in progress or on track to being achieved, or it has not been achieved; and

c) a brief explanation of the reason of the status (for example, the target was not achieved due to lack of resources; or one accident occurred which made the accident rate increase).

Monitoring of safety enhancement initiatives

2.6.5 When drafting the monitoring of SEIs, the following should be included:

a) an update on the SEIs, including the goals and targets they are linked to (may be presented in table format);

b) explanatory notes on the status of each SEI, including whether it has been completed, is in progress or on track to being achieved, or it has not been achieved; and

c) a brief explanation for the reason of the status of each SEI.

Analysis

2.6.6 When drafting the section on the analysis of the overall effectiveness of the NASP, the following should be included:

a) a description of the progress made, based on the information presented in the report (this may be done in a qualitative manner, with a statement such as “good progress has been made” – the quantitative evidence may be found in sections 2 and 3 of the report);

b) an explanatory text addressing the following situations:

1) list the national safety goals that are not expected to be met; and

2) list the contributing factors associated with each national safety goal not met; and

3) list the corrections and adjustments which will be made to the NASP and its SEIs to rectify the situation.

Contact information

2.6.7 When drafting the progress report, include a section containing contact information for any questions regarding the NASP and its initiatives, and further requests for information. Note that the point of contact and email do not have to be that of a person but may be the name of the responsible entity (and specific department) and a generic email address.

2.6.8 A template of a NASP progress report is presented in Appendix B to this Chapter, as an example.

2.7 REVIEW OF EXISTING GOALS AND TARGETS

2.7.1 Safety performance measurement does not constitute a final step in the NASP development process. As described in Doc 10131, when the implementation of SEIs is completed, or sooner if warranted by other factors (for example, changes in the State's operational context resulting from disruption events or developing trends), the development team (or other designated entity) should repeat the steps listed in the NASP development process to ensure the hazards and safety deficiencies, safety issues, as well as the goals and targets are still relevant to the State's operational context; and identify other SEIs the State may need to manage safety. In addition, GASP targets call for each State to publish an updated NASP, taking into consideration the latest edition of the GASP and the corresponding RASP. Therefore, the State should implement a process to maintain the NASP and revise it to ensure that it addresses current national safety issues, while factoring in global and regional ones as well.

2.7.2 When revising the NASP, for a subsequent edition, the development team should review each existing goal and target, and decide if each of them will be maintained, modified or removed for the next edition of the plan. To make this decision, the NASP development team should consider the following aspects:

a) the link between the existing goal or target in question and an identified national safety issue (which may be an organizational challenge or operational safety risk, including a national high-risk category of occurrence). If the safety issue has been addressed, the goal or target may no longer be necessary;

b) the level of availability of the data needed to measure the target in question (as per the guidance in 2.3). The lack of data may result in a target being impractical and lead to its removal from the NASP;

c) the amount of time needed to achieve the target. The State may be on its way to reaching a target but needs more time due to a variety of reasons; and

d) the goal or target is unclear or misunderstood but is still needed to address a safety issue. The problem may not stem from the goal or target but how it was drafted or communicated to stakeholders. A rewrite of the goal or target may correct this situation.

2.7.3 A decision-aid presented in Appendix C to this chapter provides guidance for the revision of existing goals and targets.

2.8 NASP GOVERNANCE STRUCTURE

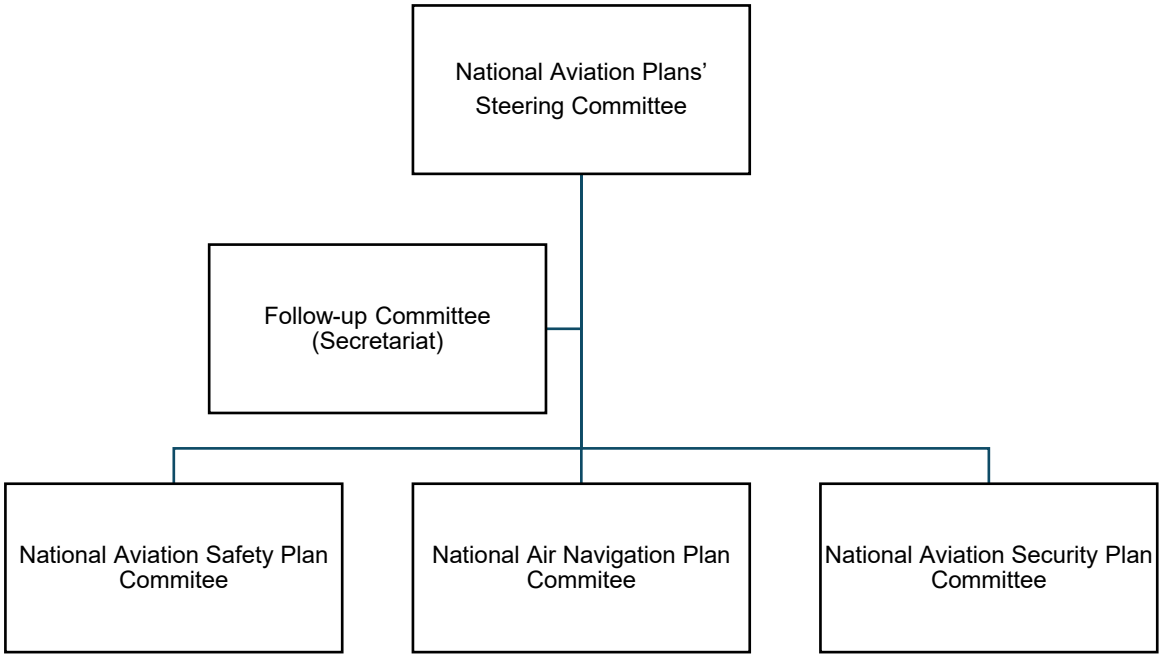
2.8.1 The NASP development team is a key entity in the development of a NASP. As detailed in 2.5, the NASP development team also plays an important role in monitoring NASP implementation and assessing its effectiveness in terms of improving safety. However, without an established governance structure, the State may encounter difficulties in implementing the SEIs defined in the NASP, post-publication. Several factors, including changes in personnel, coordination between entities within the State and budget constraints, may hinder the progress of SEIs and the overall implementation of the NASP.

2.8.2 The State should develop a governance structure that supports the NASP, by creating a series of committees, which involve specific stakeholders, and have pre-defined roles and responsibilities. The governance structure may vary according to the State and should consider the existence of other national plans (if any), as well as the State safety programme (SSP), if established.

2.8.3 Establishing a governance structure enables the State to bring together key stakeholders; discuss hurdles that prevent implementation of SEIs and the achievement of targets; maintain accountability for implementation of specific SEIs; and allocate resources to move the NASP implementation forward.

2.8.4 Regardless of the structure the State selects, it should incorporate some key points. The governance structure should include a forum that brings together senior aviation ministerial and government agency representatives, in the highest-level body. This type of senior leadership group should address high-level issues related to the NASP, including strategy, resource allocation and safety performance. It should be accountable for endorsing the NASP. The group should include decision-makers who are appropriately empowered to direct resources and affect necessary changes at the national level. It provides senior leadership with an overview across the different aviation plans developed by the State, helping to ensure alignment and avoid duplication of efforts, or any contradictory actions between plans. The structure should also include a follow-up body, that provides Secretariat support to the different groups (such as, preparing meeting documentation, drafting meeting reports, coordinating follow-up actions). In addition, the governance structure should include technical groups, specific to each plan, which coordinate the implementation of SEIs throughout the State and its aviation industry. The members of this group should deal with specific operational issues and address implementation issues in support of the senior leadership group. Figure 2-1 presents an example of a NASP governance structure.

2.8.5 If the State has established an SSP, it may use existing bodies with the programme to act as the different groups of the governance structure. This would avoid the creation of parallel structures and enable the NASP implementation to be discussed in the context of the SSP administration.



Committee	*Members*	*Roles and responsibilities*
National Aviation Plans' Steering Committee	Senior aviation ministerial and government agency representatives, including Minister of Transport or his/her representative, Director General of Civil Aviation, President of accident investigation authority (AIA), Deputy Directors from the CAA, senior leadership from service providers (air operators, air navigation service provider, aerodromes).	Provides strategic direction; surveys results; allocates resources; endorses the NASP.
Follow-up Committee	CAA and AIA Directors, functional managers of different government agencies, coordinators.	Provides Secretariat functions; prepares meetings; ensures follow-up of decisions and actions.
NASP Committee	Members of the NASP development team.	Develops and ensures NASP implementation, in alignment with the GASP and RASP.

Figure 2-1. Example of a NASP governance structure

Appendix A to Chapter 2

NATIONAL AVIATION SAFETY PLAN INDICATOR (NASP-I) FORM

NATIONAL AVIATION SAFETY PLAN INDICATOR (NASP-I) FORM	
***NASP-I.* X.X.0X**	***Name***
Rationale	
Limitations	
Definition of terms	
Calculation method	
Datasets	
Availability (1-3)[1]	
Provider	

[1] "1" for unavailable data, "2" for partially available data, and "3" for fully available data

Appendix B to Chapter 2

NATIONAL AVIATION SAFETY PLAN PROGRESS REPORT TEMPLATE

SECTION 1. INTRODUCTION

This periodic national aviation safety plan (NASP) progress report is published [*For example, annual, every three years, etc.*] to provide stakeholders with relevant up-to-date information on the progress made in achieving the national safety goals, as well as the implementation status of the safety enhancement initiatives (SEIs) to address the national safety issues identified in the NASP.

In addition to the above, [State] reviews the NASP every [number] years or earlier, if required, to keep the identified operational safety risks, organizational challenges and selected SEIs updated and relevant. The [name of responsible entity – *for example, civil aviation authority (CAA)*] periodically reviews the safety performance of the initiatives listed in the NASP to ensure the achievement of national safety goals. Through close monitoring of the SEIs, [State] will adjust the NASP and its initiatives, if needed, and update the NASP accordingly.

SECTION 2. MONITORING OF NATIONAL SAFETY TARGETS

As noted in the [State] NASP, each national safety target is monitored to track performance. A series of indicators, presented in the NASP, are used to measure safety performance. These are consistent with those listed in the [current edition] of the Global Aviation Safety Plan (GASP), as well as the [name of the regional aviation safety plan (RASP)]. Table 1 provides an update on the national safety targets, as at [date].

Table 1. Update on the national safety targets – as at [date]

Goal	*Target*	*Status of target*
[list goals, as presented in the NASP]	[list targets, as presented in the NASP]	[explain status, including whether achieved, in progress/on track, not achieved, and provide brief explanation for the reason of the status]
1.	1.1 1. *n*	
2.	2.1 2. *n*	
3.	3.1 3. *n*	
4.	4.1 4. *n*	
5.	5.1 5. *n*	
6.	6.1 6. *n*	

SECTION 3. MONITORING OF SAFETY ENHANCEMENT INITIATIVES

[State] continuously monitors the implementation of the SEIs listed in the NASP and measures safety performance of the national civil aviation system to ensure the intended results are achieved, using the mechanisms presented in the NASP. This section presents the results of monitoring by [State or name of responsible entity – *for example, CAA*] on the implementation of the SEIs listed in the NASP. Table 2 provides an update on the implementation of the SEIs listed in the NASP, as at [date].

Table 2. Update on the implementation of SEIs – as at [date]

Safety enhancement initiative	*Related goal(s) and target(s)*	*Status of SEI*
[list SEIs]	[list goal(s) and target(s) the SEI supports, as presented in the NASP]	[explain status, including whether completed, in progress/on track, delayed, and provide brief explanation for the reason of the status]

SECTION 4. ANALYSIS

Based on the information presented in this report, [State] can assess the NASP's actual effectiveness in terms of improving safety at the national level. The analysis demonstrates that [State] has made [describe status, such as good, fair, negligible] progress towards implementing the SEIs listed in the NASP, achieving the national safety targets and thus the national safety goals.

[The paragraphs below only apply if the national safety goals are not met.]

Based on the information presented in this progress report, the following national safety goals are not expected to be met:

1) [list national safety goals]

2) […]

3) […]

The following contributing factors were identified, attributed to the national safety goals not being met:

1) [list contributing factors associated with each national safety goal not met, including those linked to specific national safety targets]

2) […]

3) […]

As a result of the above, the following corrections and adjustments to the NASP and its SEIs will be made:

1) [list corrections and adjustments]

2) […]

3) […]

SECTION 5. CONTACT INFORMATION FOR INQUIRIES OR FURTHER INFORMATION

Any questions regarding the NASP and its initiatives, and further requests for information, may be addressed to the following:

[Name of responsible entity]
[Mailing address]
[Telephone number]
[Fax number]
[Email]
[Website]

Appendix C to Chapter 2

DECISION-AID FOR EXISTING GOALS AND TARGETS

Note.— In the table, please indicate one of the following ratings:

Y – Yes *N – No*

Consideration for existing goal or target	*Action for existing goal or target*
Is the existing goal or target linked to an identified national safety issue (organizational challenge or operational safety risk)?	Y – Maintain for further review with questions below. N – Remove.
What is the level of availability of the data needed to measure the target?	"1" for unavailable data – remove. "2" for partially available data – consider removal. "3" for fully available data – maintain for further review with questions below.
Is more time needed for achievement of target?	Y – Maintain it but extend date of target completion. N – Remove.
Is the goal or target still needed to address the issue but is unclear or misunderstood?	Y – Modify it to best address the same issue (rephrase it). N – Remove.

Chapter 3

GASP INDICATORS

3.1 GENERAL

This chapter provides guidance for regions and States (to gather data for each indicator and measure the progress made towards achieving the goals and targets, presented in regional aviation safety plan (RASPs) and national aviation safety plan (NASPs), respectively. It clarifies the use of the Global Aviation Safety Plan (GASP) indicators, which serve as examples to measure progress in achieving goals and targets, in line with the GASP.

3.2 CONTENT AND USE OF GASP INDICATOR FORMS

3.2.1 The GASP indicators provide evidence on whether the desired outcomes took place and measure the progress in the activities related to the GASP targets. They are written in a manner that references quantitative data (for example, number or percentage). Some indicators refer to occurrences (for example, number of accidents) that are deemed an outcome of deficient management of aviation safety. Others refer to activities conducted by States or other stakeholders (for example, completion of a self-assessment), deemed to improve the management of aviation safety. Ultimately, the indicators measure the achievement of the GASP goals. Data sources are needed to measure the status of GASP indicators and subsequently, for those of NASPs and RASPs. Currently, some data sources are readily available to ICAO, while others reside with individual States, regional entities or industry. Challenges in obtaining this data may render the measurement of safety performance difficult. Therefore, a series of the “GASP Indicator (GASP-I) Forms” are presented in the appendix to this Chapter.

3.2.2 The region or State may use the GASP-I forms to complete its own indicator forms (refer to 2.2 and 2.3). A form should be completed for each RASP or NASP indicator, containing all the fields presented in Appendix A to Chapter 2. The GASP indicators are only examples, unlike the goals and targets. Regions and States may use these sample indicators to develop regional and national indicators found in the RASP and NASP. However, not all indicators presented in the GASP need to be duplicated in a RASP or NASP.

3.3 LAYOUT OF GASP INDICATOR FORMS

The appendix to this chapter presents the GASP-I form. Indicator forms were created for all 47 indicators presented in the 2026-2028 edition of the GASP. Use of this form is not mandatory. Below is guidance on the form and on the terms presented in it:

a) *rationale*: an explanation of how the indicator connects to a specific GASP target and what the measurement and monitoring of the indicator supports;

b) *limitations*: the scope or the extent of the variable or activity that the indicator measures;

c) *definition of terms*: a definition of any technical, specific or project-related terminology used in naming or defining the indicator that may not be widely known or understood;

d) *calculation method*: the specific or technical formula available for the calculation of the indicator value;

e) *data set(s)*: the data that is needed for measuring the indicator;

f) *availability*: the listed datasets may have different levels of availability, varying from “1” for unavailable data, “2” for partially available data and “3” for fully available data; and

g) *provider*: the provider of the data or the source where the data comes from.

Appendix to Chapter 3

GLOBAL AVIATION SAFETY PLAN INDICATOR (GASP-I) FORMS

GASP INDICATOR (GASP-I) FORM	
GASP-I.1.1.01	***Accident rate (number of accidents per million departures)***
Rationale	Related to Global Aviation Safety Plan (GASP) Target 1.1: By 2028, States, regions and industry to decrease the accident rate, globally and within each ICAO region. This indicator has been widely used by ICAO since 2008. It can be found in the ICAO Annual Safety Report. It is the most common indicator measuring safety levels and is connected to risk exposure (number of million departures).
Limitations	– The State of Occurrence shall forward a notification of an accident to ICAO when the aircraft involved is of a maximum mass of over 2 250 kg or is a turbojet-powered aeroplane, as required by 4.1 of Annex 13 – *Aircraft Accident and Incident Investigation*. – The State conducting the investigation shall send reports via the Accident/Incident Data Reporting (ADREP) system to ICAO for accidents to aircraft over 2 250 kg, as required by Annex 13, Chapter 7. – ICAO maintains an ADREP database with the notifications and ADREP reports it receives, as well as additional reports provided by the ICAO Occurrence Validation Study Group (OVSG). – A validation of the ADREP reports is performed annually by a group of experts (the OVSG), focusing primarily on accidents and serious incidents involving commercial air transport of aircraft of a maximum mass of over 2 250 kg. This validation does not include, as of February 2026, helicopter accidents or aircraft between 2 250 kg and 5 700 kg. – Validated ADREP data for year *n* is made available in March of year *n+1*. – The Official Airline Guide (OAG) makes available to ICAO traffic data for scheduled operations with aircraft > 5 700 kg. – Validated OAG traffic data for year *n* is made available in March of year *n+1*.
Definition of terms	The term “accident” is defined in Annex 13, Chapter 1. Definitions.

Calculation method	Indicator = N/D, where: a) *N* is the number of accidents involving scheduled commercial operations for which: 1) the date of occurrence is between 1 January and 31 December of the year in question; 2) a notification and/or an ADREP report was forwarded to and received by ICAO or added by the OVSG; 3) the circumstances of the occurrence match those defined for “accident” in Annex 13; 4) the aircraft involved in the occurrence is of maximum mass of over 5 700 kg; and b) *D* is the number of scheduled commercial departures, divided by 1 million. – The decrease in the accident rate (as per Target 1.1 which this indicator connects to) is measured using a five-year rolling average and the year 2025 as a baseline. A five-year rolling average is the average calculated every year based on the data of the previous five years. It gives a more realistic picture by reducing the impact of outliers in the data, smoothing the trend curve. It helps identify trends otherwise hard to detect. For example, in 2026, the 2025 baseline five-year rolling average is calculated with data from 2021, 2022, 2023, 2024 and 2025. The following year, the 2026 rolling average will use 2022, 2023, 2024, 2025 and 2026 data.
Datasets	– Notifications and ADREP reports submitted by States to ICAO under Annex 13 obligations. – OAG dataset for ICAO.
Availability (1-3)	3: Accident notification and ADREP reports are already available in the ICAO ADREP database.
Provider	ICAO (ADREP database)

GASP INDICATOR (GASP-I) FORM	
GASP-I.1.1.02	***Fatal accident rate (number of fatal accidents per million departures)***
Rationale	Related to Global Aviation Safety Plan (GASP) Target 1.1: By 2028, States, regions and industry to decrease the accident rate, globally and within each ICAO region. This indicator complements GASP-I.1.1.01 by focusing on fatal accidents. It is connected to risk exposure (number of million departures).
Limitations	– The State of Occurrence shall forward a notification of an accident to ICAO when the aircraft involved is of a maximum mass of over 2 250 kg or is a turbojet-powered aeroplane, as required by 4.1 of Annex 13 – *Aircraft Accident and Incident Investigation*. – The State conducting the investigation shall send reports via the Accident/Incident Data Reporting (ADREP) system to ICAO for accidents to aircraft over 2 250 kg, as required by Annex 13, Chapter 7. – ICAO maintains an ADREP database with the notifications and ADREP reports it receives, as well as additional reports provided by the ICAO Occurrence Validation Study Group (OVSG). – A validation of the ADREP reports is performed annually by a group of experts (the OVSG), focusing primarily on accidents and serious incidents involving commercial air transport of aircraft of a maximum mass of over 2 250 kg. This validation does not include, as of February 2026, helicopter accidents or aircraft between 2 250 kg and 5 700 kg. – Validated ADREP data for year *n* is available in March of year *n*+1. – The Official Airline Guide (OAG) makes available to ICAO traffic data for scheduled operations with aircraft > 5 700 kg. – Validated OAG traffic data for year *n* is available in March of year *n+1*.
Definition of terms	– The term “accident” is defined in Annex 13, Chapter 1, Definitions. – A fatal accident is an accident in which a person is fatally injured as a result of: a) being in the aircraft; or b) direct contact with any part of the aircraft, including parts which have become detached from the aircraft; or c) direct exposure to jet blast, except when the injuries are from natural causes, self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew. – For statistical uniformity only, an injury resulting in death within 30 days of the date of the accident is classified, by ICAO, as a fatal injury.

Calculation method	Indicator = N/D, where: a) *N* is the number of fatal accidents involving scheduled commercial operations for which: 1) the date of occurrence is between 1 January and 31 December of the year in question; 2) a notification and/or an ADREP report was forwarded to and received by ICAO or added by the OVSG; 3) the circumstances of the occurrence match those defined for “accident” in Annex 13 in which a person is fatally injured; 4) the aircraft involved in the occurrence is of maximum mass of over 5 700 kg; and b) *D* is the number of scheduled commercial departures, divided by 1 million. – The decrease in the accident rate (as per Target 1.1 which this indicator connects to) is measured using a five-year rolling average and the year 2025 as a baseline. A five-year rolling average is the average calculated every year based on the data of the previous five years. It gives a more realistic picture by reducing the impact of outliers in the data, smoothing the trend curve. It helps identify trends otherwise hard to detect. For example, in 2026, the 2025 baseline five-year rolling average is calculated with data from 2021, 2022, 2023, 2024 and 2025. The following year, the 2026 rolling average will use 2022, 2023, 2024, 2025 and 2026 data.
Datasets	– Notifications and ADREP reports submitted by States to ICAO under Annex 13 obligations. – OAG dataset for ICAO.
Availability (1-3)	3: Accident notification and ADREP reports are already available in the ICAO ADREP database.
Provider	ICAO (ADREP database)

GASP INDICATOR (GASP-I) FORM	
GASP-I.1.1.03	***Fatality rate (number of fatalities per billion passengers carried)***
Rationale	Related to Global Aviation Safety Plan (GASP) Target 1.1: By 2028, States regions and industry to decrease the accident rate, globally and within each ICAO region. The fatality rate is a key indicator and is related to the GASP aspirational safety goal of zero fatalities in commercial operations by 2030 and beyond. It is connected to risk exposure (number of passengers carried).
Limitations	– The State of Occurrence shall forward a notification of an accident to ICAO when the aircraft involved is of a maximum mass of over 2 250 kg or is a turbojet-powered aeroplane, as required by 4.1 of Annex 13 – *Aircraft Accident and Incident Investigation*. – The State conducting the investigation shall send reports via the Accident/Incident Data Reporting (ADREP) system to ICAO for accidents to aircraft over 2 250 kg, as required by Annex 13, Chapter 7. – ICAO maintains an ADREP database with the notifications and ADREP reports it receives, as well as additional reports provided by the ICAO Occurrence Validation Study Group (OVSG). – A validation of the ADREP reports is performed annually by a group of experts (the OVSG), focusing primarily on accidents and serious incidents involving commercial air transport of aircraft of a maximum mass of over 2 250 kg. This validation does not include, as of February 2026, helicopter accidents or aircraft between 2 250 kg and 5 700 kg. – Validated ADREP data for year *n* is available in March of year *n+1*. – Validated data for year *n* on passengers carried is available on ICAO DATA+ in March of year *n+1.*
Definition of terms	– The term “accident” is defined in Annex 13, Chapter 1, Definitions. – A fatal accident is an accident in which a person is fatally injured as a result of: a) being in the aircraft; or b) direct contact with any part of the aircraft, including parts which have become detached from the aircraft; or c) direct exposure to jet blast, except when the injuries are from natural causes, self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew. – For statistical uniformity only, an injury resulting in death within 30 days of the date of the accident is classified, by ICAO, as a fatal injury.

Calculation method	– Indicator = N/D, where: a) *N* is the number of fatally injured persons in all accidents involving scheduled commercial operations for which: 1) the date of occurrence is between 1 January and 31 December of the year in question; 2) a notification and/or an ADREP report was forwarded to and received by ICAO or added by the OVSG; 3) the circumstances of the occurrence match those defined for “accident” in Annex 13 in which a person is fatally injured; 4) the aircraft involved in the occurrence is of maximum mass of over 5 700 kg; and b) *D* is the total number of passengers carried on scheduled commercial operations, divided by 1 billion. – The decrease in the accident rate (as per Target 1.1 which this indicator connects to) is measured using a five-year rolling average and the year 2025 as a baseline. A five-year rolling average is the average calculated every year based on the data of the previous five years. It gives a more realistic picture by reducing the impact of outliers in the data, smoothing the trend curve. It helps identify trends otherwise hard to detect. For example, in 2026, the 2025 baseline five-year rolling average is calculated with data from 2021, 2022, 2023, 2024 and 2025. The following year, the 2026 rolling average will use 2022, 2023, 2024, 2025 and 2026 data.
Datasets	– Notifications and ADREP reports submitted by States to ICAO under Annex 13 obligations. – Traffic data collected by ICAO.
Availability (1-3)	3: Accident notification and ADREP reports are already available in the ICAO ADREP database.
Provider	ICAO (ADREP database and ICAO DATA+)

GASP INDICATOR (GASP-I) FORM	
GASP-I.1.2.01	***Accident rate by global high-risk category of occurrence***
Rationale	Related to Global Aviation Safety Plan (GASP) Target 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. This indicator was introduced for the 2026-2028 edition of the GASP. It measures safety levels by focusing specifically on the highest priority occurrence categories, referred to as G-HRCs, which have historically resulted in the highest unsafe outcomes across the world. This indicator complements GASP-I.1.1.01 by focusing on each of the five G-HRC and is a subset of it. It is connected to risk exposure (number of million departures).
Limitations	– The State of Occurrence shall forward a notification of an accident to ICAO when the aircraft involved is of a maximum mass of over 2 250 kg or is a turbojet-powered aeroplane, as required by 4.1 of Annex 13 – *Aircraft Accident and Incident Investigation*. – The State conducting the investigation shall send reports via the Accident/Incident Data Reporting (ADREP) system to ICAO for accidents to aircraft over 2 250 kg, as required by Annex 13, Chapter 7. – ICAO maintains an ADREP database with the notifications and ADREP reports it receives, as well as additional reports provided by the ICAO Occurrence Validation Study Group (OVSG). – A validation of the ADREP reports is performed annually by a group of experts (the OVSG), focusing primarily on accidents and serious incidents involving commercial air transport of aircraft of a maximum mass of over 2 250 kg. This validation does not include, as of February 2026, helicopter accidents or aircraft between 2 250 kg and 5 700 kg. – Validated ADREP data for year *n* is available in March of year *n+1*.

Definition of terms	– The term “accident” is defined in Annex 13, Chapter 1, Definitions.
	
	– G-HRC are the following five occurrence categories, as per the Commercial Aviation Safety Team (CAST)/ICAO Common Taxonomy Team (CICTT) taxonomy for occurrence categories:
	
	  – Controlled flight into terrain (CFIT).
	
	  – Loss of control in-flight (LOC-I).
	
	  – Mid-air collision (MAC).
	
	  – Runway excursion (RE).
	
	  – Runway incursion (RI).

Calculation method	Indicator = N/D, where: a) *N* is the number of accidents by G-HRC involving scheduled commercial operations for which: 1) the date of occurrence is between 1 January and 31 December of the year in question; 2) a notification and/or an ADREP report was forwarded to and received by ICAO or added by the OVSG; 3) the circumstances of the occurrence match those defined for “accident” in Annex 13; 4) the aircraft involved in the occurrence is of maximum mass of over 5 700 kg; 5) the occurrence relates to a specific G-HRC (for example, CFIT); and b) *D* is the number of scheduled commercial departures, divided by 1 million. – This makes one indicator by G-HRC (five indicators). – The decrease in the rate of accidents and serious incidents (as per Target 1.2 which this indicator connects to) is measured using a five-year rolling average and the year 2025 as a baseline. A five-year rolling average is the average calculated every year based on the data of the previous five years. It gives a more realistic picture by reducing the impact of outliers in the data, smoothing the trend curve. It helps identify trends otherwise hard to detect. For example, in 2026, the 2025 baseline five-year rolling average is calculated with data from 2021, 2022, 2023, 2024 and 2025. The following year, the 2026 rolling average will use 2022, 2023, 2024, 2025 and 2026 data.
Datasets	Notifications and ADREP reports submitted by States to ICAO under Annex 13 obligations.
Availability (1-3)	3: Accident notification and ADREP reports are already available in the ICAO ADREP database.
Provider	ICAO (ADREP database)

GASP INDICATOR (GASP-I) FORM	
GASP-I.1.2.02	***Serious incident rate by global high-risk category of occurrence***
Rationale	Related to Global Aviation Safety Plan (GASP) Target 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. This indicator was introduced for the 2026-2028 edition of the GASP. It measures safety levels by focusing specifically on the highest priority occurrence categories, referred to as G-HRCs, which have historically resulted in the highest unsafe outcomes across the world. This indicator complements GASP-I.1.2.01 by focusing on each of the five G-HRC in terms of serious incidents, rather than accidents. It is connected to risk exposure (number of million departures).
Limitations	– The State of Occurrence shall forward a notification of a serious incident to ICAO when the aircraft involved is of a maximum mass of over 2 250 kg or is a turbojet-powered aeroplane, as required by 4.1 of Annex 13 – *Aircraft Accident and Incident Investigation*. – The State conducting the investigation shall send reports via the Accident/Incident Data Reporting (ADREP) system to ICAO for accidents to aircraft over 2 250 kg, as required by Annex 13, Chapter 7. – ICAO maintains an ADREP database with the notifications and ADREP reports it receives, as well as additional reports provided by the ICAO Occurrence Validation Study Group (OVSG). – A validation of the ADREP reports is performed annually by a group of experts (the OVSG), focusing primarily on accidents and serious incidents involving commercial air transport of aircraft of a maximum mass of over 2 250 kg. This validation does not include, as of February 2026, helicopter accidents or aircraft between 2 250 kg and 5 700 kg. – Validated ADREP data for year *n* is available in March of year *n+1*.

Definition of terms	– The term “serious incident” is defined in Annex 13, Chapter 1, Definitions.
	
	– G-HRC are the following five occurrence categories, as per the Commercial Aviation Safety Team (CAST)/ICAO Common Taxonomy Team (CICTT) taxonomy for occurrence categories:
	
	  – Controlled flight into terrain (CFIT).
	
	  – Loss of control in-flight (LOC-I).
	
	  – Mid-air collision (MAC).
	
	  – Runway excursion (RE).
	
	  – Runway incursion (RI).

Calculation method	Indicator = N/D, where: a) *N* is the number of serious incidents by G-HRC involving scheduled commercial operations for which: 1) the date of occurrence is between 1 January and 31 December of the year in question; 2) a notification and/or an ADREP report was forwarded to and received by ICAO or added by the OVSG; 3) the circumstances of the occurrence match those defined for “serious incident” in Annex 13; 4) the aircraft involved in the occurrence is of maximum mass of over 5 700 kg; 5) the occurrence relates to a specific G-HRC (for example, CFIT); and b) *D* is the number of scheduled commercial departures, divided by 1 million. – This makes one indicator by G-HRC (five indicators). – The decrease in the rate of accidents and serious incidents (as per Target 1.2 which this indicator connects to) is measured using a five-year rolling average and the year 2025 as a baseline. A five-year rolling average is the average calculated every year based on the data of the previous five years. It gives a more realistic picture by reducing the impact of outliers in the data, smoothing the trend curve. It helps identify trends otherwise hard to detect. For example, in 2026, the 2025 baseline five-year rolling average is calculated with data from 2021, 2022, 2023, 2024 and 2025. The following year, the 2026 rolling average will use 2022, 2023, 2024, 2025 and 2026 data.
Datasets	Notifications and ADREP reports submitted by States to ICAO under Annex 13 obligations.
Availability (1-3)	3: Accident notification and ADREP reports are already available in the ICAO ADREP database.
Provider	ICAO (ADREP database)

GASP INDICATOR (GASP-I) FORM	
GASP-I.1.2.03	***Percentage of accidents related to global high-risk category of occurrences compared to all accidents***
Rationale	Related to GASP Target 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. This indicator was introduced for the 2026-2028 edition of the GASP. It measures safety levels by focusing specifically on the highest priority occurrence categories, referred to as G-HRCs, which have historically resulted in the highest unsafe outcomes across the world. This indicator complements GASP-I.1.2.01 by focusing on the number of accidents that involved the five G-HRCs in comparison to the overall number.
Limitations	– The State of Occurrence shall forward a notification of an accident to ICAO when the aircraft involved is of a maximum mass of over 2 250 kg or is a turbojet-powered aeroplane, as required by 4.1 of Annex 13 – *Aircraft Accident and Incident Investigation*. – The State conducting the investigation shall send reports via the Accident/Incident Data Reporting (ADREP) system to ICAO for accidents to aircraft over 2 250 kg, as required by Annex 13, Chapter 7. – ICAO maintains an ADREP database with the notifications and ADREP reports it receives, as well as additional reports provided by the ICAO Occurrence Validation Study Group (OVSG). – A validation of the ADREP reports is performed annually by a group of experts (the OVSG), focusing primarily on accidents and serious incidents involving commercial air transport of aircraft of a maximum mass of over 2 250 kg. This validation does not include, as of February 2026, helicopter accidents or aircraft between 2 250 kg and 5 700 kg. – Validated ADREP data for year *n* is available in March of year *n+1*.
Definition of terms	– The term “accident” is defined in Annex 13, Chapter 1, Definitions. – G-HRC are the following five occurrence categories, as per the Commercial Aviation Safety Team (CAST)/ICAO Common Taxonomy Team (CICTT) taxonomy for occurrence categories: – Controlled flight into terrain (CFIT). – Loss of control in-flight (LOC-I). – Mid-air collision (MAC). – Runway excursion (RE). – Runway incursion (RI).

Calculation method	Indicator = 100 * N/D, where: a) *N* is the number of accidents by G-HRC involving scheduled commercial operations for which: 1) the date of occurrence is between 1 January and 31 December of the year in question; 2) a notification and/or an ADREP report was forwarded to and received by ICAO or added by the OVSG; 3) the circumstances of the occurrence match those defined for “accident” in Annex 13; 4) the aircraft involved in the occurrence is of maximum mass of over 5 700 kg; 5) the occurrence relates to a specific G-HRC (for example, CFIT); and b) *D* is the number of accidents involving scheduled commercial operations for which: 1) the date of occurrence is between 1 January and 31 December of the year in question; 2) a notification and/or an ADREP report was forwarded to and received by ICAO or added by the OVSG; 3) the circumstances of the occurrence match those defined for “accident” in Annex 13; and 4) the aircraft involved in the occurrence is of maximum mass of over 5 700 kg. – This makes one indicator by G-HRC (five indicators).
Datasets	Notifications and ADREP reports submitted by States to ICAO under Annex 13 obligations.
Availability (1-3)	3: Accident notification and ADREP reports are already available in the ICAO ADREP database.
Provider	ICAO (ADREP database)

GASP INDICATOR (GASP-I) FORM	
GASP-I.1.2.04	***Percentage of serious incidents related to global high-risk category of occurrences compared to all serious incidents***
Rationale	Related to GASP Target 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. This indicator was introduced for the 2026-2028 edition of the GASP. It measures safety levels by focusing specifically on the highest priority occurrence categories, referred to as G-HRCs, which have historically resulted in the highest unsafe outcomes across the world. This indicator complements GASP-I.1.2.02 by focusing on the number of serious incidents that involved the five G-HRC in comparison to the overall number.
Limitations	– The State of Occurrence shall forward a notification of an accident to ICAO when the aircraft involved is of a maximum mass of over 2 250 kg or is a turbojet-powered aeroplane, as required by 4.1 of Annex 13 – *Aircraft Accident and Incident Investigation*. – The State conducting the investigation shall send reports via the Accident/Incident Data Reporting (ADREP) system to ICAO for accidents to aircraft over 2 250 kg, as required by Annex 13, Chapter 7. – ICAO maintains an ADREP database with the notifications and ADREP reports it receives, as well as additional reports provided by the ICAO Occurrence Validation Study Group (OVSG). – A validation of the ADREP reports is performed annually by a group of experts (the OVSG), focusing primarily on accidents and serious incidents involving commercial air transport of aircraft of a maximum mass of over 2 250 kg. This validation does not include, as of February 2026, helicopter accidents or aircraft between 2 250 kg and 5 700 kg. – Validated ADREP data for year *n* is available in March of year *n+1*.

Definition of terms	– The term “serious incident” is defined in Annex 13, Chapter 1, Definitions.
	
	– G-HRC are the following five occurrence categories, as per the Commercial Aviation Safety Team (CAST)/ICAO Common Taxonomy Team (CICTT) taxonomy for occurrence categories:
	
	  – Controlled flight into terrain (CFIT).
	
	  – Loss of control in-flight (LOC-I).
	
	  – Mid-air collision (MAC).
	
	  – Runway excursion (RE).
	
	  – Runway incursion (RI).

Calculation method	Indicator = 100 * N/D, where: a) *N* is the number of serious incidents by G-HRC involving scheduled commercial operations for which: 1) the date of occurrence is between 1 January and 31 December of the year in question; 2) a notification and/or an ADREP report was forwarded to and received by ICAO or added by the OVSG; 3) the circumstances of the occurrence match those defined for “serious incident” in Annex 13; 4) the aircraft involved in the occurrence is of maximum mass of over 5 700 kg; 5) the occurrence relates to a specific G-HRC (for example, CFIT); and b) *D* is the number of serious incidents involving scheduled commercial operations for which: 1) the date of occurrence is between 1 January and 31 December of the year in question; 2) a notification and/or an ADREP report was forwarded to and received by ICAO or added by the OVSG; 3) the circumstances of the occurrence match those defined for “serious incident” in Annex 13; and 4) the aircraft involved in the occurrence is of maximum mass of over 5 700 kg. – This makes one indicator by G-HRC (five indicators).
Datasets	Notifications and ADREP reports submitted by States to ICAO under Annex 13 obligations.
Availability (1-3)	3: Accident notification and ADREP reports are already available in the ICAO ADREP database.
Provider	ICAO (ADREP database)

GASP INDICATOR (GASP-I) FORM	
GASP-I.1.3.01	***Accident rate by other global risk category of occurrence***
Rationale	Related to GASP Target 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. This indicator was introduced for the 2026-2028 edition of the GASP. It measures safety levels by focusing specifically on the other global risk categories of occurrences (besides the global high-risk categories of occurrences) that are trending up and should therefore be monitored by stakeholders so that action may be taken, as appropriate. This indicator complements GASP-I.1.1.01 by focusing on each of the three other global risk categories of occurrences (G-ORCs) and is a subset of it. It is connected to risk exposure (number of million departures).
Limitations	– The State of Occurrence shall forward a notification of an accident to ICAO when the aircraft involved is of a maximum mass of over 2 250 kg or is a turbojet-powered aeroplane, as required by 4.1 of Annex 13 – *Aircraft Accident and Incident Investigation*. – The State conducting the investigation shall send reports via the Accident/Incident Data Reporting (ADREP) system to ICAO for accidents to aircraft over 2 250 kg, as required by Annex 13, Chapter 7. – ICAO maintains an ADREP database with the notifications and ADREP reports it receives, as well as additional reports provided by the ICAO Occurrence Validation Study Group (OVSG). – A validation of the ADREP reports is performed annually by a group of experts (the OVSG), focusing primarily on accidents and serious incidents involving commercial air transport of aircraft of a maximum mass of over 2 250 kg. This validation does not include, as of February 2026, helicopter accidents or aircraft between 2 250 kg and 5 700 kg. – Validated ADREP data for year *n* is available in March of year *n+1*. – The Official Airline Guide (OAG) makes available to ICAO traffic data for scheduled operations with aircraft > 5 700 kg. – Validated OAG traffic data for year *n* is available in March of year *n+1.*

Definition of terms	– The term “accident” is defined in Annex 13, Chapter 1. Definitions
	
	– G-ORC are the following five occurrence categories, as per the Commercial Aviation Safety Team (CAST)/ICAO Common Taxonomy Team (CICTT) taxonomy for occurrence categories:
	
	  – Abnormal runway contact (ARC).
	
	  – System/component failure or malfunction (non-powerplant) (SCF–NP).
	
	  – Turbulence encounter (TURB).

Calculation method	Indicator = N/D, where: a) *N* is the number of accidents by G-ORC involving scheduled commercial operations for which: 1) the date of occurrence is between 1 January and 31 December of the year in question; 2) a notification and/or an ADREP report was forwarded to and received by ICAO or added by the OVSG; 3) the circumstances of the occurrence match those defined for “accident” in Annex 13; 4) the aircraft involved in the occurrence is of maximum mass of over 5 700 kg; 5) the occurrence relates to a specific G-ORC (for example, ARC); and b) *D* is the number of scheduled commercial departures, divided by 1 million. – This makes one indicator by G-ORC (three indicators). – The decrease in the rate of accidents and serious incidents (as per Target 1.3 which this indicator connects to) is measured using a five-year rolling average and the year 2025 as a baseline. A five-year rolling average is the average calculated every year based on the data of the previous five years. It gives a more realistic picture by reducing the impact of outliers in the data, smoothing the trend curve. It helps identify trends otherwise hard to detect. For example, in 2026, the 2025 baseline five-year rolling average is calculated with data from 2021, 2022, 2023, 2024 and 2025. The following year, the 2026 rolling average will use 2022, 2023, 2024, 2025 and 2026 data.
Datasets	– Notifications and ADREP reports submitted by States to ICAO under Annex 13 obligations. – OAG dataset for ICAO.
Availability (1-3)	3: Accident notification and ADREP reports are already available in the ICAO ADREP database.
Provider	ICAO (ADREP database)

GASP INDICATOR (GASP-I) FORM	
GASP-I.1.3.02	***Serious incident rate by other global risk category of occurrence***
Rationale	Related to GASP Target 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. This indicator was introduced for the 2026-2028 edition of the GASP. It measures safety levels by focusing specifically on the other global risk categories of occurrences (besides the global high-risk categories of occurrences) that are trending up and should therefore be monitored by stakeholders so that action may be taken, as appropriate. This indicator complements GASP-I.1.3.01 by focusing on each of the three global risk categories of occurrences (G-ORCs) in terms of serious incidents, rather than accidents. It is connected to risk exposure (number of million departures).
Limitations	– The State of Occurrence shall forward a notification of an accident to ICAO when the aircraft involved is of a maximum mass of over 2 250 kg or is a turbojet-powered aeroplane, as required by 4.1 of Annex 13 – *Aircraft Accident and Incident Investigation*. – The State conducting the investigation shall send reports via the Accident/Incident Data Reporting (ADREP) system to ICAO for accidents to aircraft over 2 250 kg, as required by Annex 13, Chapter 7. – ICAO maintains an ADREP database with the notifications and ADREP reports it receives, as well as additional reports provided by the ICAO Occurrence Validation Study Group (OVSG). – A validation of the ADREP reports is performed annually by a group of experts (the OVSG), focusing primarily on accidents and serious incidents involving commercial air transport of aircraft of a maximum mass of over 2 250 kg. This validation does not include, as of February 2026, helicopter accidents or aircraft between 2 250 kg and 5 700 kg. – Validated ADREP data for year *n* is available in March of year *n+1*. – The Official Airline Guide (OAG) makes available to ICAO traffic data for scheduled operations with aircraft > 5 700 kg. – Validated OAG traffic data for year *n* is available in March of year *n+1*.

Definition of terms	– The term “serious incident” is defined in Annex 13, Chapter 1. Definitions
	
	– G-ORC are the following five occurrence categories, as per the Commercial Aviation Safety Team (CAST)/ICAO Common Taxonomy Team (CICTT) taxonomy for occurrence categories:
	
	  – Abnormal runway contact (ARC).
	
	  – System/component failure or malfunction (non-powerplant) (SCF–NP).
	
	  – Turbulence encounter (TURB).

Calculation method	Indicator = N/D, where: a) *N* is the number of serious incidents by G-ORC involving scheduled commercial operations for which: 1) the date of occurrence is between 1 January and 31 December of the year in question; 2) a notification and/or an ADREP report was forwarded to and received by ICAO or added by the OVSG; 3) the circumstances of the occurrence match those defined for “serious incident” in Annex 13; 4) the aircraft involved in the occurrence is of maximum mass of over 5 700 kg; 5) the occurrence relates to a specific G-ORC (for example, ARC); and b) *D* is the number of scheduled commercial departures, divided by 1 million. – This makes one indicator by G-ORC (three indicators). – The decrease in the rate of accidents and serious incidents (as per Target 1.3 which this indicator connects to) is measured using a five-year rolling average and the year 2025 as a baseline. A five-year rolling average is the average calculated every year based on the data of the previous five years. It gives a more realistic picture by reducing the impact of outliers in the data, smoothing the trend curve. It helps identify trends otherwise hard to detect. For example, in 2026, the 2025 baseline five-year rolling average is calculated with data from 2021, 2022, 2023, 2024 and 2025. The following year, the 2026 rolling average will use 2022, 2023, 2024, 2025 and 2026 data.
Datasets	– Notifications and ADREP reports submitted by States to ICAO under Annex 13 obligations. – OAG dataset for ICAO.
Availability (1-3)	3: Accident notification and ADREP reports are already available in the ICAO ADREP database.
Provider	ICAO (ADREP database)

GASP INDICATOR (GASP-I) FORM	
GASP-I.1.3.03	***Fatal accident rate by other global risk category of occurrence***
Rationale	Related to GASP Target 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. This indicator was introduced for the 2026-2028 edition of the GASP. It measures safety levels by focusing specifically on the other global risk categories of occurrences (besides the global high-risk categories of occurrences) that are trending up and should therefore be monitored by stakeholders so that action may be taken, as appropriate. This indicator complements GASP-I.1.1.02 by focusing on each of the three global risk categories of occurrences (G-ORCs) in terms of fatal accidents, rather than all accidents and is a subset of it. It is connected to risk exposure (number of million departures).
Limitations	– The State of Occurrence shall forward a notification of an accident to ICAO when the aircraft involved is of a maximum mass of over 2 250 kg or is a turbojet-powered aeroplane, as required by 4.1 of Annex 13 – *Aircraft Accident and Incident Investigation*. – The State conducting the investigation shall send reports via the Accident/Incident Data Reporting (ADREP) system to ICAO for accidents to aircraft over 2 250 kg, as required by Annex 13, Chapter 7. – ICAO maintains an ADREP database with the notifications and ADREP reports it receives, as well as additional reports provided by the ICAO Occurrence Validation Study Group (OVSG). – A validation of the ADREP reports is performed annually by a group of experts (the OVSG), focusing primarily on accidents and serious incidents involving commercial air transport of aircraft of a maximum mass of over 2 250 kg. This validation does not include, as of February 2026, helicopter accidents or aircraft between 2 250 kg and 5 700 kg. – Validated ADREP data for year *n* is available in March of year *n*+1. – The Official Airline Guide (OAG) makes available to ICAO traffic data for scheduled operations with aircraft > 5 700 kg. – Validated OAG traffic data for year *n* is available in March of year *n+1*.
Definition of terms	– The term “accident” is defined in Annex 13, Chapter 1, Definitions. – A fatal accident is an accident in which a person is fatally injured as a result of: a) being in the aircraft; or b) direct contact with any part of the aircraft, including parts which have become detached from the aircraft; or c) direct exposure to jet blast, except when the injuries are from natural causes, self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the

	passengers and crew. – For statistical uniformity only, an injury resulting in death within 30 days of the date of the accident is classified, by ICAO, as a fatal injury. – G-ORC are the following five occurrence categories, as per the Commercial Aviation Safety Team (CAST)/ICAO Common Taxonomy Team (CICTT) taxonomy for occurrence categories: – Abnormal runway contact (ARC). – System/component failure or malfunction (non-powerplant) (SCF–NP). – Turbulence encounter (TURB).
Calculation method	Indicator = N/D, where: a) *N* is the number of fatal accidents by G-ORC involving scheduled commercial operations for which: 1) the date of occurrence is between 1 January and 31 December of the year in question; 2) a notification and/or an ADREP report was forwarded to and received by ICAO or added by the OVSG; 3) the circumstances of the occurrence match those defined for “accident” in Annex 13 in which a person is fatally injured; 4) the aircraft involved in the occurrence is of maximum mass of over 5 700 kg; 5) the occurrence relates to a specific G-ORC (for example, ARC); and b) *D* is the number of scheduled commercial departures, divided by 1 million. – This makes one indicator by G-ORC (three indicators). – The decrease in the rate of accidents and serious incidents (as per Target 1.3 which this indicator connects to) is measured using a five-year rolling average and the year 2025 as a baseline. A five-year rolling average is the average calculated every year based on the data of the previous five years. It gives a more realistic picture by reducing the impact of outliers in the data, smoothing the trend curve. It helps identify trends otherwise hard to detect. For example, in 2026, the 2025 baseline five-year rolling average is calculated with data from 2021, 2022, 2023, 2024 and 2025. The following year, the 2026 rolling average will use 2022, 2023, 2024, 2025 and 2026 data.
Datasets	– Notifications and ADREP reports submitted by States to ICAO under Annex 13 obligations. – OAG dataset for ICAO.
Availability (1-3)	3: Accident notification and ADREP reports are already available in the ICAO ADREP database.
Provider	ICAO (ADREP database)

GASP INDICATOR (GASP-I) FORM	
GASP-I.1.3.04	***Fatality rate by other global risk category of occurrence***
Rationale	Related to GASP Target 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. This indicator was introduced for the 2026-2028 edition of the GASP. It measures safety levels by focusing specifically on the other global risk categories of occurrences (besides the global high-risk categories of occurrences) that are trending up and should therefore be monitored by stakeholders so that action may be taken, as appropriate. This indicator complements GASP-I.1.1.03 by focusing on each of the three global risk categories of occurrences (G-ORCs) in terms of fatality rate, rather than all accidents and is a subset of it. It is connected to risk exposure (number of million departures).
Limitations	– The State of Occurrence shall forward a notification of an accident to ICAO when the aircraft involved is of a maximum mass of over 2 250 kg or is a turbojet-powered aeroplane, as required by 4.1 of Annex 13 – *Aircraft Accident and Incident Investigation*. – The State conducting the investigation shall send reports via the Accident/Incident Data Reporting (ADREP) system to ICAO for accidents to aircraft over 2 250 kg, as required by Annex 13, Chapter 7. – ICAO maintains an ADREP database with the notifications and ADREP reports it receives, as well as additional reports provided by the ICAO Occurrence Validation Study Group (OVSG). – A validation of the ADREP reports is performed annually by a group of experts (the OVSG), focusing primarily on accidents and serious incidents involving commercial air transport of aircraft of a maximum mass of over 2 250 kg. This validation does not include, as of February 2026, helicopter accidents or aircraft between 2 250 kg and 5 700 kg. – Validated ADREP data for year *n* is available in March of year *n+1*. – Validated data for year *n* on passengers carried is available on ICAO DATA+ in March of year *n+1.*
Definition of terms	– The term “accident” is defined in Annex 13, Chapter 1, Definitions. – A fatal accident is an accident in which a person is fatally injured as a result of: a) being in the aircraft; or b) direct contact with any part of the aircraft, including parts which have become detached from the aircraft; or c) direct exposure to jet blast, except when the injuries are from natural causes, self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew.

	– For statistical uniformity only, an injury resulting in death within 30 days of the date of the accident is classified, by ICAO, as a fatal injury. – G-ORC are the following five occurrence categories, as per the Commercial Aviation Safety Team (CAST)/ICAO Common Taxonomy Team (CICTT) taxonomy for occurrence categories: – Abnormal runway contact (ARC). – System/component failure or malfunction (non-powerplant) (SCF–NP). – Turbulence encounter (TURB).
Calculation method	Indicator = N/D, where: a) *N* is the number of fatally injured persons in all accidents involving scheduled commercial operations for which: 1) the date of occurrence is between 1 January and 31 December of the year in question; 2) a notification and/or an ADREP report was forwarded to and received by ICAO or added by the OVSG; 3) the circumstances of the occurrence match those defined for “accident” in Annex 13 in which a person is fatally injured; 4) the aircraft involved in the occurrence is of maximum mass of over 5 700 kg; 5) the occurrence relates to a specific G-ORC (for example, ARC); and b) *D* is the total number of passengers carried on scheduled services, divided by 1 billion. – This makes one indicator by G-ORC (three indicators). – The decrease in the rate of accidents and serious incidents (as per Target 1.3 which this indicator connects to) is measured using a five-year rolling average and the year 2025 as a baseline. A five-year rolling average is the average calculated every year based on the data of the previous five years. It gives a more realistic picture by reducing the impact of outliers in the data, smoothing the trend curve. It helps identify trends otherwise hard to detect. For example, in 2026, the 2025 baseline five-year rolling average is calculated with data from 2021, 2022, 2023, 2024 and 2025. The following year, the 2026 rolling average will use 2022, 2023, 2024, 2025 and 2026 data.
Datasets	– Notifications and ADREP reports submitted by States to ICAO under Annex 13 obligations. – Traffic data collected by ICAO.
Availability (1-3)	3: Accident notification and ADREP reports are already available in the ICAO ADREP database.
Provider	ICAO (ADREP database and ICAO DATA+)

GASP INDICATOR (GASP-I) FORM	
GASP-I.1.3.05	***Number of injuries per billion passengers carried (injury rate)***
Rationale	Related to GASP Target 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. This indicator was introduced for the 2026-2028 edition of the GASP. It measures safety levels by focusing specifically on the other global risk categories of occurrences (besides the global high-risk categories of occurrences) that are trending up and should therefore be monitored by stakeholders so that action may be taken, as appropriate. This indicator complements GASP-I.1.1.03 by focusing on each of the three global risk categories of occurrences (G-ORCs) in terms of injury rate, rather than fatality rate. It is connected to risk exposure (number of billion passengers carried).
Limitations	– The State of Occurrence shall forward a notification of an accident to ICAO when the aircraft involved is of a maximum mass of over 2 250 kg or is a turbojet-powered aeroplane, as required by 4.1 of Annex 13 – *Aircraft Accident and Incident Investigation*. – The State conducting the investigation shall send reports via the Accident/Incident Data Reporting (ADREP) system to ICAO for accidents to aircraft over 2 250 kg, as required by Annex 13, Chapter 7. – ICAO maintains an ADREP database with the notifications and ADREP reports it receives, as well as additional reports provided by the ICAO Occurrence Validation Study Group (OVSG). – A validation of the ADREP reports is performed annually by a group of experts (the OVSG), focusing primarily on accidents and serious incidents involving commercial air transport of aircraft of a maximum mass of over 2 250 kg. This validation does not include, as of February 2026, helicopter accidents or aircraft between 2 250 kg and 5 700 kg. – Validated ADREP data for year *n* is available in March of year *n+1*. – Validated data for year *n* on passengers carried is available on ICAO DATA+ in March of year *n+1.*
Definition of terms	– The term “accident” is defined in Annex 13, Chapter 1, Definitions. – Serious injury. An injury which is sustained by a person in an accident and which: a) requires hospitalization for more than 48 hours, commencing within seven days from the date the injury was received; or b) results in a fracture of any bone (except simple fractures of fingers, toes or nose); or c) involves lacerations which cause severe haemorrhage, nerve, muscle or tendon damage; or d) involves injury to any internal organ; or e) involves second or third degree burns, or any burns affecting more than 5 per cent of the body surface; or

	f) involves verified exposure to infectious substances or injurious radiation. – A minor injury is an injury that is neither serious nor fatal. – G-ORC are the following five occurrence categories, as per the Commercial Aviation Safety Team (CAST)/ICAO Common Taxonomy Team (CICTT) taxonomy for occurrence categories: – Abnormal runway contact (ARC). – System/component failure or malfunction (non-powerplant) (SCF–NP). – Turbulence encounter (TURB).
Calculation method	– Indicator = N/D, where: a) *N* is the number of persons having sustained serious or minor injuries in all accidents involving scheduled commercial operations for which: 1) the date of occurrence is between 1 January and 31 December of the year in question; 2) a notification and/or an ADREP report was forwarded to and received by ICAO or added by the OVSG; 3) the circumstances of the occurrence match those defined for “accident” in Annex 13 in which a person is injured; 4) the aircraft involved in the occurrence is of maximum mass of over 5 700 kg; 5) the occurrence relates to a specific G-ORC (for example, ARC); and b) *D* is the total number of passengers carried on scheduled services, divided by 1 billion. – This makes one indicator by G-ORC (three indicators). – The decrease in the rate of accidents and serious incidents (as per Target 1.3 which this indicator connects to) is measured using a five-year rolling average and the year 2025 as a baseline. A five-year rolling average is the average calculated every year based on the data of the previous five years. It gives a more realistic picture by reducing the impact of outliers in the data, smoothing the trend curve. It helps identify trends otherwise hard to detect. For example, in 2026, the 2025 baseline five-year rolling average is calculated with data from 2021, 2022, 2023, 2024 and 2025. The following year, the 2026 rolling average will use 2022, 2023, 2024, 2025 and 2026 data.
Datasets	– Notifications and ADREP reports submitted by States to ICAO under Annex 13 obligations. – Traffic data collected by ICAO.
Availability (1-3)	3: Accident notification and ADREP reports are already available in the ICAO ADREP database.
Provider	ICAO (ADREP database and ICAO DATA+)

GASP INDICATOR (GASP-I) FORM	
GASP-I.2.1.01	***Percentage of States with a "satisfactory" rating for the Universal Safety Oversight Audit Programme (USOAP) Protocol Question (PQ) 2.051***
Rationale	Related to Target 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. This indicator was introduced for the 2026-2028 edition of the Global Aviation Safety Plan (GASP). It is linked to the global organizational challenge of a lack of sufficient financial resources for the safety oversight authority to meet its national and international obligations.
Limitations	– There are a limited number of Universal Safety Oversight Audit Programme (USOAP) activities conducted annually. Therefore, a State may have a "satisfactory" or "unsatisfactory" rating (status) for the specific Protocol Question (PQ) but was not assessed or validated by ICAO through its activities. – Lack of up-to-date data in the USOAP Online Framework (OLF) to perform the calculations.
Definition of terms	– OLF refers to a suite of web-integrated applications and centralized database systems that enable the collection of safety-related information and documentation from, principally, the States, and continuous monitoring and reporting of safety oversight activities of States. – The term "Protocol Question" is defined in the *Universal Safety Oversight Audit Programme Continuous Monitoring Manual* (Doc 9735). – 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?" – The PQs are available in the USOAP CMA OLF. – The term "States" refers to ICAO Members States. – A "satisfactory" status (rating) is generated when a State is deemed to have fully addressed a PQ by implementing all the required elements of the PQ, such as those outlined in the "Guidance for Review of Evidence" in the PQ document.
Calculation method	Indicator = 100 *N/D, where: a) *N* is the number of States with a "satisfactory" status for PQ 2.051; and b) *D* is the total number of States.
Datasets	– List of States having with a "satisfactory" status for PQ 2.051; – List of States. – Results for all States are recorded in the USOAP CMA OLF.

Availability (1-3)	3: Results for every audited State are available on the USOAP CMA OLF.
Provider	USOAP CMA OLF

GASP INDICATOR (GASP-I) FORM	
GASP-I.2.2.01	***Number of States that meet the effective implementation (EI) score of equal or greater than the baseline global average for qualified technical personnel (CE-4) for aircraft accident and incident investigation (AIG)***
Rationale	Related to Target 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. This indicator was introduced for the 2026-2028 edition of the Global Aviation Safety Plan (GASP). It is linked to the global organizational challenge of a lack of qualified technical personnel, primarily aircraft accident investigators.
Limitations	– ICAO carries out Universal Safety Oversight Audit Programme (USOAP) activities in line with the *Universal Safety Oversight Audit Programme Continuous Monitoring Manual* (Doc 9735) to determine the safety oversight and accident/incident investigation capabilities of States by assessing their effective implementation of the eight CEs in the audit areas through Protocol Questions (PQs). – There are a limited number of USOAP activities conducted annually. Therefore, a State may have a "satisfactory" or "unsatisfactory" status (rating) for the specific PQs coming from a USOAP activity that was conducted several years ago. – Depending on the time elapsed since the last USOAP activity, and the update of the effective implementation (EI) score for a given State, the indicator may not reflect the actual safety oversight and accident/incident investigation capabilities of that State.
Definition of terms	– The baseline global average is calculated using the global average EI score for CE-4/AIG as on 31 December 2025. – Effective implementation (EI) is a measure of the State's safety oversight capability, calculated for each critical element, each audit area or as an overall measure. The EI is expressed as a percentage. – Overall EI for a State is: EI (%) = (Number of satisfactory PQs) / (Total number of applicable PQs) $\times 100$. – The term "CE-4" refers to the critical element (CE) on qualified technical personnel. – The term "AIG" refers to the audit area (AA) of aircraft accident and incident investigation. – The term "Protocol Question" is defined in the *Universal Safety Oversight Audit Programme Continuous Monitoring Manual* (Doc 9735). – The PQs are available in the USOAP CMA OLF. – The term "States" refers to ICAO Members States.

Calculation method	Count the number of States that have an EI score in CE-4/AIG equal to or above the baseline global average for CE-4/AIG.
Datasets	– List of States that have an EI score in AIG/CE-4 PQs equal to or above the baseline global average for CE- 4/AIG; – The baseline global average for CE-4/AIG. – Results for all States are recorded in the USOAP CMA OLF.
Availability (1-3)	3: Results for every audited State are available on the USOAP CMA OLF.
Provider	USOAP CMA OLF

GASP INDICATOR (GASP-I) FORM	
GASP-I.2.2.02	***Number of States that meet the effective implementation (EI) score of equal or greater than the baseline global average for qualified technical personnel (CE-4) for aerodromes and ground aids (AGA)***
Rationale	Related to Target 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. This indicator was introduced for the 2026-2028 edition of the Global Aviation Safety Plan (GASP). It is linked to the global organizational challenge of a lack of qualified technical personnel, primarily aerodrome inspectors.
Limitations	– ICAO carries out Universal Safety Oversight Audit Programme (USOAP) activities in line with the *Universal Safety Oversight Audit Programme Continuous Monitoring Manual* (Doc 9735) to determine the safety oversight and accident/incident investigation capabilities of States by assessing their effective implementation of the eight CEs in the audit areas through Protocol Questions (PQs). – There are a limited number of USOAP activities conducted annually. Therefore, a State may have a "satisfactory" or "unsatisfactory" status (rating) for the specific PQs coming from a USOAP activity that was conducted several years ago. – Depending on the time elapsed since the last USOAP activity, and the update of the EI score for a given State, the indicator may not reflect the actual safety oversight and accident/incident investigation capabilities of that State. – Migration from 2020 to the 2024 PQ edition will affect the EI values for all the USOAP activities of States and regional organizations, as indicated on the USOAP Continuous Monitoring Approach (CMA) Online Framework (OLF).
Definition of terms	– The baseline global average is calculated using the global average EI score for CE- 4/AGA as on 31 December 2025. – Effective implementation (EI) is a measure of the State's safety oversight capability, calculated for each critical element, each audit area or as an overall measure. The EI is expressed as a percentage. – Overall EI for a State is: EI (%) = (Number of satisfactory PQs) / (Total number of applicable PQs) $\times 100$. – The term "CE-4" refers to the critical element (CE) on qualified technical personnel. – The term "AGA" refers to the audit area (AA) of aerodromes and ground aids. – The term "Protocol Question" is defined in the *Universal Safety Oversight Audit Programme Continuous Monitoring Manual* (Doc 9735). – The PQs are available in the USOAP CMA OLF.

	– The term “States” refers to ICAO Members States.
Calculation method	Count the number of States that have an EI score in CE-4/AGA equal to or above the baseline global average for CE-4/AGA.
Datasets	– List of States that have an EI for CE-4/AGA equal to or above the baseline global average for CE- 4/AGA. – The baseline global average for CE-4/AGA. – Results for all States are recorded in the USOAP CMA OLF.
Availability (1-3)	3: Results for every audited State are available on the USOAP CMA OLF.
Provider	USOAP CMA OLF

GASP INDICATOR (GASP-I) FORM	
GASP-I.2.3.01	***Number of States that meet the EI score of equal or greater than the baseline global average for the resolution of safety issues (CE-8) in aerodromes and ground aids (AGA)***
Rationale	Related to Target 2.3: By 2028, all States to improve their EI score for the resolution of safety issues (CE-8) in aerodromes and ground aids (AGA) with a further commitment that no State has a score of less than the baseline global average. This indicator was introduced for the 2026-2028 edition of the Global Aviation Safety Plan (GASP). It is linked to the global organizational challenge of a lack of a regulatory process to address the resolution of safety issues, primarily related to aerodrome operations.
Limitations	– ICAO carries out Universal Safety Oversight Audit Programme (USOAP) activities in line with the *Universal Safety Oversight Audit Programme Continuous Monitoring Manual* (Doc 9735) to determine the safety oversight and accident/incident investigation capabilities of States by assessing their effective implementation of the eight CEs in the audit areas through Protocol Questions (PQs). – There are a limited number of USOAP activities conducted annually. Therefore, a State may have a "satisfactory" or "unsatisfactory" rating (status) for the specific PQs coming from a USOAP activity that was conducted several years ago. – Depending on the time elapsed since the last USOAP activity, and the update of the EI score for a given State, the indicator may not reflect the actual safety oversight and accident/incident investigation capabilities of that State.
Definition of terms	– The baseline global average is calculated using the global average EI score for CE-8/AGA as on 31 December 2025. – Effective implementation (EI) is a measure of the State's safety oversight capability, calculated for each critical element, each audit area or as an overall measure. The EI is expressed as a percentage. – Overall EI for a State is: EI (%) = (Number of satisfactory PQs) / (Total number of applicable PQs) $\times 100$. – The term "CE-8" refers to the critical element (CE) on resolution of safety issues. – The term "AGA" refers to the audit area (AA) of aerodromes and ground aids. – The term "protocol question" is defined in the *Universal Safety Oversight Audit Programme Continuous Monitoring Manual* (Doc 9735). – The PQs are available in the USOAP CMA OLF. – The term "States" refers to ICAO Members States.
Calculation method	Count the number of States that have an EI score in CE-8/AGA equal to or above the baseline global average for CE-8/AGA.

Datasets	– List of States that have an EI score in CE-8/AGA equal to or above the baseline global average for CE- 8/AGA. – The baseline global average for CE-8/AGA. – Results for all States are recorded in the USOAP CMA OLF.
Availability (1-3)	3: Results for every audited State are available on the USOAP CMA OLF.
Provider	USOAP CMA OLF

GASP INDICATOR (GASP-I) FORM	
GASP-I.3.1.01	***Percentage of States having completed their State safety programme Protocol Question self-assessment, using the ICAO Online Framework***
Rationale	Related to Target 3.1: By 2026, all States to assess the level of implementation of their State safety programme (SSP). This indicator was introduced for the 2026-2028 edition of the Global Aviation Safety Plan (GASP). It is linked to the global organizational challenge of a low level of SSP implementation at the global level and is meant to assist States and ICAO identify the common gaps that impede the establishment of SSPs.
Limitations	This indicator is based on a self-assessment submitted by States via the Universal Safety Oversight Audit Programme Continuous Monitoring Approach (USOAP CMA) Online Framework (OLF). Therefore, if the State has completed its SSP Protocol Question (PQ) self-assessment but has not reflected it on the OLF, then that State will not be counted as having completed its SSP PQ self-assessment for the purpose of measuring the related target.
Definition of terms	– OLF refers to a suite of web-integrated applications and centralized database systems that enable the collection of safety-related information and documentation from, principally, the States, and continuous monitoring and reporting of safety oversight activities of States. – The term “protocol question” is defined in the *Universal Safety Oversight Audit Programme Continuous Monitoring Manual* (Doc 9735). – PQ self-assessment refers to a module in the OLF that allows States to conduct PQ self-assessments by regularly updating the status of PQs and related evidence and documentation. – The term “States” refers to ICAO Members States. – The term “SSP Protocol Question” is defined in Doc 9735.
Calculation method	Indicator = 100 *N/D, where: a) *N* is the number of States that have completed their SSP PQ self-assessment, using the OLF; and b) *D* is the total number of States.
Datasets	– List of SSP PQ self-assessment completed (by State) in the OLF. – List of States. – Results for all States are recorded in the USOAP CMA OLF.
Availability (1-3)	3: Self-assessments for every State are available on the USOAP CMA OLF.
Provider	USOAP CMA OLF

GASP INDICATOR (GASP-I) FORM	
GASP-I.3.2.01	***Percentage of States having established a State safety programme***
Rationale	Related to Target 3.2: By 2028, all States to establish a State safety programme (SSP). This indicator was introduced for the 2026-2028 edition of the Global Aviation Safety Plan (GASP). It is linked to the global organizational challenge of a low level of SSP implementation at the global level.
Limitations	As ICAO Universal Safety Oversight Audit Programme (USOAP) activities cannot cover all States within a triennium, for the purpose of tracking the specific GASP target, this indicator relies on the completion of self-assessments by States via the USOAP Continuous Monitoring Approach (CMA) Online Framework (OLF). Since the indicator is based on a self-assessment submitted by States via the USOAP CMA OLF, if the State has completed its SSP Protocol Question (PQ) self-assessment but has not reflected it on the OLF, then that State will not be counted as having completed its SSP PQ self-assessment for the purpose of measuring the related target.
Definition of terms	– OLF refers to a suite of web-integrated applications and centralized database systems that enable the collection of safety-related information and documentation from, principally, the States, and continuous monitoring and reporting of safety oversight activities of States. – The term “Protocol Question” is defined in the *Universal Safety Oversight Audit Programme Continuous Monitoring Manual* (Doc 9735). – PQ self-assessment refers to a module in the OLF that allows States to conduct PQ self-assessments by regularly updating the status of PQs and related evidence and documentation. – The term “States” refers to ICAO Members States. – The term “State safety programme” is defined in Annex 19 – *Safety Management*. – The term “SSP Protocol Question” is defined in Doc 9735. – The SSP PQs are available in the USOAP CMA OLF. – A “satisfactory” status (rating) is generated when a State is deemed to have fully addressed a PQ by implementing all the required elements of the PQ, such as those outlined in the “Guidance for Review of Evidence” in the PQ document.
Calculation method	Indicator = 100 *N/D, where: a) *N* is the number of States having with a “satisfactory” status for all SSP PQs; and b) *D* is the total number of States.
Datasets	– List of States having with a “satisfactory” status for all SSP PQs; – List of States. – Results for all States are recorded in the USOAP CMA OLF.

Availability (1-3)	3: Self-assessments for every State are available on the USOAP CMA OLF.
Provider	USOAP CMA OLF

GASP INDICATOR (GASP-I) FORM	
GASP-I.3.2.02	***Percentage of States having established a safety data collection and processing system***
Rationale	Related to Target 3.2: By 2028, all States to establish a State safety programme (SSP). This indicator was originally introduced for the 2023-2025 edition of the Global Aviation Safety Plan (GASP), in the context of facilitating industry's participation in a safety information-sharing network. For the 2026-2028 edition of the GASP, this indicator is linked to the global organizational challenges of a low level of SSP implementation at the global level, and of deficiencies in safety data and safety information collection, analysis and exchange, to support safety management activities. The establishment of an SSP includes establishing a safety data collection and processing system (SDCPS) to capture and collect, store, aggregate, process and enable the analysis of safety data and safety information. Having an established SDCPS enables States to address deficiencies in the collection, analysis, and exchange of safety data and safety information and provides the foundation for safety intelligence to support safety management activities.
Limitations	As ICAO Universal Safety Oversight Audit Programme (USOAP) activities cannot cover all States within a triennium, for the purpose of tracking the specific GASP target, this indicator relies on the completion of self-assessments by States via the USOAP Continuous Monitoring Approach (CMA) Online Framework (OLF). Since the indicator is based on a self-assessment submitted by States via the USOAP CMA OLF, if the State has completed its SSP Protocol Question (PQ) self-assessment but has not reflected it on the OLF, then that State will not be counted as having completed its SSP PQ self-assessment for the purpose of measuring the related target.
Definition of terms	– OLF refers to a suite of web-integrated applications and centralized database systems that enable the collection of safety-related information and documentation from, principally, the States, and continuous monitoring and reporting of safety oversight activities of States. – The term "Protocol Question" is defined in the *Universal Safety Oversight Audit Programme Continuous Monitoring Manua*l (Doc 9735). – PQ self-assessment refers to a module in the OLF that allows States to conduct PQ self-assessments by regularly updating the status of PQs and related evidence and documentation. – PQ 9.029: Has the State established and implemented a State-level mandatory reporting system? – PQ 9.037: Has the State established and implemented a State-level voluntary reporting system? – PQ 9.045: Has the State established safety data collection and processing systems (SDCPS) to enable safety data and information analysis? – The term "SDCPS" is described in Annex 19 – *Safety Management*. – The term "States" refers to ICAO Members States. – The term "State safety programme" is defined in Annex 19 – *Safety Management*. – The term "SSP Protocol Question" is defined in Doc 9735.

	– The SSP PQs are available in the USOAP CMA OLF. – A "satisfactory" status (rating) is generated when a State is deemed to have fully addressed a PQ by implementing all the required elements of the PQ, such as those outlined in the "Guidance for Review of Evidence" in the PQ document.
Calculation method	Indicator = 100 *N/D, where: a) *N* is the number of States with a "satisfactory" status for PQ 9.029, PQ 9.037 and PQ 9.045; and b) *D* is the total number of States.
Datasets	– List of States having with a "satisfactory" status for PQ 9.029, PQ 9.037 and PQ 9.045; – List of States. – Results for all States are recorded in the USOAP CMA OLF.
Availability (1-3)	3: Self-assessments for every State are available on the USOAP CMA OLF.
Provider	USOAP CMA OLF

GASP INDICATOR (GASP-I) FORM	
GASP-I.3.2.03	***Percentage of States having established a framework for the protection of safety data and safety information***
Rationale	Related to GASP Target 3.2: By 2028, all States to establish a State safety programme (SSP). This indicator was introduced for the 2026-2028 edition of the Global Aviation Safety Plan (GASP). It is linked to the global organizational challenges of a low level of SSP implementation at the global level, and of deficiencies in safety data and safety information collection, analysis and exchange, to support safety management activities. This indicator focuses on the need for States to establish means to protect data and information collected for safety management purposes, as a key enabler for the establishment of an SSP.
Limitations	As ICAO Universal Safety Oversight Audit Programme (USOAP) activities cannot cover all States within a triennium, for the purpose of tracking the specific GASP target, this indicator relies on the completion of self-assessments by States via the USOAP Continuous Monitoring Approach (CMA) Online Framework (OLF). Since the indicator is based on a self-assessment submitted by States via the USOAP CMA OLF, if the State has completed its SSP Protocol Question (PQ) self-assessment but has not reflected it on the OLF, then that State will not be counted as having completed its SSP PQ self-assessment for the purpose of measuring the related target.
Definition of terms	– OLF refers to a suite of web-integrated applications and centralized database systems that enable the collection of safety-related information and documentation from, principally, the States, and continuous monitoring and reporting of safety oversight activities of States. – The term “Protocol Question” is defined in the *Universal Safety Oversight Audit Programme Continuous Monitoring Manua*l (Doc 9735). – PQ self-assessment refers to a module in the OLF that allows States to conduct PQ self-assessments by regularly updating the status of PQs and related evidence and documentation. – PQ 9.033: Does the State ensure that safety data captured by, and safety information derived from the mandatory reporting system(s) and its related sources are protected? – PQ 9.041: Does the State ensure that safety data captured by, and safety information derived from the voluntary reporting system(s) and its related sources are protected? – The term “States” refers to ICAO Members States. – The term “State safety programme” is defined in Annex 19 – *Safety Management*. – The term “SSP Protocol Question” is defined in Doc 9735. – The SSP PQs are available in the USOAP CMA OLF. – A “satisfactory” status (rating) is generated when a State is deemed to have fully addressed a PQ by implementing all the required elements of the PQ, such as those outlined in the “Guidance for Review of Evidence” in the PQ document. – The principles of safety data and safety information protection are described Annex 19 – *Safety Management*.

Calculation method	Indicator = 100 *N/D, where: a) *N* is the number of States with a “satisfactory” status for PQ 9.033 and PQ 9.041; and b) *D* is the total number of States.
Datasets	– List of States having with a “satisfactory” status for PQ 9.033 and PQ 9.041; – List of States. – Results for all States are recorded in the USOAP CMA OLF.
Availability (1-3)	3: Self-assessments for every State are available on the USOAP CMA OLF.
Provider	USOAP CMA OLF

GASP INDICATOR (GASP-I) FORM	
GASP-I.4.1.01	***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***
Rationale	Related to Target 4.1: By 2026, all regions to identify States that need assistance to address safety issues. This indicator was introduced for the 2026-2028 edition of the Global Aviation Safety Plan (GASP). It provides information on the level of assistance needed by States in each region to address each of the specific global safety issues, as identified in the GASP.
Limitations	– The term “assistance” may be interpreted differently by various stakeholders, such as Regional Safety Oversight Organizations (RSOOs), Regional Accident and Incident Investigation Organization (RAIOs) or States. – There are a limited number of Universal Safety Oversight Audit Programme (USOAP) activities conducted annually. Therefore, a State may have a “satisfactory” or “unsatisfactory” status (rating) for the specific Protocol Question (PQ) coming from a USOAP activity that was conducted several years ago. – For the purpose of measuring the related target, “regions” are limited to the following, and to the Members States accredited to the respective ICAO Regional Offices: – Asia-Pacific. – Eastern and Southern Africa. – Europe. – Middle East. – North America, Central America and Caribbean. – South America. – Western and Central Africa.
Definition of terms	– The term “region” refers to a group of States and/or entities working together to enhance safety within a geographic area. – The term “Protocol Question” is defined in the *Universal Safety Oversight Audit Programme Continuous Monitoring Manua*l (Doc 9735). – 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?” – USOAP CMA OLF: Universal Safety Oversight Audit Programme Continuous Monitoring Approach Online Framework.

	– The PQs are available in the USOAP CMA OLF. – The term “States” refers to ICAO Members States. – A “satisfactory” status (rating) is generated when a State is deemed to have fully addressed a PQ by implementing all the required elements of the PQ, such as those outlined in the “Guidance for Review of Evidence” in the PQ document. – A State that “needs for assistance” to address a lack of sufficient financial resources for the safety oversight authority to meet its national and international obligations is one: – with an “unsatisfactory” status for PQ 2.051; or – which formally requested assistance from the ICAO Regional Office; or – which was identified by the ICAO Regional Office as requiring assistance.
Calculation method	Indicator = 100 *N/D, where: a) *N* is the number of States in a region with an “unsatisfactory” status for PQ 2.051; and b) *D* is the total number of States in that region. – This makes one indicator by region (seven indicators).
Datasets	– List of States in a region having with a “unsatisfactory” status for PQ 2.051. – List of States in that region. – Results for all States are recorded in the USOAP CMA OLF.
Availability (1-3)	2: Although results for every audited State are available on the USOAP CMA OLF, the ICAO Regional Office should collect requests for assistance. This indicator depends on all requests being made known to the Regional Office.
Provider	– USOAP CMA OLF – ICAO Regional Offices

GASP INDICATOR (GASP-I) FORM	
GASP-I.4.1.02	***Percentage of States in each region that need assistance to address the lack of qualified technical personnel, primarily aircraft accident investigators and aerodrome inspectors***
Rationale	Related to GASP Target 4.1: By 2026, all regions to identify States that need assistance to address safety issues. This indicator was introduced for the 2026-2028 edition of the Global Aviation Safety Plan (GASP). It provides information on the level of assistance needed by States in each region to address each of the specific global safety issues, as identified in the GASP.
Limitations	– The term “assistance” may be interpreted differently by various stakeholders, such as Regional Safety Oversight Organizations (RSOOs), Regional Accident and Incident Investigation Organization (RAIOs) or States. – There are a limited number of Universal Safety Oversight Audit Programme (USOAP) activities conducted annually. Therefore, a State may have a “satisfactory” or “unsatisfactory” status (rating) for the specific Protocol Questions (PQs) coming from a USOAP activity that was conducted several years ago. – For the purpose of measuring the related target, “regions” are limited to the following, and to the Members States accredited to the respective ICAO Regional Offices: – Asia-Pacific. – Eastern and Southern Africa. – Europe. – Middle East. – North America, Central America and Caribbean. – South America. – Western and Central Africa.
Definition of terms	– The term “region” refers to a group of States and/or entities working together to enhance safety within a geographic area. – The term “CE-4” refers to the critical element (CE) on qualified technical personnel. – The term “AIG” refers to the audit area (AA) of aircraft accident and incident investigation. – The term “AGA” refers to the AA of aerodromes and ground aids. – The term “effective implementation (EI)” is defined in the *Universal Safety Oversight Audit Programme Continuous Monitoring Manua*l (Doc 9735). – The term “protocol question” is defined in Doc 9735.

	– USOAP CMA OLF: Universal Safety Oversight Audit Programme Continuous Monitoring Approach Online Framework. – The PQs are available in the USOAP CMA OLF. – The term "States" refers to ICAO Members States. – A "satisfactory" status (rating) is generated when a State is deemed to have fully addressed a PQ by implementing all the required elements of the PQ, such as those outlined in the "Guidance for Review of Evidence" in the PQ document. – A State that "needs for assistance" to address the lack of qualified technical personnel, primarily aircraft accident investigators is one: – with an EI score in CE-4/AIG PQs below the baseline global average for CE-4/AIG; or – which formally requested assistance from the ICAO Regional Office; or – which was identified by the ICAO Regional Office as requiring assistance. – A State that "needs for assistance" to address the lack of qualified technical personnel, primarily aerodrome inspectors is one: – with an EI score in CE-4/AGA PQs below the baseline global average for CE-4/AGA; or – which formally requested assistance from the ICAO Regional Office; or – which was identified by the ICAO Regional Office as requiring assistance. – The baseline global average is calculated using the global average EI score for CE-4/AIG and CE- 4/AGA, respectively, as on 31 December 2025.
Calculation method	Indicator = 100 *N/D, where: a) *N* is the number of States in a region that have an EI score in CE-4/AIG PQs below the baseline global average for CE-4/AIG and/or an EI score in CE-4/AGA PQs below the baseline global average for CE-4/AGA; and b) *D* is the total number of States in that region. – This makes two indicators by region (14 indicators – seven for CE-4/AIG and seven for CE-4/AGA).
Datasets	– List of States in a region that have an EI score in CE-4/AIG PQs below the baseline global average for CE-4/AIG. – List of States in a region that have an EI score in CE-4/AGA PQs below the baseline global average for CE-4/AGA. – List of States in that region. – Results for all States are recorded in the USOAP CMA OLF.

Availability (1-3)	2: Although results for every audited State are available on the USOAP CMA OLF, the ICAO Regional Office should collect requests for assistance. This indicator depends on all requests being made known to the Regional Office.
Provider	– USOAP CMA OLF – ICAO Regional Offices

GASP INDICATOR (GASP-I) FORM	
GASP-I.4.1.03	***Percentage of States in each region that need assistance to address the resolution of safety issues, primarily related to aerodrome operations***
Rationale	Related to GASP Target 4.1: By 2026, all regions to identify States that need assistance to address safety issues. This indicator was introduced for the 2026-2028 edition of the Global Aviation Safety Plan (GASP). It provides information on the level of assistance needed by States in each region to address each of the specific global safety issues, as identified in the GASP.
Limitations	– The term “assistance” may be interpreted differently by various stakeholders, such as Regional Safety Oversight Organizations (RSOOs), Regional Accident and Incident Investigation Organization (RAIOs) or States. – There are a limited number of Universal Safety Oversight Audit Programme (USOAP) activities conducted annually. Therefore, a State may have a “satisfactory” or “unsatisfactory” status (rating) for the specific Protocol Questions (PQs) coming from a USOAP activity that was conducted several years ago. – For the purpose of measuring the related target, “regions” are limited to the following, and to the Members States accredited to the respective ICAO Regional Offices: – Asia-Pacific. – Eastern and Southern Africa. – Europe. – Middle East. – North America, Central America and Caribbean. – South America. – Western and Central Africa.
Definition of terms	– The term “region” refers to a group of States and/or entities working together to enhance safety within a geographic area. – The term “CE-8” refers to the critical element (CE) on resolution of safety issues. – The term “AGA” refers to the audit area (AA) of aerodromes and ground aids. – The term “effective implementation (EI)” is defined in the *Universal Safety Oversight Audit Programme Continuous Monitoring Manua*l (Doc 9735). – The term “Protocol Question” is defined in Doc 9735. – USOAP CMA OLF: Universal Safety Oversight Audit Programme Continuous Monitoring Approach Online Framework.

	– The PQs are available in the USOAP CMA OLF.
	– The term “States” refers to ICAO Members States.
	– A “satisfactory” status (rating) is generated when a State is deemed to have fully addressed a PQ by implementing all the required elements of the PQ, such as those outlined in the “Guidance for Review of Evidence” in the PQ document.
	– A State that “needs for assistance” to address the resolution of safety issues, primarily related to aerodrome operations is one:
	  – with an EI score in CE-8/AGA PQs below the baseline global average for CE-8/AGA; or
	  – which formally requested assistance from the ICAO Regional Office; or
	  – which was identified by the ICAO Regional Office as requiring assistance.
	– The baseline global average is calculated using the global average EI score for CE-8/AGA, as on 31 December 2025.

Calculation method	Indicator = 100 *N/D, where: a) *N* is the number of States in a region that have an EI score in CE-8/AGA PQs below the baseline global average for CE-8/AGA; and b) *D* is the total number of States in that region. – This makes one indicator by region (seven indicators).
Datasets	– List of States in a region that have an EI score in CE-8/AGA PQs below the baseline global average for CE-8/AGA. – List of States in that region. – Results for all States are recorded in the USOAP CMA OLF.
Availability (1-3)	2: Although results for every audited State are available on the USOAP CMA OLF, the ICAO Regional Office should collect requests for assistance. This indicator depends on all requests being made known to the Regional Office.
Provider	– USOAP CMA OLF – ICAO Regional Offices

GASP INDICATOR (GASP-I) FORM	
GASP-I. 4.1.04	***Percentage of States in each region that need assistance to address a low level of SSP implementation***
Rationale	Related to Target 4.1: By 2026, all regions to identify States that need assistance to address safety issues. This indicator was introduced for the 2026-2028 edition of the Global Aviation Safety Plan (GASP). It provides information on the level of assistance needed by States in each region to address each of the specific global safety issues, as identified in the GASP.
Limitations	– The term “assistance” may be interpreted differently by various stakeholders, such as Regional Safety Oversight Organizations (RSOOs), Regional Accident and Incident Investigation Organization (RAIOs) or States. – There are a limited number of Universal Safety Oversight Audit Programme (USOAP) activities carried out annually. Therefore, a State may have a “satisfactory” or “unsatisfactory” status (rating) for the specific Protocol Question (PQ) coming from a USOAP activity that was conducted several years ago. – For the purpose of measuring the related target, “regions” are limited to the following, and to the Members States accredited to the respective ICAO Regional Offices: – Asia-Pacific. – Eastern and Southern Africa. – Europe. – Middle East. – North America, Central America and Caribbean. – South America. – Western and Central Africa. – As ICAO Universal Safety Oversight Audit Programme (USOAP) activities cannot cover all States within a triennium, for the purpose of tracking the specific GASP target, this indicator relies, in part, on the completion of self-assessments by States via the USOAP Continuous Monitoring Approach (CMA) Online Framework (OLF). Since the indicator is partially based on a self-assessment submitted by States via the USOAP CMA OLF, if the State has completed its State safety programme (SSP) Protocol Question (PQ) self-assessment but has not reflected it on the OLF, then that State may not be identified as needing assistance to address a low level of SSP implementation for the purpose of measuring the related target.

Definition of terms	– The term “region” refers to a group of States and/or entities working together to enhance safety within a geographic area. – The term “corrective action plan” is defined in the *Universal Safety Oversight Audit Programme Continuous Monitoring Manual* (Doc 9735). – OLF refers to a suite of web-integrated applications and centralized database systems that enable the collection of safety-related information and documentation from, principally, the States, and continuous monitoring and reporting of safety oversight activities of States. – The term “Protocol Question” is defined in Doc 9735. – PQ self-assessment refers to a module in the OLF that allows States to conduct PQ self-assessments by regularly updating the status of PQs and related evidence and documentation. – The term “States” refers to ICAO Members States. – The term “State safety programme” is defined in Annex 19 – *Safety Management*. – The term “SSP Protocol Question” is defined in Doc 9735. – The SSP PQs are available in the USOAP CMA OLF. – A "satisfactory” status (rating) is generated when a State is deemed to have fully addressed a PQ by implementing all the required elements of the PQ, such as those outlined in the “Guidance for Review of Evidence” in the PQ document. – A State that “needs for assistance” to address a low level of SSP implementation is one: – with an “unsatisfactory” status for the SSP PQs and no corrective action plan; or – which formally requested assistance from the ICAO Regional Office; or – which was identified by the ICAO Regional Office as requiring assistance.
Calculation method	Indicator = 100 *N/D, where: a) *N* is the number of States in a region that “need for assistance” to address a low level of SSP implementation (as per the definition of terms); and b) *D* is the total number of States in that region. – This makes one indicator by region (seven indicators).
Data sets	– List of States in a region that “need for assistance” to address a low level of SSP implementation (as per the definition of terms). – List of States in that region. – Results for all States are recorded in the USOAP CMA OLF.

Availability (1-3)	2: Although results for every audited State are available on the USOAP CMA OLF, the ICAO Regional Office should collect requests for assistance. This indicator depends on all requests being made known to the Regional Office.
Provider	– USOAP CMA OLF – ICAO Regional Offices

GASP INDICATOR (GASP-I) FORM	
GASP-I. 4.1.05	***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***
Rationale	Related to Target 4.1: By 2026, all regions to identify States that need assistance to address safety issues. This indicator was introduced for the 2026-2028 edition of the Global Aviation Safety Plan (GASP). It provides information on the level of assistance needed by States in each region to address each of the specific global safety issues, as identified in the GASP.
Limitations	– The term “assistance” may be interpreted differently by various stakeholders, such as Regional Safety Oversight Organizations (RSOOs), Regional Accident and Incident Investigation Organization (RAIOs) or States. – There are a limited number of Universal Safety Oversight Audit Programme (USOAP) activities carried out annually. Therefore, a State may have a “satisfactory” or “unsatisfactory” status (rating) for the specific Protocol Question (PQ) coming from a USOAP activity that was conducted several years ago. – For the purpose of measuring the related target, “regions” are limited to the following, and to the Members States accredited to the respective ICAO Regional Offices: – Asia-Pacific. – Eastern and Southern Africa. – Europe. – Middle East. – North America, Central America and Caribbean. – South America. – Western and Central Africa. – As ICAO Universal Safety Oversight Audit Programme (USOAP) activities cannot cover all States within a Triennium, for the purpose of tracking the specific GASP target, this indicator relies, in part, on the completion of self-assessments by States via the USOAP Continuous Monitoring Approach (CMA) Online Framework (OLF). Since the indicator is partially based on a self-assessment submitted by States via the USOAP CMA OLF, if the State has completed its State safety programme (SSP) Protocol Question (PQ) self-assessment but has not reflected it on the OLF, then that State may not be identified as needing assistance to address a low level of SSP implementation for the purpose of measuring the related target.

Definition of terms	– The term “region” refers to a group of States and/or entities working together to enhance safety within a geographic area.
	
	– OLF refers to a suite of web-integrated applications and centralized database systems that enable the collection of safety-related information and documentation from, principally, the States, and continuous monitoring and reporting of safety oversight activities of States.
	
	– The term “Protocol Question” is defined in the *Universal Safety Oversight Audit Programme Continuous Monitoring Manua*l (Doc 9735).
	
	– PQ self-assessment refers to a module in the OLF that allows States to conduct PQ self-assessments by regularly updating the status of PQs and related evidence and documentation.
	
	– PQ 9.029: Has the State established and implemented a State-level mandatory reporting system?
	
	– PQ 9.037: Has the State established and implemented a State-level voluntary reporting system?
	
	– PQ 9.045: Has the State established Safety Data Collection and Processing Systems (SDCPS) to enable safety data and information analysis?
	
	– The term “safety data collection and processing system (SDCPS)” is described in Annex 19 – *Safety Management*.
	
	– The term “States” refers to ICAO Members States.
	
	– The term “State safety programme” is defined in Annex 19 – *Safety Management*.
	
	– The term “SSP Protocol Question” is defined in Doc 9735.
	
	– The SSP PQs are available in the USOAP CMA OLF.
	
	– A "satisfactory” status (rating) is generated when a State is deemed to have fully addressed a PQ by implementing all the required elements of the PQ, such as those outlined in the “Guidance for Review of Evidence” in the PQ document.
	
	– A State that “needs for assistance” to address deficiencies in safety data and safety information collection, analysis and exchange, to support safety management activities is one:
	
	  – with an “unsatisfactory” status for PQ 9.029, PQ 9.037 and PQ 9.045; or
	
	  – which formally requested assistance from the ICAO Regional Office; or
	
	  – which was identified by the ICAO Regional Office as requiring assistance.

Calculation method	Indicator = 100 *N/D, where: a) *N* is the number of States in a region with an “unsatisfactory” status for PQ 9.029, PQ 9.037 and PQ 9.045; and b) *D* is the total number of States in that region. – This makes one indicator by region (seven indicators).
Data sets	– List of States in a region having with a “unsatisfactory” status for PQ 9.029, PQ 9.037 and PQ 9.045 – List of States in that region. – Results for all States are recorded in the USOAP CMA OLF.
Availability (1-3)	2: Although results for every audited State are available on the USOAP CMA OLF, the ICAO Regional Office should collect requests for assistance. This indicator depends on all requests being made known to the Regional Office.
Provider	– USOAP CMA OLF – ICAO Regional Offices

GASP INDICATOR (GASP-I) FORM	
GASP-I.4.1.06	***Percentage of States in each region that need assistance to address operational safety risks, including high-risk categories of occurrences (HRCs)***
Rationale	Related to GASP Target 4.1: By 2026, all regions to identify States that need assistance to address safety issues. This indicator was introduced for the 2026-2028 edition of the Global Aviation Safety Plan (GASP). It provides information on the level of assistance needed by States in each region to address each of the specific global safety issues, as identified in the GASP.
Limitations	– The term “assistance” may be interpreted differently by various stakeholders, such as Regional Safety Oversight Organizations (RSOOs), Regional Accident and Incident Investigation Organization (RAIOs) or States. – For the purpose of measuring the related target, “regions” are limited to the following, and to the Members States accredited to the respective ICAO Regional Offices: – Asia-Pacific. – Eastern and Southern Africa. – Europe. – Middle East. – North America, Central America and Caribbean. – South America. – Western and Central Africa.
Definition of terms	– The term “region” refers to a group of States and/or entities working together to enhance safety within a geographic area. – The term “high-risk category of occurrence” is described in the *Global Aviation Safety Plan* (Doc 10004). – The term “operational safety risk” is described in Doc 10004. – The term “other risk category of occurrence” is described in Doc 10004. – The term “States” refers to ICAO Members States. – A State that “needs for assistance” to address operational safety risks, including HRCs, is one: – with an increasing rate of accidents and serious incidents, using a five-year rolling average and the year 2025 as a baseline; or – which formally requested assistance from the ICAO Regional Office; or

	– which was identified by the ICAO Regional Office as requiring assistance. – The baseline global average is calculated using a 5-year rolling average and year 2025 as a baseline.
Calculation method	Indicator = 100 *N/D, where: a) *N* is the number of States in a region that "need for assistance" to address to address operational safety risks, including HRCs (as per the definition of terms); and b) *D* is the total number of States in that region. – This makes one indicator by region (seven indicators).
Datasets	– List of States in a region that "need for assistance" to address to address operational safety risks, including HRCs (as per the definition of terms). – List of States in that region. – Notifications and Accident/Incident Data Reporting (ADREP) reports submitted by States to ICAO under Annex 13 obligations. – OAG dataset for ICAO.
Availability (1-3)	2: Although accident notification and reports are already available in the ICAO ADREP system database, the availability of these may according to the region. This impacts on the ICAO Regional Office's availability to collect requests for assistance. This indicator also depends on all requests being made known to the Regional Office.
Provider	– ICAO ADREP database – ICAO Regional Offices

GASP INDICATOR (GASP-I) FORM	
GASP-I.4.1.07	***Percentage of States in each region that need assistance to address other safety issues***
Rationale	Related to Target 4.1: By 2026, all regions to identify States that need assistance to address safety issues. This indicator was introduced for the 2026-2028 edition of the Global Aviation Safety Plan (GASP). It provides information on the level of assistance needed by States in each region to address each of the specific global safety issues, as identified in the GASP.

Limitations	– The term “assistance” may be interpreted differently by various stakeholders, such as Regional Safety Oversight Organizations (RSOOs), Regional Accident and Incident Investigation Organization (RAIOs) or States.
	
	– For the purpose of measuring the related target, “regions” are limited to the following, and to the Members States accredited to the respective ICAO Regional Offices:
	
	  – Asia-Pacific.
	
	  – Eastern and Southern Africa.
	
	  – Europe.
	
	  – Middle East.
	
	  – North America, Central America and Caribbean.
	
	  – South America.
	
	  – Western and Central Africa.

Definition of terms	– The term “region” refers to a group of States and/or entities working together to enhance safety within a geographic area.
	
	– The term “States” refers to ICAO Members States.
	
	– A State that “needs for assistance” to address to address other safety issues is one:
	
	  – which formally requested assistance from the ICAO Regional Office; or
	
	  – which was identified by the ICAO Regional Office as requiring assistance.

Calculation method	Indicator = 100 *N/D, where: a) *N* is the number of States in a region that “need for assistance” to address other safety issues (as per the definition of terms); and b) *D* is the total number of States in that region. – This makes one indicator by region (seven indicators).

Datasets	– List of States in a region that “need for assistance” to address other safety issues (as per the definition of terms). – List of States in that region.
Availability (1-3)	2: The ICAO Regional Office should collect requests for assistance and the actual assistance provided. However, this indicator depends on all requests being made known to the Regional Office.
Provider	ICAO Regional Offices

GASP INDICATOR (GASP-I) FORM	
GASP-I.4.2.01	***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***
Rationale	Related to GASP Target 4.2: By 2028, all regions to facilitate the required assistance, to identified States, to address safety issues. This indicator was introduced for the 2026-2028 edition of the Global Aviation Safety Plan (GASP). It provides information on the level of assistance received by States in each region that need help to address each of the specific global safety issues, as identified in the GASP. This indicator is linked to indicator 4.1.01 of Target 4.1 and presents a two-step approach to strengthen collaboration at the regional and national levels to address safety issues identified under that target.
Limitations	– The term “assistance” may be interpreted differently by various stakeholders, such as Regional Safety Oversight Organizations (RSOOs), Regional Accident and Incident Investigation Organization (RAIOs) or States. – There are a limited number of Universal Safety Oversight Audit Programme (USOAP) activities conducted annually. Therefore, a State may have a “satisfactory” or “unsatisfactory” status (rating) for the specific Protocol Question (PQ) coming from a USOAP activity that was conducted several years ago. – For the purpose of measuring the related target, “regions” are limited to the following, and to the Members States accredited to the respective ICAO Regional Offices: – Asia-Pacific. – Eastern and Southern Africa. – Europe. – Middle East. – North America, Central America and Caribbean. – South America. – Western and Central Africa.
Definition of terms	– The term “region” refers to a group of States and/or entities working together to enhance safety within a geographic area. – The term “Protocol Question” is defined in the *Universal Safety Oversight Audit Programme Continuous Monitoring Manua*l (Doc 9735). – 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?” – USOAP CMA OLF: Universal Safety Oversight Audit Programme Continuous Monitoring

	Approach Online Framework. – The PQs are available in the USOAP CMA OLF. – The term “States” refers to ICAO Members States. – A “satisfactory” status (rating) is generated when a State is deemed to have fully addressed a PQ by implementing all the required elements of the PQ, such as those outlined in the “Guidance for Review of Evidence” in the PQ document. – A State that “needs for assistance” to address a lack of sufficient financial resources for the safety oversight authority to meet its national and international obligations is one which was identified as per the GASP indicator (GASP-I) form 4.1.01.
Calculation method	Indicator = 100 *N/D, where: a) *N* is the number of States in a region that received the required assistance as per GASP-I.4.1.01; and b) *D* is the total number of States in that region that needed assistance as per GASP-I.4.1.01. – This makes one indicator by region (seven indicators).
Datasets	– List of States in that region that received the required assistance as per GASP-I.4.1.01. – List of States in a region that needed assistance as per GASP-I.4.1.01.
Availability (1-3)	2: The ICAO Regional Offices should collect requests for assistance and the actual assistance provided. However, this indicator depends on all requests being made known to each Regional Office and on the respective States confirming whether the required assistance was provided or not.
Provider	ICAO Regional Offices

GASP INDICATOR (GASP-I) FORM	
GASP-I.4.2.02	***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***
Rationale	Related to GASP Target 4.2: By 2028, all regions to facilitate the required assistance, to identified States, to address safety issues. This indicator was introduced for the 2026-2028 edition of the Global Aviation Safety Plan (GASP). It provides information on the level of assistance received by States in each region that need help to address each of the specific global safety issues, as identified in the GASP. This indicator is linked to indicator 4.1.02 of Target 4.1 and presents a two-step approach to strengthen collaboration at the regional and national levels to address safety issues identified under that target.
Limitations	– The term “assistance” may be interpreted differently by various stakeholders, such as Regional Safety Oversight Organizations (RSOOs), Regional Accident and Incident Investigation Organization (RAIOs) or States. – There are a limited number of Universal Safety Oversight Audit Programme (USOAP) activities conducted annually. Therefore, a State may have a “satisfactory” or “unsatisfactory” status (rating) for the specific Protocol Question (PQ) coming from a USOAP activity that was conducted several years ago. – For the purpose of measuring the related target, “regions” are limited to the following, and to the Members States accredited to the respective ICAO Regional Offices: – Asia-Pacific. – Eastern and Southern Africa. – Europe. – Middle East. – North America, Central America and Caribbean. – South America. – Western and Central Africa.
Definition of terms	– The term “region” refers to a group of States and/or entities working together to enhance safety within a geographic area. – The term “CE-4” refers to the critical element (CE) on qualified technical personnel. – The term “AIG” refers to the audit area (AA) of aircraft accident and incident investigation. – The term “AGA” refers to the AA of aerodromes and ground aids. – The term “effective implementation (EI)” is defined in the *Universal Safety Oversight Audit*

	Programme Continuous Monitoring Manual (Doc 9735). – The term “Protocol Question” is defined in Doc 9735. – USOAP CMA OLF: Universal Safety Oversight Audit Programme Continuous Monitoring Approach Online Framework. – The PQs are available in the USOAP CMA OLF. – The term “States” refers to ICAO Members States. – A “satisfactory” status (rating) is generated when a State is deemed to have fully addressed a PQ by implementing all the required elements of the PQ, such as those outlined in the “Guidance for Review of Evidence” in the PQ document. – A State that “needs for assistance” to address the lack of qualified technical personnel, primarily aircraft accident investigators and/or aerodrome inspectors is one which was identified as per the GASP indicator (GASP-I) form 4.1.02.
Calculation method	Indicator = 100 *N/D, where: a) *N* is the number of States in a region that received the required assistance as per GASP-I.4.1.02; and b) D is the total number of States in that region that needed assistance as per GASP-I.4.1.02. – This makes two indicators by region (14 indicators – seven for CE-4/AIG and seven for CE-4/AGA).
Datasets	– List of States in that region that received the required assistance as per GASP-I.4.1.02. – List of States in a region that needed assistance as per GASP-I.4.1.02.
Availability (1-3)	2: The ICAO Regional Offices should collect requests for assistance and the actual assistance provided. However, this indicator depends on all requests being made known to each Regional Office and on the respective States confirming whether the required assistance was provided or not.
Provider	ICAO Regional Offices

GASP INDICATOR (GASP-I) FORM	
GASP-I.4.2.03	***Percentage of States in each region that receive the required assistance to address the resolution of safety issues, primarily related to aerodrome operations***
Rationale	Related to GASP Target 4.2: By 2028, all regions to facilitate the required assistance, to identified States, to address safety issues. This indicator was introduced for the 2026-2028 edition of the Global Aviation Safety Plan (GASP). It provides information on the level of assistance received by States in each region that need help to address each of the specific global safety issues, as identified in the GASP. This indicator is linked to indicator 4.1.03 of Target 4.1 and presents a two-step approach to strengthen collaboration at the regional and national levels to address safety issues identified under that target.
Limitations	– The term “assistance” may be interpreted differently by various stakeholders, such as Regional Safety Oversight Organizations (RSOOs), Regional Accident and Incident Investigation Organization (RAIOs) or States. – There are a limited number of Universal Safety Oversight Audit Programme (USOAP) activities conducted annually. Therefore, a State may have a “satisfactory” or “unsatisfactory” status (rating) for the specific Protocol Question (PQ) coming from a USOAP activity that was conducted several years ago. – For the purpose of measuring the related target, “regions” are limited to the following, and to the Members States accredited to the respective ICAO Regional Offices: – Asia-Pacific. – Eastern and Southern Africa. – Europe. – Middle East. – North America, Central America and Caribbean. – South America. – Western and Central Africa.
Definition of terms	– The term “region” refers to a group of States and/or entities working together to enhance safety within a geographic area. – The term “CE-8” refers to the critical element (CE) on resolution of safety issues. – The term “AGA” refers to the audit area (AA) of aerodromes and ground aids. – The term “effective implementation (EI)” is defined in the *Universal Safety Oversight Audit Programme Continuous Monitoring Manua*l (Doc 9735). – The term “Protocol Question” is defined in Doc 9735.

	– USOAP CMA OLF: Universal Safety Oversight Audit Programme Continuous Monitoring Approach Online Framework. – The PQs are available in the USOAP CMA OLF. – The term “States” refers to ICAO Members States. – A “satisfactory” status (rating) is generated when a State is deemed to have fully addressed a PQ by implementing all the required elements of the PQ, such as those outlined in the “Guidance for Review of Evidence” in the PQ document. – A State that “needs for assistance” to address the resolution of safety issues, primarily related to aerodrome operations is one which was identified as per the GASP indicator (GASP-I) form 4.1.03.
Calculation method	Indicator = 100 *N/D, where: a) *N* is the number of States in a region that received the required assistance as per GASP-I.4.1.03; and b) D is the total number of States in that region that needed assistance as per GASP-I.4.1.03. – This makes one indicator by region (seven indicators).
Datasets	– List of States in that region that received the required assistance as per GASP-I.4.1.03. – List of States in a region that needed assistance as per GASP-I.4.1.03.
Availability (1-3)	2: The ICAO Regional Offices should collect requests for assistance and the actual assistance provided. However, this indicator depends on all requests being made known to each Regional Office and on the respective States confirming whether the required assistance was provided or not.
Provider	ICAO Regional Offices

GASP INDICATOR (GASP-I) FORM	
GASP-I.4.2.04	***Percentage of States in each region that receive the required assistance to address a low level of SSP implementation***
Rationale	Related to GASP Target 4.2: By 2028, all regions to facilitate the required assistance, to identified States, to address safety issues. This indicator was introduced for the 2026-2028 edition of the Global Aviation Safety Plan (GASP). It provides information on the level of assistance received by States in each region that need help to address each of the specific global safety issues, as identified in the GASP. This indicator is linked to indicator 4.1.04 of Target 4.1 and presents a two-step approach to strengthen collaboration at the regional and national levels to address safety issues identified under that target.
Limitations	– The term “assistance” may be interpreted differently by various stakeholders, such as Regional Safety Oversight Organizations (RSOOs), Regional Accident and Incident Investigation Organization (RAIOs) or States. – There are a limited number of Universal Safety Oversight Audit Programme (USOAP) activities conducted annually. Therefore, a State may have a “satisfactory” or “unsatisfactory” status (rating) for the specific Protocol Question (PQ) coming from a USOAP activity that was conducted several years ago. – For the purpose of measuring the related target, “regions” are limited to the following, and to the Members States accredited to the respective ICAO Regional Offices: – Asia-Pacific. – Eastern and Southern Africa. – Europe. – Middle East. – North America, Central America and Caribbean. – South America. – Western and Central Africa. – As ICAO Universal Safety Oversight Audit Programme (USOAP) activities cannot cover all States within a Triennium, for the purpose of tracking the specific GASP target, this indicator relies, in part, on the completion of self-assessments by States via the USOAP Continuous Monitoring Approach (CMA) Online Framework (OLF). Since the indicator is partially based on a self-assessment submitted by States via the USOAP CMA OLF, if the State has completed its State safety programme (SSP) Protocol Question (PQ) self-assessment but has not reflected it on the OLF, then that State may not be identified as needing assistance to address a low level of SSP implementation for the purpose of measuring the related target.

Definition of terms	– The term “region” refers to a group of States and/or entities working together to enhance safety within a geographic area. – The term “corrective action plan” is defined in the *Universal Safety Oversight Audit Programme Continuous Monitoring Manua*l (Doc 9735). – OLF refers to a suite of web-integrated applications and centralized database systems that enable the collection of safety-related information and documentation from, principally, the States, and continuous monitoring and reporting of safety oversight activities of States. – The term “Protocol Question” is defined in the *Universal Safety Oversight Audit Programme Continuous Monitoring Manua*l (Doc 9735). – PQ self-assessment refers to a module in the OLF that allows States to conduct PQ self-assessments by regularly updating the status of PQs and related evidence and documentation. – The term “States” refers to ICAO Members States. – The term “State safety programme” is defined in Annex 19 – *Safety Management*. – The term “SSP Protocol Question” is defined in Doc 9735. – The SSP PQs are available in the USOAP CMA OLF. – A “satisfactory” status (rating) is generated when a State is deemed to have fully addressed a PQ by implementing all the required elements of the PQ, such as those outlined in the “Guidance for Review of Evidence” in the PQ document. – A State that “needs for assistance” to address a low level of SSP implementation is one which was identified as per the GASP indicator (GASP-I) form 4.1.04.
Calculation method	Indicator = 100 *N/D, where: a) *N* is the number of States in a region that received the required assistance as per GASP-I.4.1.04; and b) D is the total number of States in that region that needed assistance as per GASP-I.4.1.04. – This makes one indicator by region (seven indicators).
Datasets	– List of States in that region that received the required assistance as per GASP-I.4.1.04. – List of States in a region that needed assistance as per GASP-I.4.1.04.
Availability (1-3)	2: The ICAO Regional Offices should collect requests for assistance and the actual assistance provided. However, this indicator depends on all requests being made known to each Regional Office and on the respective states confirming whether the required assistance was provided or not.
Provider	ICAO Regional Offices

GASP INDICATOR (GASP-I) FORM	
GASP-I.4.2.05	***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***
Rationale	Related to GASP Target 4.2: By 2028, all regions to facilitate the required assistance, to identified States, to address safety issues. This indicator was introduced for the 2026-2028 edition of the Global Aviation Safety Plan (GASP). It provides information on the level of assistance received by States in each region that need help to address each of the specific global safety issues, as identified in the GASP. This indicator is linked to indicator 4.1.05 of Target 4.1 and presents a two-step approach to strengthen collaboration at the regional and national levels to address safety issues identified under that target.
Limitations	– The term “assistance” may be interpreted differently by various stakeholders, such as Regional Safety Oversight Organizations (RSOOs), Regional Accident and Incident Investigation Organization (RAIOs) or States. – There are a limited number of Universal Safety Oversight Audit Programme (USOAP) activities conducted annually. Therefore, a State may have a “satisfactory” or “unsatisfactory” status (rating) for the specific Protocol Question (PQ) coming from a USOAP activity that was conducted several years ago. – For the purpose of measuring the related target, “regions” are limited to the following, and to the Members States accredited to the respective ICAO Regional Offices: – Asia-Pacific. – Eastern and Southern Africa. – Europe. – Middle East. – North America, Central America and Caribbean. – South America. – Western and Central Africa. – As ICAO Universal Safety Oversight Audit Programme (USOAP) activities cannot cover all States within a Triennium, for the purpose of tracking the specific GASP target, this indicator relies, in part, on the completion of self-assessments by States via the USOAP Continuous Monitoring Approach (CMA) Online Framework (OLF). Since the indicator is partially based on a self-assessment submitted by States via the USOAP CMA OLF, if the State has completed its State safety programme (SSP) Protocol Question (PQ) self-assessment but has not reflected it on the OLF, then that State may not be identified as needing assistance to address a low level of SSP implementation for the purpose of measuring the related target.

Definition of terms	– The term “region” refers to a group of States and/or entities working together to enhance safety within a geographic area. – OLF refers to a suite of web-integrated applications and centralized database systems that enable the collection of safety-related information and documentation from, principally, the States, and continuous monitoring and reporting of safety oversight activities of States. – The term “Protocol Question” is defined in the *Universal Safety Oversight Audit Programme Continuous Monitoring Manua*l (Doc 9735). – PQ self-assessment refers to a module in the OLF that allows States to conduct PQ self-assessments by regularly updating the status of PQs and related evidence and documentation. – PQ 9.029: Has the State established and implemented a State-level mandatory reporting system? – PQ 9.037: Has the State established and implemented a State-level voluntary reporting system? – PQ 9.045: Has the State established safety data collection and processing systems (SDCPS) to enable safety data and information analysis? – The term “SDCPS” is described in Annex 19 – *Safety Management*. – The term “States” refers to ICAO Members States. – The term “State safety programme” is defined in Annex 19 – *Safety Management*. – The term “SSP Protocol Question” is defined in Doc 9735. – The SSP PQs are available in the USOAP CMA OLF. – A “satisfactory” status (rating) is generated when a State is deemed to have fully addressed a PQ by implementing all the required elements of the PQ, such as those outlined in the “Guidance for Review of Evidence” in the PQ document. – A State that “needs for assistance” to address deficiencies in safety data and safety information collection, analysis and exchange, to support safety management activities is one which was identified as per the GASP indicator (GASP-I) form 4.1.05.
Calculation method	Indicator = 100 *N/D, where: a) *N* is the number of States in a region that received the required assistance as per GASP-I.4.1.05; and b) D is the total number of States in that region that needed assistance as per GASP-I.4.1.05. – This makes one indicator by region (seven indicators).

Datasets	– List of States in that region that received the required assistance as per GASP-I.4.1.05. – List of States in a region that needed assistance as per GASP-I.4.1.05.
Availability (1-3)	2: The ICAO Regional Offices should collect requests for assistance and the actual assistance provided. However, this indicator depends on all requests being made known to each Regional Office and on the respective states confirming whether the required assistance was provided or not.
Provider	ICAO Regional Offices

GASP INDICATOR (GASP-I) FORM	
GASP-I.4.2.06	*Percentage of States in each region that receive required assistance to address operational safety risks, including high-risk categories of occurrences (HRCs)*
Rationale	Related to GASP Target 4.2: By 2028, all regions to facilitate the required assistance, to identified States, to address safety issues. This indicator was introduced for the 2026-2028 edition of the Global Aviation Safety Plan (GASP). It provides information on the level of assistance received by States in each region that need help to address each of the specific global safety issues, as identified in the GASP. This indicator is linked to indicator 4.1.06 of Target 4.1 and presents a two-step approach to strengthen collaboration at the regional and national levels to address safety issues identified under that target.

Limitations	– The term “assistance” may be interpreted differently by various stakeholders, such as Regional Safety Oversight Organizations (RSOOs), Regional Accident and Incident Investigation Organization (RAIOs) or States.
	
	– For the purpose of measuring the related target, “regions” are limited to the following, and to the Members States accredited to the respective ICAO Regional Offices:
	
	  – Asia-Pacific.
	
	  – Eastern and Southern Africa.
	
	  – Europe.
	
	  – Middle East.
	
	  – North America, Central America and Caribbean.
	
	  – South America.
	
	  – Western and Central Africa.

Definition of terms	– The term “region” refers to a group of States and/or entities working together to enhance safety within a geographic area. – The term “high-risk category of occurrence” is described in the *Global Aviation Safety Plan* (Doc 10004). – The term “operational safety risk” is described in Doc 10004. – The term “other risk category of occurrence” is described in Doc 10004. – The term “States” refers to ICAO Members States. – A State that “needs for assistance” to address operational safety risks, including HRCs, is one which was identified as per the GASP indicator (GASP-I) form 4.1.06. – The baseline global average is calculated using a 5-year rolling average and year 2025 as a

	baseline.
Calculation method	Indicator = 100 *N/D, where: a) *N* is the number of States in a region that received the required assistance as per GASP-I.4.1.06; and b) D is the total number of States in that region that needed assistance as per GASP-I.4.1.06. – This makes one indicator by region (seven indicators).
Datasets	– List of States in that region that received the required assistance as per GASP-I.4.1.06. – List of States in a region that needed assistance as per GASP-I.4.1.06.
Availability (1-3)	2: The ICAO Regional Offices should collect requests for assistance and the actual assistance provided. However, this indicator depends on all requests being made known to each Regional Office and on the respective states confirming whether the required assistance was provided or not.
Provider	ICAO Regional Offices

GASP INDICATOR (GASP-I) FORM	
GASP-I.4.2.07	***Percentage of States in each region that receive the required assistance to address other safety issues***
Rationale	Related to GASP Target 4.2: By 2028, all regions to facilitate the required assistance, to identified States, to address safety issues. This indicator was introduced for the 2026-2028 edition of the Global Aviation Safety Plan (GASP). It provides information on the level of assistance received by States in each region that need help to address each of the specific global safety issues, as identified in the GASP. This indicator is linked to indicator 4.1.07 of Target 4.1 and presents a two-step approach to strengthen collaboration at the regional and national levels to address safety issues identified under that target.
Limitations	– The term “assistance” may be interpreted differently by various stakeholders, such as Regional Safety Oversight Organizations (RSOOs), Regional Accident and Incident Investigation Organization (RAIOs) or States. – For the purpose of measuring the related target, “regions” are limited to the following, and to the Members States accredited to the respective ICAO Regional Offices: – Asia-Pacific. – Eastern and Southern Africa. – Europe. – Middle East. – North America, Central America and Caribbean. – South America. – Western and Central Africa.
Definition of terms	– The term “region” refers to a group of States and/or entities working together to enhance safety within a geographic area. – The term “States” refers to ICAO Members States. – A State that “needs for assistance” to address other safety issues is one which was identified as per the GASP indicator (GASP-I) form 4.1.07.
Calculation method	Indicator = 100 *N/D, where: a) *N* is the number of States in a region that received the required assistance as per GASP-I.4.1.07; and b) D is the total number of States in that region that needed assistance as per GASP-I.4.1.07. – This makes one indicator by region (seven indicators).

Datasets	– List of States in that region that received the required assistance as per GASP-I.4.1.07. – List of States in a region that needed assistance as per GASP-I.4.1.07.
Availability (1-3)	2: The ICAO Regional Offices should collect requests for assistance and the actual assistance provided. However, this indicator depends on all requests being made known to each Regional Office and on the respective States confirming whether the required assistance was provided or not.
Provider	ICAO Regional Offices

GASP INDICATOR (GASP-I) FORM	
GASP-I.4.3.01	***Number of States registered to the Secure Portal on Operational Safety Risks and Emerging Issues***
Rationale	Related to GASP Target 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. This indicator was originally introduced in the 2023-2025 edition of the Global Aviation Safety Plan (GASP). The target that this indicator relates to is meant to build up the safety risk management capabilities of each regional aviation safety group (RASG), to better equip them in identifying and addressing regional safety issues.
Limitations	Registered States may not contribute information on operational safety risks or emerging issues.
Definition of terms	– The Secure Portal on Operational Safety Risks and Emerging Issues is a dedicated site on the ICAO Secure Portal for the collection of information on operational safety risks and emerging issues. – The Secure Portal on Operational Safety Risks and Emerging Issues is housed on the ICAO Secure Portal site, as part of “ICAO Reporting” pages – The term “emerging issue” is described in the *Global Aviation Safety Plan* (Doc 10004). – The term “operational safety risk” is described in Doc 10004. – The term “States” refers to ICAO Members States. – A RASG may also be referred to as an “aviation system planning group” or an “aviation system planning and implementation group”, depending on the region, when combined with a planning and implementation regional group.
Calculation method	Count the number of States that have registered on the Secure Portal on Operational Safety Risks and Emerging Issues within the Triennium.
Datasets	ICAO Secure Portal site / ICAO Reporting
Availability (1-3)	3: ICAO to provide number of registered States to the Secure Portal on Operational Safety Risks and Emerging Issues.
Provider	ICAO

GASP INDICATOR (GASP-I) FORM	
GASP-I.4.3.02	***Number of reports received via the Secure Portal on Operational Safety Risks and Emerging Issues***
Rationale	Related to GASP Target 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. This indicator was originally introduced in the 2023-2025 edition of the Global Aviation Safety Plan (GASP). The target that this indicator relates to is meant to build up the safety risk management capabilities of each regional aviation safety group (RASG), to better equip them in identifying and addressing regional safety issues.
Limitations	Potential lack of awareness by States on how to report.
Definition of terms	– The Secure Portal on Operational Safety Risks and Emerging Issues is a dedicated site on the ICAO Secure Portal for the collection of information on operational safety risks and emerging issues. – The Secure Portal on Operational Safety Risks and Emerging Issues is housed on the ICAO Secure Portal site, as part of “ICAO Reporting” pages. – The term “emerging issue” is described in the *Global Aviation Safety Plan* (Doc 10004). – The term “operational safety risk” is described in Doc 10004. – The term “States” refers to ICAO Members States. – A RASG may also be referred to as an “aviation system planning group” or an “aviation system planning and implementation group”, depending on the region, when combined with a planning and implementation regional group.
Calculation method	Count the number of reports received via the Secure Portal on Operational Safety Risks and Emerging Issues within the Triennium.
Datasets	ICAO Secure Portal site / ICAO Reporting
Availability (1-3)	3: ICAO to provide number of reports received via the Secure Portal on Operational Safety Risks and Emerging Issues.
Provider	ICAO

GASP INDICATOR (GASP-I) FORM	
GASP-I.4.3.03	***Number of studies or analyses conducted by regional aviation safety groups based on reports received via Secure Portal on Operational Safety Risks and Emerging Issues***
Rationale	Related to GASP Target 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. This indicator was originally introduced in the 2023-2025 edition of the Global Aviation Safety Plan (GASP). The target that this indicator relates to is meant to build up the safety risk management capabilities of each regional aviation safety group (RASG), to better equip them in identifying and addressing regional safety issues.
Limitations	– Availability of resources and experts within RASGs to assess the reports on a continuous basis and decide on possible actions. – Dependent on the number and quality of reports submitted to the portal.
Definition of terms	– The Secure Portal on Operational Safety Risks and Emerging Issues is a dedicated site on the ICAO Secure Portal for the collection of information on operational safety risks and emerging issues. – The Secure Portal on Operational Safety Risks and Emerging Issues is housed on the ICAO Secure Portal site, as part of “ICAO Reporting” pages. – The term “emerging issue” is described in the *Global Aviation Safety Plan* (Doc 10004). – The term “operational safety risk” is described in Doc 10004. – The term “States” refers to ICAO Members States. – A RASG may also be referred to as an “aviation system planning group” or an “aviation system planning and implementation group”, depending on the region, when combined with a planning and implementation regional group.
Calculation method	Count the number of studies and/or analyses conducted by all the RASGs based on reports received via the Secure Portal on Operational Safety Risks and Emerging Issues within the triennium.
Datasets	RASG meeting documentation
Availability (1-3)	2: each RASG to provide information on studies and/or analyses conducted based on reports received via the Secure Portal on Operational Safety Risks and Emerging Issues within the Triennium
Provider	RASGs

GASP INDICATOR (GASP-I) FORM	
GASP-I.4.3.04	***Percentage of safety enhancement initiatives completed by regional aviation safety groups***
Rationale	Related to GASP Target 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. This indicator was originally introduced in the 2023-2025 edition of the Global Aviation Safety Plan (GASP). The target that this indicator relates to is meant to build up the safety risk management capabilities of each regional aviation safety group (RASG), to better equip them in identifying and addressing regional safety issues.
Limitations	Dependent on the maturity level of State safety programmes and regional discrepancy in the mechanism for incorporating new safety enhancement initiatives (SEIs).
Definition of terms	– The term “safety enhancement initiative” is defined in the *Global Aviation Safety Plan* (Doc 10004). – The term “operational safety risk” is described in Doc 10004. – The term “States” refers to ICAO Members States. – A RASG may also be referred to as an “aviation system planning group” or an “aviation system planning and implementation group”, depending on the region, when combined with a planning and implementation regional group.
Calculation method	– Indicator = $\frac{n1+n2+n3+\cdots+n193}{193 * \text{number of SEIs}}$ where *n* <*i*> is the number of SEIs reported as completed by State <*i*>. – Indicator = 100 * N / D, where: a) *N* is the number of SEIs completed by the RASG; and b) *D* is the total number of SEIs of the RASG. – This makes one indicator by RASG (five indicators).
Datasets	– Annual survey results – RASGs annual safety reports – RASG meeting documentation
Availability (1-3)	2: Available from the regional aviation safety plans (RASPs) and RASG meeting documentation.
Provider	RASGs

GASP INDICATOR (GASP-I) FORM	
GASP-I.4.3.05	***Number of regions having a mechanism that makes use of the information on operational safety risks and emerging issues***
Rationale	Related to GASP Target 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. This indicator was originally introduced in the 2023-2025 edition of the Global Aviation Safety Plan (GASP). The target that this indicator relates to is meant to build up the safety risk management capabilities of each regional aviation safety group (RASG), to better equip them in identifying and addressing regional safety issues.

Limitations	– The development and implementation of a mechanism to make use of the information on operational safety risks and emerging issues may require additional resources.
	
	– For the purpose of measuring the related target, “regions” are limited to the following, and to the Members States accredited to the respective ICAO Regional Offices:
	
	  – Asia-Pacific.
	
	  – Eastern and Southern Africa.
	
	  – Europe.
	
	  – Middle East.
	
	  – North America, Central America and Caribbean.
	
	  – South America.
	
	  – Western and Central Africa.

Definition of terms	– The term “region” refers to a group of States and/or entities working together to enhance safety within a geographic area. – The term “emerging issue” is described in the *Global Aviation Safety Plan* (Doc 10004). – The term “operational safety risk” is described in Doc 10004. – The term “States” refers to ICAO Members States. – A RASG may also be referred to as an “aviation system planning group” or an “aviation system planning and implementation group”, depending on the region, when combined with a planning and implementation regional group.
Calculation method	Count the number of regions having a mechanism that makes use of the information on operational safety risks and emerging issues within the Triennium.
Datasets	Survey of ICAO Regions

Availability (1-3)	2: A survey may be issued to collect this information.
Provider	ICAO Regional Offices

GASP INDICATOR (GASP-I) FORM	
GASP-I.5.1.01	***Number of regions having published an updated regional aviation safety plan***
Rationale	Related to Target 5.1: By 2026, all regions to publish an updated regional aviation safety plan (RASP), taking into consideration the 2026-2028 edition of the Global Aviation Safety Plan (GASP). This indicator was introduced for the 2023-2025 edition of the GASP. It focuses on the publication of a current regional aviation safety plan (RASP), updated to align with the latest edition of the GASP. The development and revision of the RASP is typically undertaken by the corresponding regional aviation safety group (RASG).
Limitations	For the purpose of measuring the related target, "regions" are limited to the following, based on existing RASPs: – Africa – encompasses Eastern and Southern Africa (ESAF) and Western and Central Africa (WACAF) Regions. – Asia-Pacific. – Europe. – Middle East. – North America, Central America and Caribbean. – South America.
Definition of terms	– The GASP is the document that presents the global strategy for the continuous improvement of aviation safety. – The term "region" refers to a group of States and/or entities working together to enhance aviation safety within a geographic area. – A RASG may also be referred to as an "aviation system planning group" or an "aviation system planning and implementation group", depending on the region, when combined with a planning and implementation regional group. – A RASP is the document that contains the region's strategic direction for the management of aviation safety at the regional level for a set period, including regional safety goals, targets and indicators, as well as the action plan that supports the safety strategy presented in the plan.
Calculation method	Count of the number of regions that, during the year in question, have updated and published the corresponding RASP (out of a total of six regions, as per the limitations above).
Datasets	Published RASPs are presented in the RASP Library, on the GASP public website.
Availability (1-3)	3: Published RASPs are listed on the GASP public website.

Provider	RASGs

GASP INDICATOR (GASP-I) FORM	
GASP-I.5.1.02	***Number of regional aviation safety plans developed in consultation with industry***
Rationale	Related to Target 5.1: By 2026, all regions to publish an updated regional aviation safety plan (RASP), taking into consideration the 2026-2028 edition of the Global Aviation Safety Plan (GASP). This indicator was introduced for the 2023-2025 edition of the GASP. It focuses on the importance of involving industry in the revision process of the RASP.
Limitations	For the purpose of measuring the related target, "RASPs" are limited to the following, based on existing RASPs: – Africa-Indian Ocean Regional Aviation Safety Plan (AFI-RASP). – Asia-Pacific Regional Aviation Safety Plan (AP-RASP). – European Regional Aviation Safety Plan (EUR RASP). – Middle East Regional Aviation Safety Plan (MID-RASP). – North American, Central American and Caribbean Regional Aviation Safety Plan (NACC RASP). – South American Region Safety Plan (SAMSP).
Definition of terms	– The GASP is the document that presents the global strategy for the continuous improvement of aviation safety. – The term "industry" refers to service providers, such as: aircraft operators; approved maintenance organizations; organizations responsible for the type design or manufacture of aircraft, engines or propellers; approved training organizations; air traffic services providers; and operators of aerodromes, as well as international organizations and other entities that form part of the aviation industry, as appropriate. – A regional aviation safety group (RASG) may also be referred to as an "aviation system planning group" or an "aviation system planning and implementation group", depending on the region, when combined with a planning and implementation regional group. – A RASP is the document that contains the region's strategic direction for the management of aviation safety at the regional level for a set period, including regional safety goals, targets and indicators, as well as the action plan that supports the safety strategy presented in the plan. – The *Manual on the Development of Regional and National Aviation Safety Plans* (Doc 10131) provides guidance with regards to involvement of industry in the RASP development process.
Calculation method	Count the number of RASPs developed in consultation with industry (out of a total of six RASPs, as per the limitations above).
Datasets	– RASG meeting documentation (reports, working papers and information papers).

	– Published RASPs are presented in the RASP Library, on the GASP public website.
Availability (1-3)	3: Published RASPs are listed on the GASP public website.
Provider	RASGs

GASP INDICATOR (GASP-I) FORM	
GASP-I.5.1.03	*Number of regions reporting provision of safety information by industry to assist in the development of regional aviation safety plans*
Rationale	Related to Target 5.1: By 2026, all regions to publish an updated regional aviation safety plan (RASP), taking into consideration the 2026-2028 edition of the Global Aviation Safety Plan (GASP). This indicator was introduced for the 2023-2025 edition of the GASP. It focuses on the contribution of industry in the revision process of the RASP.
Limitations	– For the purpose of measuring the related target, “regions” are limited to the following, based on existing RASPs: – Africa – encompasses Eastern and Southern Africa (ESAF) and Western and Central Africa (WACAF) Regions. – Asia-Pacific. – Europe. – Middle East. – North America, Central America and Caribbean. – South America. – Lack of data concerning the level of reporting of safety information by industry to States. – This indicator relies on voluntary reporting and may depend on a State having adequate legislation to protect safety data and safety information provided by industry, and related sources. – The data and information received by industry may not be uniform and be challenging to compile or integrate in a consistent manner (for example, may not follow the same common taxonomy).
Definition of terms	– The GASP is the document that presents the global strategy for the continuous improvement of aviation safety. – The term “industry” refers to service providers, such as: aircraft operators; approved maintenance organizations; organizations responsible for the type design or manufacture of aircraft, engines or propellers; approved training organizations; air traffic services providers; and operators of aerodromes, as well as international organizations and other entities that form part of the aviation industry, as appropriate. – The term “region” refers to a group of States and/or entities working together to enhance aviation safety within a geographic area. – A regional aviation safety group (RASG) may also be referred to as an “aviation system planning group” or an “aviation system planning and implementation group”, depending on the region, when combined with a planning and implementation regional group.

	– A RASP is the document that contains the region's strategic direction for the management of aviation safety at the regional level for a set period, including regional safety goals, targets and indicators, as well as the action plan that supports the safety strategy presented in the plan. – The term "safety information" is defined in Annex 19 – *Safety Management*.
Calculation method	Count the number of regions reporting the provision of safety information by industry to assist in the development of the corresponding RASPs (out of a total of six regions, as per the limitations above).
Datasets	– RASG meeting documentation (reports, working papers and information papers). – Published RASPs are presented in the RASP Library, on the GASP public website. – ICAO surveys or communications (such as State Letters or Electronic Bulletins).
Availability (1-3)	3: Published RASPs are listed on the GASP public website.
Provider	RASGs

GASP INDICATOR (GASP-I) FORM	
GASP-I.5.2.01	***Number of States that published an updated national aviation safety plan***
Rationale	Related to GASP Target 5.2: By 2027, all States to publish an updated national aviation safety plan (NASP), taking into consideration the 2026-2028 edition of the Global Aviation Safety Plan (GASP) and their corresponding regional aviation safety plan (RASP). This indicator was introduced for the 2023-2025 edition of the GASP. It focuses on the publication of a current NASP, updated to align with the latest edition of the GASP and the corresponding RASP.
Limitations	Information on NASP is sent by States to ICAO on a voluntary basis. Therefore, regional aviation safety groups (RASGs) need to be the primary source of information. However, no database or programme exists to capture the information at the RASG level.
Definition of terms	– The GASP is the document that presents the global strategy for the continuous improvement of aviation safety. – A NASP is the document that contains the State's strategic direction for the management of aviation safety at the national level, for a set period, including national safety goals, targets and indicators, as well as the action plan that supports the safety strategy presented in the plan. – A RASG may also be referred to as an "aviation system planning group" or an "aviation system planning and implementation group", depending on the region, when combined with a planning and implementation regional group. – A RASP is the document that contains the region's strategic direction for the management of aviation safety at the regional level for a set period, including regional safety goals, targets and indicators, as well as the action plan that supports the safety strategy presented in the plan. – The term "States" refers to ICAO Members States.
Calculation method	Count of the number of States that, during the year in question, have updated and published their NASP.
Datasets	– RASG meeting documentation (reports, working papers and information papers). – Published NASPs are presented in the NASP Library, on the GASP public website.
Availability (1-3)	3: Published NASPs are listed on the GASP public website.
Provider	States

GASP INDICATOR (GASP-I) FORM	
GASP-I.5.2.02	***Number of national aviation safety plans developed in consultation with industry***
Rationale	Related to GASP Target 5.2: By 2027, all States to publish an updated national aviation safety plan (NASP), taking into consideration the 2026-2028 edition of the Global Aviation Safety Plan (GASP) and their corresponding regional aviation safety plan (RASP). This indicator was introduced for the 2026-2028 edition of the GASP. It focuses on the importance of involving industry in the revision process of the NASP.
Limitations	Information on NASP is sent by States to ICAO on a voluntary basis.
Definition of terms	– The GASP is the document that presents the global strategy for the continuous improvement of aviation safety. – The term “industry” refers to service providers, such as: aircraft operators; approved maintenance organizations; organizations responsible for the type design or manufacture of aircraft, engines or propellers; approved training organizations; air traffic services providers; and operators of aerodromes, as well as international organizations and other entities that form part of the aviation industry, as appropriate. – A NASP is the document that contains the State’s strategic direction for the management of aviation safety at the national level, for a set period, including national safety goals, targets and indicators, as well as the action plan that supports the safety strategy presented in the plan. – A RASP is the document that contains the region’s strategic direction for the management of aviation safety at the regional level for a set period, including regional safety goals, targets and indicators, as well as the action plan that supports the safety strategy presented in the plan. – The *Manual on the Development of Regional and National Aviation Safety Plans* (Doc 10131) provides guidance with regards to involvement of industry in the NASP development process.
Calculation method	Count the number of NASPs developed in consultation with industry.
Datasets	– RASG meeting documentation (reports, working papers and information papers). – Published NASPs are presented in the NASP Library, on the GASP public website.
Availability (1-3)	3: Published NASPs are listed on the GASP public website.
Provider	States

GASP INDICATOR (GASP-I) FORM	
GASP-I.5.2.03	*Number of States reporting provision of safety information by industry to assist in the development of national aviation safety plans*
Rationale	Related to GASP Target 5.2: By 2027, all States to publish an updated national aviation safety plan (NASP), taking into consideration the 2026-2028 edition of the Global Aviation Safety Plan (GASP) and their corresponding regional aviation safety plan (RASP). This indicator was introduced for the 2023-2025 edition of the GASP. It focuses on the contribution of industry in the revision process of the NASP.
Limitations	– Lack of data concerning the level of reporting of safety information by industry to States. – This indicator relies on voluntary reporting and may depend on a State having adequate legislation to protect safety data and safety information provided by industry, and related sources. – The data and information received by industry may not be uniform and be challenging to compile or integrate in a consistent manner (for example, may not follow the same common taxonomy).
Definition of terms	– The GASP is the document that presents the global strategy for the continuous improvement of aviation safety. – The term “industry” refers to service providers, such as: aircraft operators; approved maintenance organizations; organizations responsible for the type design or manufacture of aircraft, engines or propellers; approved training organizations; air traffic services providers; and operators of aerodromes, as well as international organizations and other entities that form part of the aviation industry, as appropriate. – A NASP is the document that contains the State’s strategic direction for the management of aviation safety at the national level, for a set period, including national safety goals, targets and indicators, as well as the action plan that supports the safety strategy presented in the plan. – A RASP is the document that contains the region’s strategic direction for the management of aviation safety at the regional level for a set period, including regional safety goals, targets and indicators, as well as the action plan that supports the safety strategy presented in the plan. – The term “States” refers to ICAO Members States. – The term “safety information” is defined in Annex 19 – *Safety Management*.
Calculation method	Count of the number of States reporting industry collaboration to assist in the development of NASPs.
Datasets	– Published NASPs are presented in the NASP Library, on the GASP public website. – ICAO surveys or communications (such as State Letters or Electronic Bulletins).
Availability	3: Published NASPs are listed on the GASP public website.

(1-3)	
Provider	States

GASP INDICATOR (GASP-I) FORM	
GASP-I.6.1.01	***Number of service providers participating in the corresponding ICAO-recognized industry evaluation programmes***
Rationale	Related to Target 6.1: By 2028, industry to maintain an increasing trend in its use of industry evaluation programmes and safety data sharing programmes. This indicator was originally introduced in the 2020-2022 edition of the Global Aviation Safety Plan (GASP). The goal and target that this indicator relates to are meant to acknowledge the value of ICAO-recognized industry evaluation programmes in assisting service providers to enhance their safety performance and their readiness when undergoing compliance audits.
Limitations	– The data regarding number of service providers participating in the corresponding ICAO- recognized industry evaluation programmes may not always be available (since it is collected by the individual international organizations which run the programmes). – Participation by the service providers for some of the corresponding ICAO-recognized industry evaluation programmes may be voluntary.

Definition of terms	– For the purpose of measuring the related target, ICAO-recognized industry evaluation programmes refer to the following:
	
	  – Airports Council International (ACI) Airport Excellence (APEX) in Safety programme.
	
	  – Civil Air Navigation Services Organisation (CANSO) and European Organisation for the Safety of Air Navigation (EUROCONTROL) Standard of Excellence in Safety Management Systems measurement.
	
	  – Flight Safety Foundation (FSF) Basic Aviation Risk Standard (BARS).
	
	  – International Air Transport Association (IATA) Operational Safety Audit (IOSA).
	
	  – IATA Safety Audit for Ground Operations (ISAGO).
	
	  – International Business Aviation Council (IBAC) International Standard for Business Aircraft Operations (IS-BAO).
	
	  – IBAC International Standard for Business Aircraft Handling (IS-BAH).
	
	– The term “service providers” refers to: aircraft operators; approved maintenance organizations; organizations responsible for the type design or manufacture of aircraft, engines or propellers; approved training organizations; air traffic services providers; operators of aerodromes; and ground handling service providers.

Calculation method	Indicator= *N1+N2+N3+N4+N5+N6+N7* where the following numbers are reported annually by the international organizations to the RASGs or to ICAO: a) *N1* is the number of ACI members who use APEX; b) *N2* is the number of CANSO and/or EUROCONTROL members who use the CANSO and EUROCONTROL Standard of Excellence in Safety Management Systems measurement; c) *N3* is the number of aircraft operators who use BARS; d) *N4* is the number of IATA members who use IOSA; e) *N5* is the number of service providers who use ISAGO; f) *N6* is the number of service providers registered in IBAC's IS-BAO programme; and g) *N7* is the number of service providers registered in IBAC's IS-BAH programme.
Datasets	Information from ACI, CANSO, EUROCONTROL, FSF, IATA and IBAC on the participation of service providers to their industry evaluation programmes.
Availability (1-3)	3: Information on the participation of service providers in industry evaluation programmes is available through the respective international organizations.
Provider	International organizations

GASP INDICATOR (GASP-I) FORM	
GASP-I.6.1.02	***Number of service providers participating in industry safety data sharing programmes***
Rationale	Related to Target 6.1: By 2028, industry to maintain an increasing trend in its use of industry evaluation programmes and safety data sharing programmes. This indicator was introduced for the 2026-2028 edition of the Global Aviation Safety Plan (GASP). It complements the other indicator under Target 6.1, which focuses solely on ICAO-recognized industry evaluation programmes, by measuring the use of safety data sharing programmes, which are valuable in assisting service providers to enhance their safety performance.
Limitations	– The data regarding number of service providers participating in industry safety data sharing programmes may not always be available (since it is collected by the individual international organizations which run the programmes). – Participation by the service providers in industry safety data sharing programmes may be voluntary.
Definition of terms	– A list of examples of industry safety data sharing programmes, can be found in the *Global Aviation Safety Roadmap* (Doc 10161), Appendix A – *Organizational Challenges (ORG) Roadmap*. – The term “service providers” for the purposes of this indicator refers to: aircraft operators; approved maintenance organizations; organizations responsible for the type design or manufacture of aircraft, engines or propellers; approved training organizations; air traffic services providers; operators of aerodromes; and ground handling service providers.
Calculation method	Count of the total number of service providers participating in industry safety data sharing programmes.
Datasets	– Information from the organizations on the participation in their corresponding industry safety data sharing programmes. – Surveys from the organizations on the levels of participation in their corresponding industry safety data sharing programmes.
Availability (1-3)	2: Information on the participation of service providers in industry safety data sharing programmes is available through the respective organizations that run these programmes. However, ICAO, regional entities and States may not have direct access to such information.
Provider	Organizations that run industry safety data sharing programmes.

— END —