



## INTERNATIONAL CIVIL AVIATION ORGANIZATION

### First Meeting of the Africa - Indian Ocean Aviation System Planning and Implementation Group (AASPG/1)

Libreville, Gabon, 3 - 7 November 2025.

#### Agenda Item 4: Implementation of safety and air navigation goals, targets and indicators, including priorities set in the Regional Aviation Safety and Air Navigation Plans

#### 4.5. Regional and National Aviation Safety and Air Navigation Plans

#### DEVELOPMENT AND IMPLEMENTATION OF CABO VERDE NATIONAL AVIATION SAFETY PLAN

*(Presented by Cabo verde)*

SUMMARY	
This information paper outlines the necessary steps and considerations taken by the State of Cabo Verde in developing and implementing its National Aviation Safety Plan. It also includes information concerning the status of implementation and related challenges and opportunities.	
Action by the Meeting is at <b>paragraph 3</b> .	
<b>REFERENCE(S)</b>	<ul style="list-style-type: none"> <li>▪ Doc 10004, Global Aviation safety Plan</li> <li>▪ Doc 10031, Manual on the Development of Regional and National Aviation safety Plan</li> <li>▪ 10161, Global Aviation Safety Roadmap</li> </ul>
<i>Strategic Objectives</i>	A - Safety

### 1. INTRODUCTION

- 1.1 The **National Aviation Safety Plan (NASP)** is the primary strategic document for a State's management of aviation safety over a defined period, aligned with the strategic direction set forth by the ICAO's **Global Aviation Safety Plan (GASP)** and the corresponding **Regional Aviation Safety Plan (RASP)**. This harmonization ensures a coordinated, multi-layered approach to safety enhancement, leveraging global best practices while addressing regional and national specificities. Its development and implementation are critical to continually reducing fatalities and the risk of fatalities in civil aviation operations.
- 1.2 The purpose of the NASP is to continually reduce fatalities, and the risk of fatalities, through the development and implementation of a national aviation safety strategy. Cabo Verde is committed to enhancing its aviation safety, ensuring the necessary funding of its supporting

activities. A safe, resilient and sustainable aviation system contributes to the economic development of Cabo Verde and its aviation industry. The NASP promotes the effective implementation of Cabo Verde safety oversight system, a risk-based approach to managing safety, as well as a coordinated approach in collaboration with other States, regions and industry.

- 1.3 Cabo Verde's NASP, edition 2023-2025, was published in the Civil Aviation Authority website and in the GASP library portal:

- <https://www.aac.cv/documentos/plano-nacional-de-seguranca-da-aviacao-nasp-1744>
- <https://www.icao.int/safety/GASP/Pages/GASP-Library.aspx>

## **2. DISCUSSION**

### **2.1. The Global Aviation Safety Plan**

2.1.1. The GASP sets the global safety strategy, vision, and aspirational goals (e.g., zero fatalities in commercial operations) aiming at continually reducing fatalities and risk of fatalities. It identifies global high-risk categories of occurrences (G-HRCs), such as controlled flight into terrain (CFIT), loss of control in-flight (LOC-I), runway excursion (RE), runway incursion (RI), and mid-air collision (MAC), which States must prioritize. The GASP also provides a framework for addressing organizational challenges related to safety oversight.

2.1.2. The 42<sup>nd</sup> Session of the ICAO Assembly endorsed the new edition of the GASP for the triennium 2026-2028, marking a significant change in how the global safety strategy is developed. In addition to the G-HRCs identified above, the new edition of the GASP also incorporates other global risk categories of occurrences that are trending up: abnormal runway contact; system/component failure or malfunction (non-powerplant); and turbulence encounter.

### **2.2. The Regional Aviation Safety Plan**

2.2.1. The RASP accommodates the GASP's global objectives into a regional context. It identifies region-specific safety issues, goals, targets, and Safety Enhancement Initiatives (SEIs). A State must consult its RASP to ensure its NASP is locally relevant and contributes effectively to regional safety improvements.

2.2.2. The first edition of the AFI Regional Aviation Safety Plan (AFI-RASP) was approved and published in November 2023 under the authority of the Chairperson of the Regional Aviation Safety Group for the AFI Region.

### **2.3. The National Aviation Safety Plan**

2.3.1. The NASP is not a standalone document; it is an integral component of the global aviation safety framework.

2.3.2. It should adopt the overarching safety vision and goals of the GASP; incorporate and address the GASP's G-HRCs and the region's specific High-Risk Categories (HRCs) identified in the RASP; and align its Safety Enhancement Initiatives (SEIs) with the recommendations stemming from the Global Aviation Safety Roadmap.

2.3.3. Cabo Verde benefitted from the ICAO Implementation Package (iPack) “Developing a National Aviation Safety Plan” in August 2022 and successfully developed and published its National Aviation Safety Plan in November 2022 for the triennium 2023-2025. The iPack included documents, training, tools and remote support by a subject matter expert (SME). The project was concluded within the timeframe given (September and December 2022) and the work plan established the following activities:



2.3.4. The development process was data-driven, collaborative and consistent with ICAO guidance, as described below.

## 2.4. Drafting the National Aviation Safety Plan

2.4.1. **Stakeholders Collaboration:** Engagement of the CAA (Leadership), air navigation service provider, aerodrome operator, airlines, and the accident/incident investigation authority.

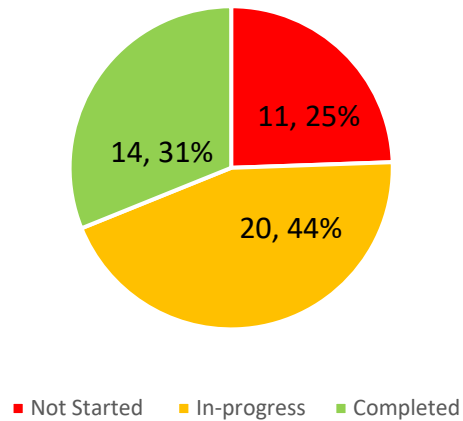
2.4.2. **Safety Data Analysis:** Analysis of national accident and incident data to identify specific national high-risk categories (N-HRCs) and contributing factors. This data drives the risk-based approach.

2.4.3. **Prioritization:** Prioritization of N-HRCs and organizational challenges based on risk severity and alignment with GASP/RASP priorities.

2.4.4. **Action Plan Formulation:** Definition of specific, measurable, achievable, relevant, and time-bound (SMART) SEIs for each goal.

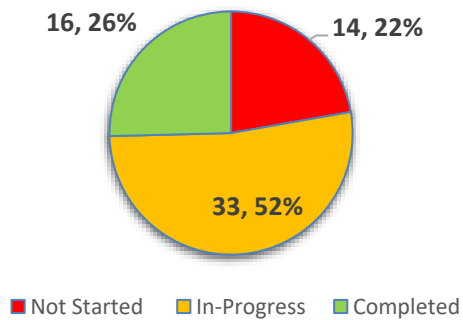
2.4.5. **Resource Allocation:** Ensure dedicated funding, personnel, and technical resources are committed for the implementation of the SEIs.

2.4.6. The NASP implementation plan for 2023 established 16 SEIs and 47 related activities. The following was accomplished in 2023:



**Figure 1- NASP Status of implementation (2023)**

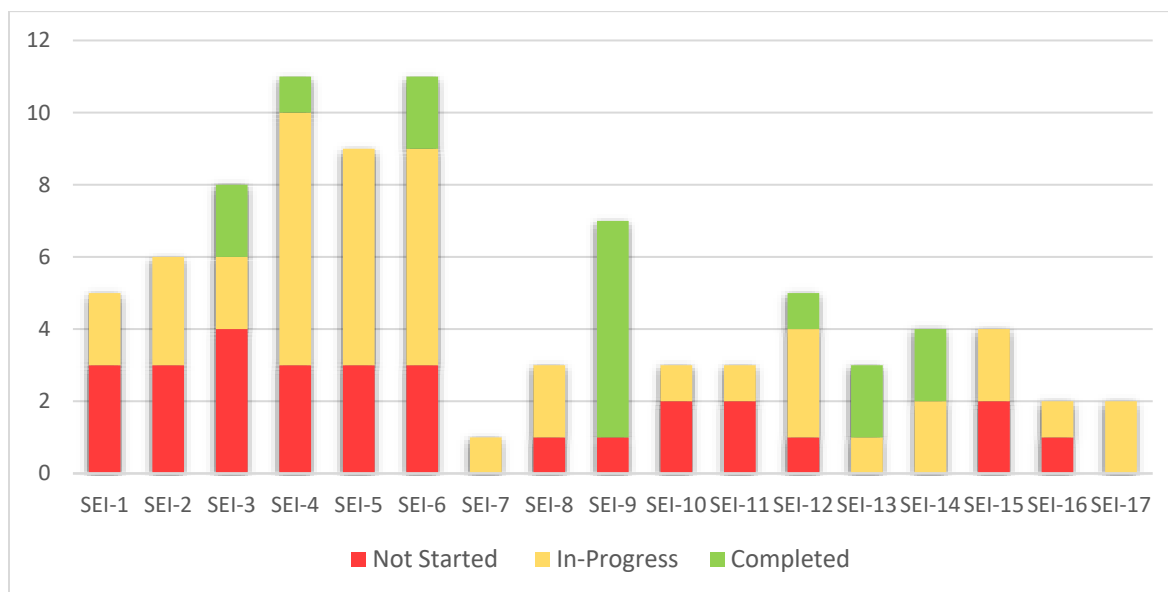
2.4.7. The following charts indicate the status of implementation of the NASP in 2024:



**Figure 2 – NASP Status of implementation (2024)**



**Figure 3- NASP Status of implementation by Goals**



**Figure 4- NASP Status of implementation by SEI**

## 2.5. Structure of Cabo Verde's National Aviation Safety Plan

- **Introduction and Purpose of the NASP**
- **National Strategic Direction (for the management of aviation safety)**
- **National Operational Safety Risks:** 10 national operational safety risks were identified.

- **Organizational Challenges:** Implementation of Cabo Verde SSP and continuous improvement and implementation of an effective safety oversight system.
- **Safety Enhancement Initiatives:** 17 SEIs and 47 associated activities were established in the first edition of the NASP 2023-2025. 13 SEIs and 54 associated activities were established after the first revision of the document.
- **Monitoring and Review:** The team conducts regular meetings to discuss the status of implementation of the initiatives and assess its effectiveness.

## 2.6. Review and revision

2.6.1. NASP is a dynamic document. It must be formally reviewed and, if necessary, revised, periodically, when significant changes in the operating environment or safety performance occur, and align it with the update cycle of the GASP and the RASP.

2.6.2. The first revision of Cabo Verde's National Aviation Safety Plan 2023-2025 was performed in 2024 to align it with the first edition of the AFI-RASP 2023-2025.

2.6.3. Aligned with the upcoming edition of the GASP (2026-2028) and, subsequently, the AFI RASP, we are working on a new edition of the NASP for the triennium 2026-2028.

## 2.7. Challenges

2.7.1. It is worth noting that the implementation of the NASP is affected by several challenges, namely:

- Changes in the organizational structure of the stakeholders which form part of the implementation team, including top management and or their representatives, which requires new training, new familiarization and affects the timelines;
- Maintain the NASP as a priority on the agenda of the stakeholders;
- The number of SEIS and actions stemming from the GASP, the AFI-RASP, and as a result, included in the NASP.

## 2.8. Opportunities for Improvements

2.8.1. Taking into consideration the experience over the last 3 years, Cabo Verde considers that the following initiatives could enhance the implementation of the NASP:

- Establishment of a NASP Committee and their terms of references;
- Establishment of terms of references of the NASP implementation team, including the sub-groups;
- Establishment of incentive mechanisms to the NASP implementation team, including the sub-groups;
- More guidance from ICAO related to the performance monitoring including development of performance monitoring tool.

## **2.9. Conclusion**

- 2.9.1. The development and implementation of a robust, data-driven NASP, aligned with the GASP and RASP, is fundamental to a State's commitment to aviation safety. By adopting the common strategic goals, prioritizing the globally and regionally identified high-risk categories, and committing to specific, measurable Safety Enhancement Initiatives, a State can effectively reduce operational safety risks and strengthen its safety oversight capabilities, ultimately contributing to the global objective of continually enhancing aviation safety performance.

## **3. ACTION BY THE MEETING**

- 3.1. The meeting is invited to:

- 3.1.1. note the information provided;

- 3.1.2. urge AFI States to develop and implement their National Aviation Safety Plans; and

- 3.1.3. encourage ICAO to continue to provide assistance to States for the development and implementation of their National Aviation Safety Plans.