



*International Civil Aviation Organization*

**Safety Enhancement Implementation Group**

**Fifth Meeting (SEIG/5)**

*(Doha, Qatar, Meeting- 17 October 2023)*

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**Agenda Item 2: Regional Performance Framework for Safety**

**MID States Progress on NASPs Development**  
*(Presented by the Secretariat)*

**SUMMARY**

This paper presents the status of MID States Progress on NASPs Development.

Action by the meeting is at paragraph 3.

**REFERENCES**

- RASG-MID/10 Report
- GASP 2023-2025 Edition

**1. INTRODUCTION**

1.1 In line with the Safety Strategic Objective of the International Civil Aviation Organization (ICAO), the 2023-2025 edition of the *Global Aviation Safety Plan* (GASP, Doc 10004) presents the global strategy for the continuous improvement of aviation safety. The purpose of the GASP is to continually reduce fatalities, and the risk of fatalities, by guiding the development of a harmonized aviation safety strategy. It provides a framework in which regional and national aviation safety plans (RASPs and NASPs) are developed and implemented.

1.2 The Middle East Regional Aviation Safety Plan (MID-RASP) 2023-2025 Edition presents the strategic direction for the management of aviation safety in the MID Region, to strengthen Member States Safety Oversight System, and risk-based approach to managing safety and support effective implementation of States' Safety Programmes (SSP) and Safety Management System (SMS) including the development of NASPs.

1.3 The MID-RASP 2023-2025 Edition identifies MID Region Safety Performance Measurement and Monitoring (SPMM) with specific safety targets in line with GASP and the RASG-MID would continuously monitor the implementation of the Safety Enhancement Initiatives (SEIs) and measure safety performance of regional civil aviation, to ensure the intended targets are achieved using the MID Region SPMM.

1.4 The MID-RASP provides strategy for improving safety within a specified timeframe, through defined SEIs in a coordinated, cooperative and collaborative approach among States, international organizations, and industry to achieve Safety Targets.

1.5 The States NASP should be developed in alignment with the GASP and the MID-RASP. However, priority should be given to national safety issues. Moreover, the NASP should be also aligned and coordinated with the MID-RASP (as appropriate) and with other efforts aimed at enhancing aviation safety.

## 2. DISCUSSION

2.1 The meeting recalled that ICAO issued States Letter to States on “*the sharing/submission of the National Aviation Safety Plan (NASP)*” through State Letter Ref.: AN 6/37-22/7 dated 11 March 2022 and Ref: ME4 & FS1/2-23/155 dated 3 August 2023. So far, Four (4) States completed and their NASPs have been shared and published on ICAO website (Kuwait, Lebanon, Oman, and Saudi Arabia).

2.2 The meeting may wish to note that the RASG/PIRG and RASG-MID/10 held in Muscat, Oman 14 - 17 May 2023 endorsed two conclusions respectively:

***RASG/PIRG CONCLUSION 10/2: SHARING OF THE NASP***

*That States, be reminded to share the latest version of their NASPs with ICAO HQ and ICAO MID Office for posting on the GASP public website.*

***RASG-MID CONCLUSION 10/10: DEVELOPMENT OF NASP***

*That, States*

- a) *urged to develop and implement the NASP in line with the GASP and MID-RASP, if not yet done so;*
- b) *encouraged to share the latest version of their NASPs with ICAO HQ and ICAO Regional MID office for posting on the GASP public website.*

2.3 It is to be highlighted that the **GASP 2023-2025 Target 3.2** calls for all **States to publish a NASP by 2024**. This is a new GASP target. It is integrated as part of the SSP-related GASP goal because a State should define and publish its strategy and actions to ensure effective safety management and address organizational challenges in a dedicated plan, as part of the SSP.

2.4 Therefore, the NASP can assist a State in developing a strategy, including an action plan with specific SEIs, to facilitate SSP implementation. Through the NASP, the State expresses its commitment to enhancing aviation safety and to the resourcing of supporting activities. The publication of a NASP, as the document containing the State’s strategic direction for the management of aviation safety at the national level, allows for the allocation of resources dedicated to the SSP, through the development and implementation of that plan.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the MID States Progress on NASPs Development;
- b) encourage States to continue to use existing ICAO guidance material and tools to implement their NASPs
- c) urge States to develop and implement the NASP in line with the GASP and MID-RASP, if not yet done;
- d) urge States to share the latest version of their NASPs with ICAO HQ and ICAO Regional MID office for posting on the GASP public website;
- e) encourage States to request assistance from the ICAO MID Regional Office related to the development of their NASPs including the conduct of assistance missions and/or customized NASP Workshop for each State; and
- f) share their experiences related to the development of their NASPs during the SEIG meetings and/or Regional NASP Workshop to be organized by the ICAO MID Regional Office in 2024.

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