

Session 3

Regional Aviation Safety Plan

Overview

- What is a RASP?
- Existing RASPs
- Content of RASP
- RASP development process
- Relationship between RASP & NASP



What is a RASP?

- RASP presents strategic direction for management of aviation safety
 - at the regional level (or “for a region”)
 - for set period (e.g. 3 years)
- Outlines to all stakeholders where to target resources
 - over coming years
 - by different regional entities involved in management of aviation safety

Why a RASP?

- GASP establishes global strategy for improving aviation safety
 - presents global goals & targets
 - global perspective
- GASP content needs to be adapted to meet regional needs
 - each region produces RASP
- RASP is developed in line with GASP goals & targets
- However, based on region's own risk assessment
 - address region's specific operational safety risks
 - and regional organizational challenges



6 Existing RASPs

- Africa-Indian Ocean RASP (AFI-RASP)
- Asia-Pacific RASP (AP-RASP)
- European RASP (EUR RASP)
- Middle East RASP (MID-RASP)
- North American, Central American and Caribbean RASP (NACC RASP)
- South American Region Safety Plan (SAMSP)



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION
SOUTH AMERICAN REGIONAL OFFICE

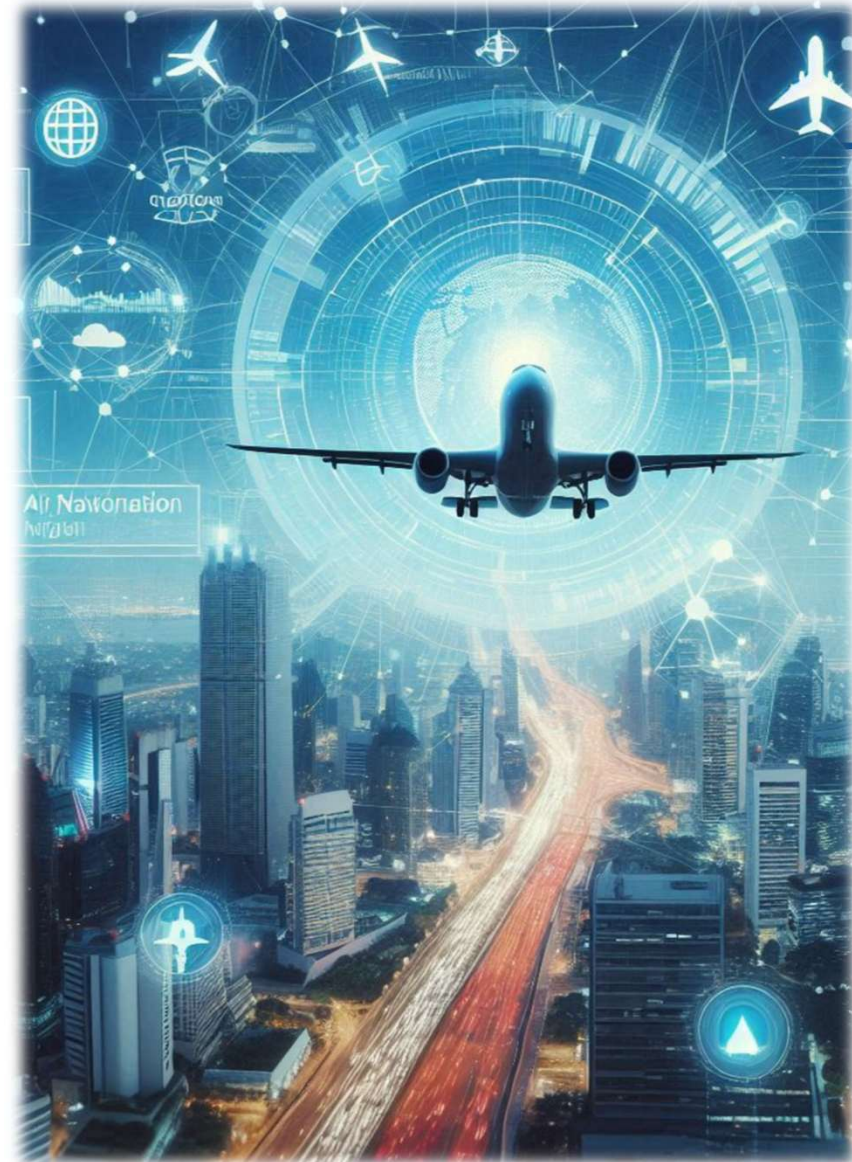


**South American Region
Safety Plan (SAMSP)**

2023-2025 Edition

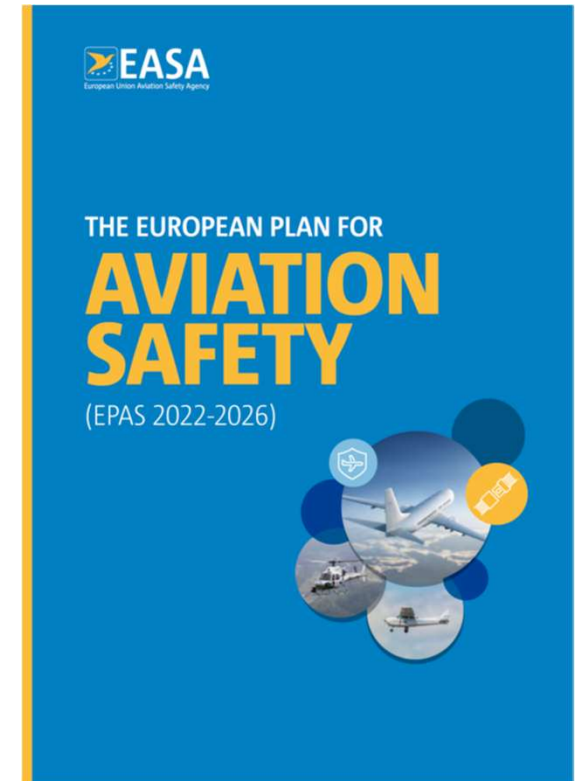
Content of RASP

- Introduction + Purpose of RASP
 - links to NASPs of States that make up region
 - + GASP
- Regional safety issues
 - operational safety risks
 - organizational challenges
- Strategic direction for management of aviation safety at regional level
 - incl. regional safety goals, targets and indicators
 - + action plan that supports safety strategy
- How to measure safety performance
 - to monitor RASP implementation
 - + effectiveness



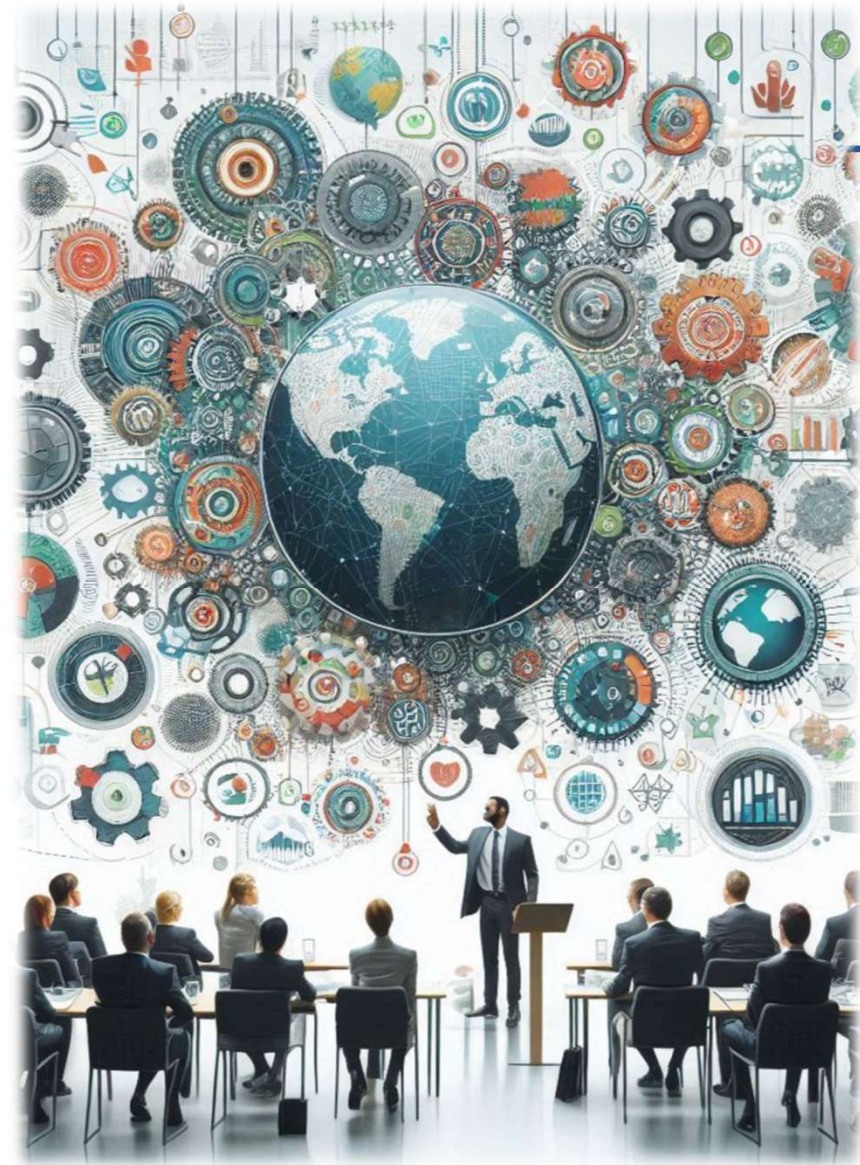
Sub-regional Plans

- Some regions may also have sub-regional plans
- Address specific issues of group of States
 - divided as “sub-region”
- Such plans are aligned with RASP
- Provide specific actions for States in sub-region



RASP Development Process

- RASG is responsible for
 - developing, supporting implementation and monitoring RASP
 - consistent with GASP
- Process includes consultation
 - with States & industry
 - + other key aviation stakeholders
- RASG typically sets up expert group
 - tasked with RASP development & revision
 - + action plan (set of SEIs)
 - supported by ICAO Regional Office



Relationship Between RASP & NASP

- Content of GASP & RASP need to be adapted to meet national needs
 - each State should produce NASP
 - presents safety strategy at national level
- State should use GASP + RASP to develop NASP
- NASP should be aligned & coordinated with RASP
 - + with other efforts
 - aimed at enhancing aviation safety

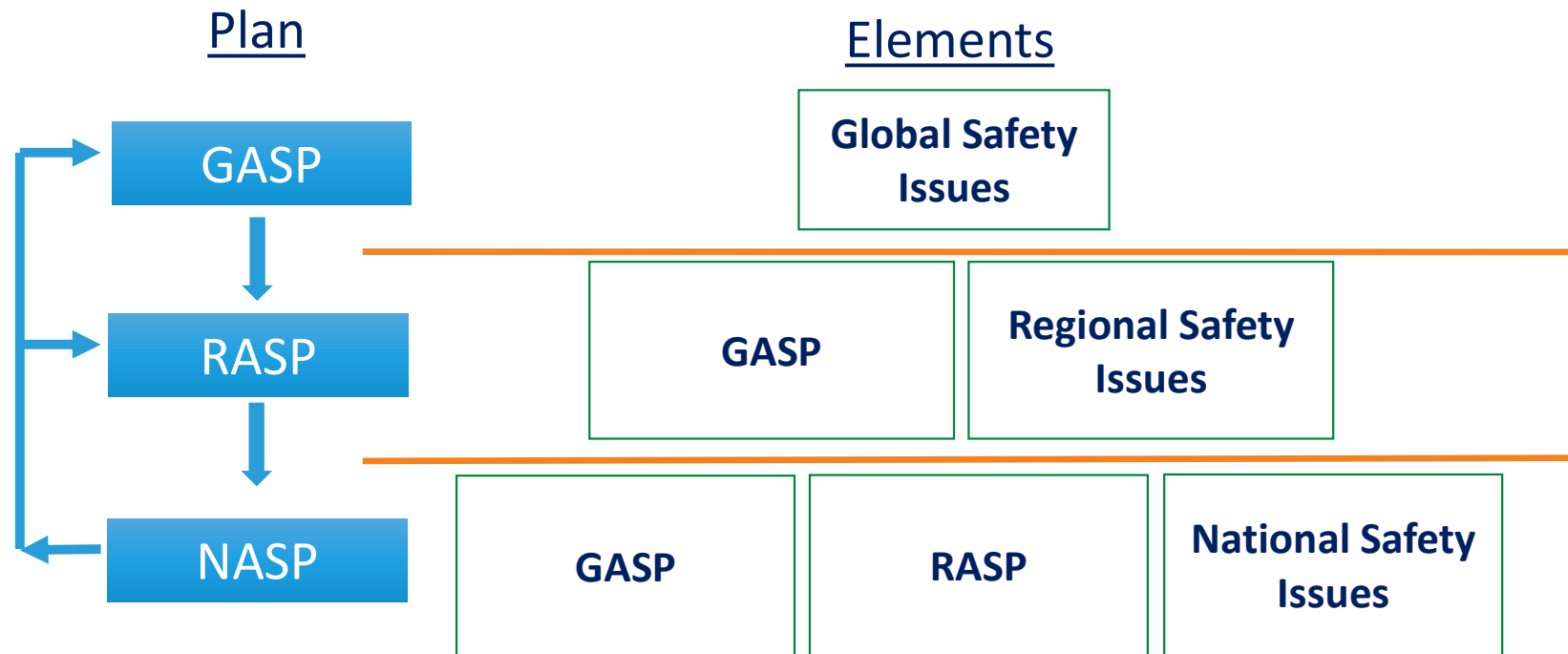


Relationship Between RASP & NASP (Cont'd)

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- RASP presents regional safety issues + regional safety goals & targets
 - some of which are additional to ones in GASP
- Some SEIs in RASP may not apply directly to State
 - may be addressed to RASG or other regional entity
- Some targets or SEIs in RASP may be applicable to individual States in region
- Then, regional safety target(s) or specific SEI(s) should be included in NASP
 - in addition to relevant info from GASP

Recall: Relationship Between Plans



Points to Remember

- RASP is important addition to GASP: regional perspective
- Become familiar with corresponding RASP
- Determine content/points to include in NASP
- All RASPs available at: www.icao.int/rasp

