



Progress towards 2026-2028 Edition of GASP

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Overview

- Initiation of GASP revision
- Process to identify global safety issues
- Proposed GASP goals & targets
- Next steps



Initiation of GASP Revision

GASP-Study Group

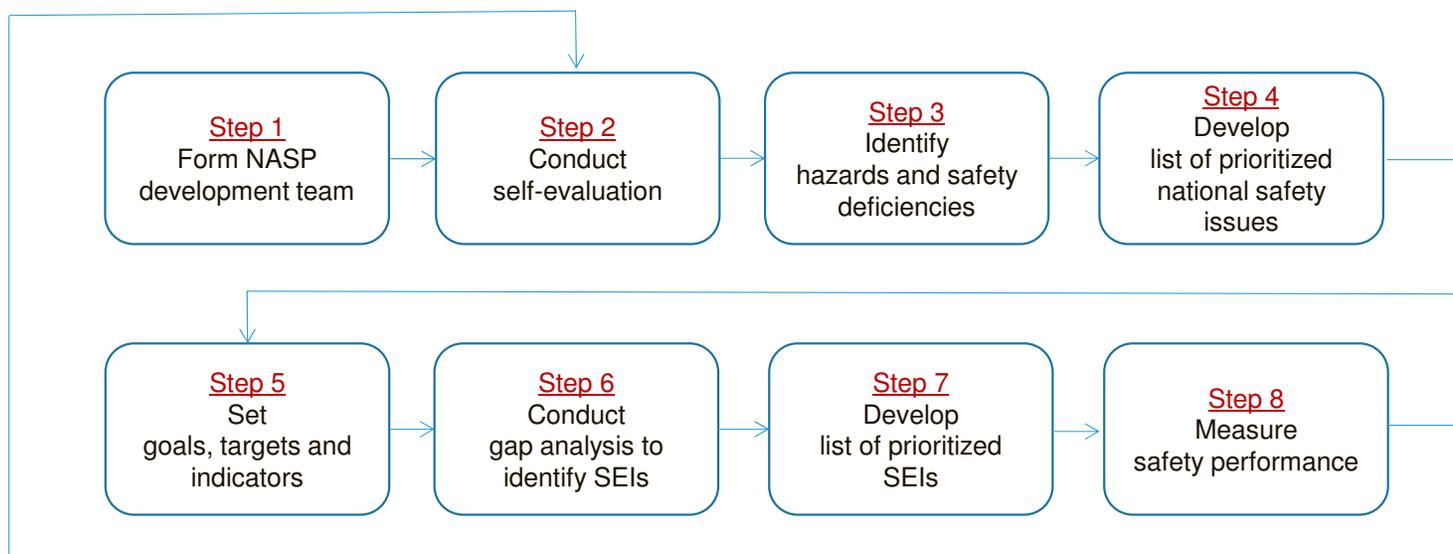


Initiation of GASP Revision

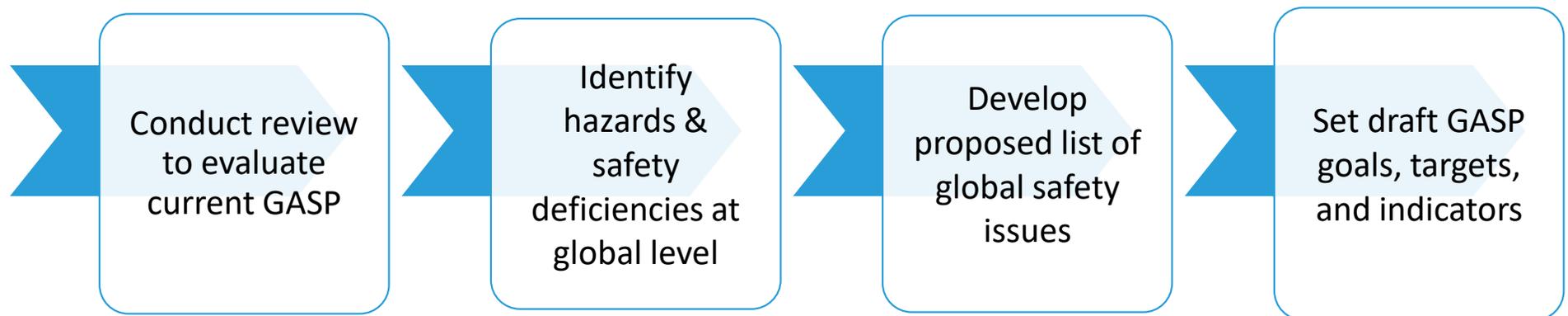
- GASP-SG began process of reviewing GASP
- 2026-2028 GASP signals start of new 6-year cycle
- Scope of revision is significant > review of
 - GASP structure
 - Global safety issues
 - Goals, targets, and indicators



Use of NASP Development Process



Steps in GASP Review Process



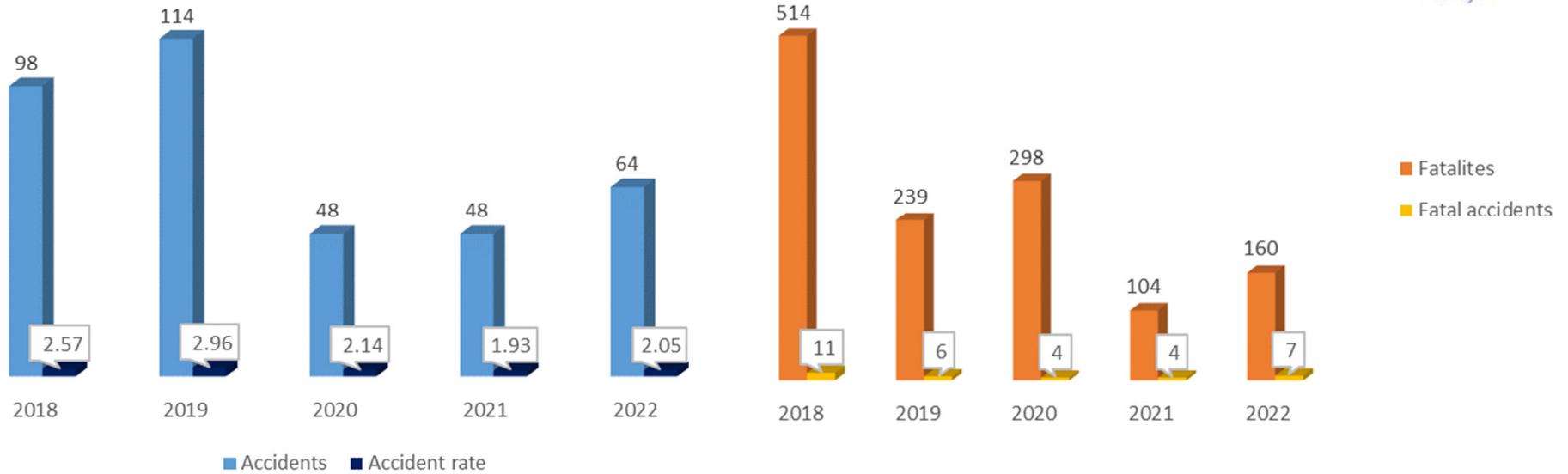
Process to Identify Global Safety Issues

Global OPS Safety Risks

- Actual fatalities
- Fatality risk by accident or serious incident occurrence categories
- Number of accidents or serious incidents by occurrence categories
 - as per CICTT
- Breakdown by ICAO Region
 - based on a minimum of five-year data set
- Commonality of occurrence across RASPs
 - R-HRCs



Accident Data Analysis



Main Findings

- Same 5 G-HRCs remain unchanged for this edition
- Need to address additional categories of occurrences
 - may not have high fatality risk
 - figure prominently across accidents & serious incidents
 - across ICAO regions
- Same G-HRCs and occurrences featured in turboprop accidents
 - as for jet aircraft
- Due to lack of data, analysis could not include
 - Commercial helicopter operations
 - Future-type ops



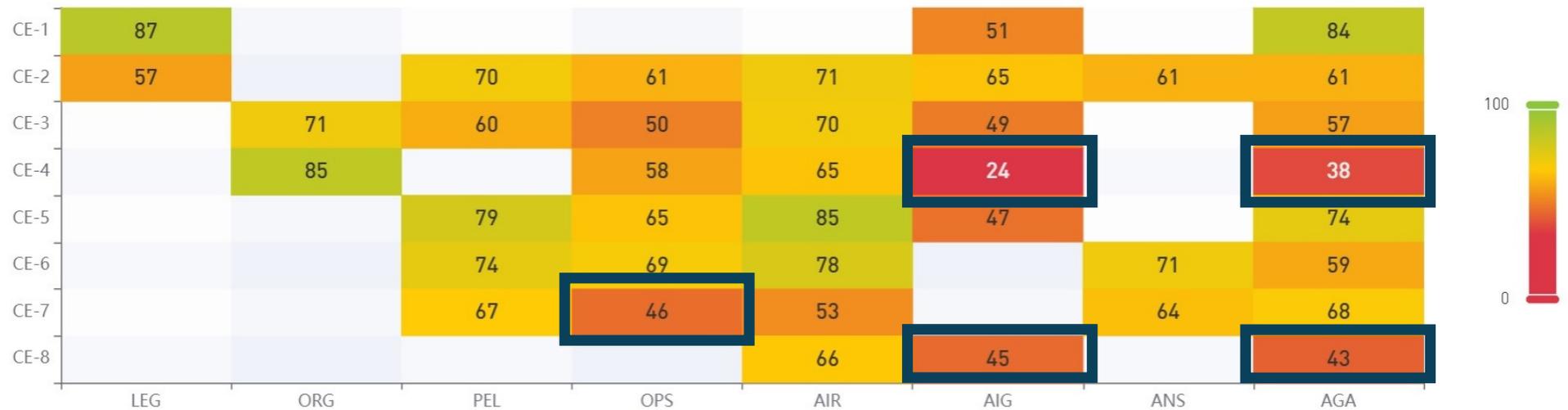
G-HRCs: 2026-2028	Additional categories of occurrences
Controlled flight into terrain (CFIT)	Abnormal runway contact (ARC)
Loss of control in-flight (LOC-I)	Turbulence encounter (TURB)
Mid-air collision (MAC)	System/component failure or malfunction (non-powerplant) (SCF-NP)
Runway excursion (RE)	
Runway incursion (RI)	

Global ORG Challenges



- 5 lowest scoring global PPQs by AA & CE combination
 - based on consolidated global “Heat Map”
- PQs used to assess civil aviation organization & State system and functions (ORG/CE-3) at global level
- Lowest scoring global PPQ
- Commonality of ORG challenges across RASPs
- Results from SSP Self-assessment Tool (OLF) & Gap Analysis (iSTARS)

5 Lowest Scoring Global PPQs (AA & CE)



5 Lowest Scoring Global PPQs (AA & CE)

1. Aircraft accident and incident investigation & qualified technical personnel (AIG/CE-4)
2. Aerodromes and ground aids & qualified technical personnel (AGA/CE-4)
3. Aerodromes and ground aids & resolution of safety issues (AGA/CE-8)
4. Aircraft accident and incident investigation & resolution of safety issues (AIG/CE-8)
5. Aircraft operations & surveillance obligations (OPS/CE-7)
 - related specifically to dangerous goods

PQs to assess ORG/CE-3

PQ	Description	Global EI
2.051 (PPQ)	Establishment & implementation of mechanism to ensure each SOA has sufficient financial resources to meet national/int'l obligations	67.57%
2.053	Establishment of mechanism to ensure that each SOA has sufficient personnel to meet national/int'l obligations	41.71%
2.103	Each SOA/AIG's ability to attract, recruit, and retain qualified technical personnel	53.51%

Lowest Scoring Global PPQ

- PQ 1.205
 - Establishment & implementation of process by State
 - to ensure identification & publication in its AIP
 - of significant differences between SARPs/PANS/SUPPS
 - and State's regulations and practices

- Specifically related to AIP



Common ORG Challenges in RASPs

- 3 out of 6 RASPs cited
 - Lack of resources & expertise
 - as well as Human Factors & competence of personnel
- as regional ORG challenges



SSP Gap Analysis Tool

Questionnaire

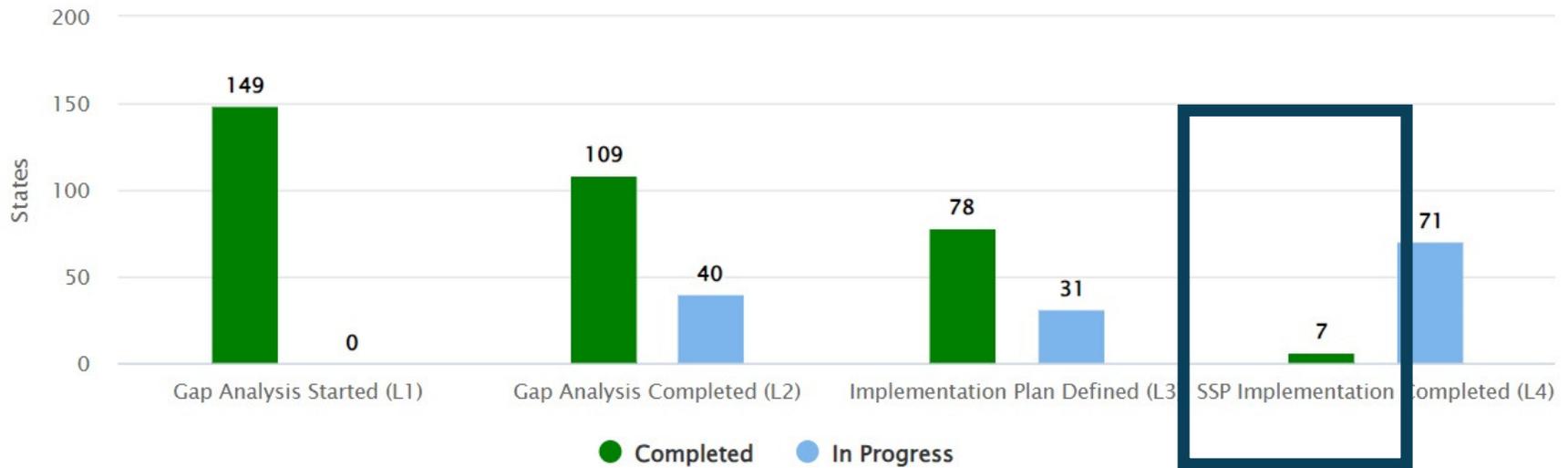
Result

SSP Statistics

Select Group Consider only State's with USOAP EI above:

SSP Implementation Progress

ICAO Member States
States Numbers :149



Global ORG Challenges 2026-2028

1. Lack of sufficient financial resources for safety oversight authority to meet national and international obligations
2. Lack of qualified technical personnel, primarily aircraft accident investigators and aerodrome inspectors
3. Lack of regulatory process to address resolution of safety issues, primarily related to aerodrome operations
4. Low level of SSP implementation at the global level
5. Deficiencies in safety data & safety information collection, analysis, and exchange, to support safety management activities

Proposed GASP Goals & Targets

Rationale for GASP Goals & Targets

- Most of GASP goals for 2026-2028 GASP remain same
 - as previous 2 editions
- To ensure stability & continuity of plan
 - impact on exiting RASPs & NASPs, and SEIs
- Proposed GASP goals & targets for next GASP
 - focus on main challenges & risks States/Regions face
 - serve as catalyst to address them
- Proposal includes revision of existing goals & targets
 - as well as addition of new ones



Goals Affected by Revision

2023-2025 GASP Goals	Proposed 2026-2028 GASP Goals
Achieve continuous reduction of ops safety risks	Same
Strengthen States' safety oversight capabilities	Same
Implement effective State safety programmes	Same (<u>Establish & manage</u> effective SSPs)
Increase collaboration at regional level	Same (Strengthen collaboration at the regional <u>and national levels to address safety issues</u>)
Expand use of industry programmes & safety information sharing networks by service providers	Removed " <u>& safety information sharing networks by service providers</u> " > now under new Goal 5 Re-numbered Goal 6
Ensure appropriate infrastructure is available to support safe ops	Deleted > Avoid GANP duplication New Goal 5: "Strengthen aviation safety planning"

Proposed GASP Goals 2026-2028

1. Achieve a continuous reduction of operational safety risks
2. Strengthen States' safety oversight
3. Establish & manage effective State safety programmes (SSP)
4. Strengthen collaboration at the regional & national levels to address safety issues
5. Strengthen aviation safety planning (RASP & NASP)
6. Expand the use of industry programmes

Proposed GASP Targets 2026-2028

- **Goal 1:**
 - Focus on States, regions and industry to decrease accident rate
 - Specific targets for G-HRCs & additional categories
 - Baseline year and 5-year rolling average
- **Goal 2:**
 - Focus on States having sufficient financial resources
 - Improve EI score of CE-4, mainly in AIG & AGA
 - Improve EI score of CE-8 in AGA
- **Goal 3:**
 - Focus on State self-assessment of SSP implementation
- **Goal 4:**
 - Focus on regional mechanisms for assistance

Next Steps

- WP containing GASP proposal to AN-Conf/14
 - To be published in Q2 2024
 - Contains GASP Questionnaire
- WP will seek agreement on:
 - Proposed GASP Goals & Targets
 - All other proposals, including G-HRCs
 - Use of Conf feedback + Questionnaire to finalize GASP for A42





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Thank You!