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SESSION 8

Introduction to the National Aviation Safety Plan (NASP)

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Overview

- National roles & responsibilities
- Benefits of NASP
- Content of NASP
- Relationship with SSP
- NASP & other State Plans

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National Roles & Responsibilities

- A40-1 on *ICAO global planning for safety and air navigation*
 - recognizes importance of effective implementation of NASPs
- Resolves that States should develop & implement NASPs
 - in line with GASP goals
- Each State should produce a NASP



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Roles & Responsibilities (2)

- If State has implemented SSP, NASP should be linked to it
- If State has other national plans, NASP should be linked to these
- NASP presents strategic direction for management of aviation safety
 - for a set time period (e.g. over 5 years)
- Outlines to stakeholders where CAA & other entities target resources

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Benefits of Developing NASP

- Documentation required as part of SSP
 - contains information related to management of safety
 - regarding State's policies, procedures and activities
- However, this documentation may not be readily accessible to public
 - or may be written in manner that is not understood by persons who are not SMEs
- NASP allows State to clearly communicate its strategy for improving safety
 - at national level to all stakeholders
 - including other government branches



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Benefits of Developing NASP (2)

- NASP is transparent means to disclose how CAAs and others work to
 - identify hazards
 - manage ops safety risk
 - other safety issues
- Illustrates how planned SEIs will help State meet established goals
- NASP emphasizes State's commitment to aviation safety




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Benefits of Developing NASP (3)

- Since NASP contains information on safety performance measurement
 - demonstrates positive impact of investments in existing SEIs
 - which have been successful
 - or justifies need for additional resources
 - to address on-going or future challenges



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Examples of Existing Plans



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Content of NASP

- NASP should include
 - safety goals, targets & indicators in line with GASP
 - in line with regional safety plan
 - series of SEIs to address safety issues
- Address safety issues across different sectors of aviation
 - commercial air transport
 - general aviation
 - helicopter operations...




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Content of NASP

1. Introduction
2. Purpose of NASP
 - including links to RASP and GASP
3. State's strategic approach to managing safety in civil aviation
 - including national safety goals, targets and indicators
4. Description of national ops safety risks & initiatives planned to address them
5. Description of other safety issues & initiatives to address them
 - such as challenges related to SSP implementation
6. Description of how State will measure safety performance
 - to monitor NASP implementation

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1) Introduction

- Introduction (or foreword) should provide an overview of
 - NASP
 - how it is structured
 - how it is linked to SSP, if implemented
- List entity (or entities) within State is responsible for NASP
 - development, implementation and monitoring
 - e.g. the CAA

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1) Introduction (2)

- Provide brief description of national safety issues and NASP goals & targets
- Include description of State's operational context
- Note State's commitment to aviation safety
 - and to resourcing activities at the national level to enhance safety
- For this reason, introduction signed by DG of Civil Aviation or higher

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2) Purpose of NASP



- Describe purpose of NASP
 - contains State's strategic direction for management of aviation safety
- Establish duration of plan
- Note link between NASP, RASP & current edition of GASP
- Identify documents and plans considered (GANP, eANP, CAMP, etc.)

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3) State's Strategic Approach



- Describe how plan is developed and endorsed
 - including collaboration with internal/external stakeholders
 - explain that collaborative approach is needed
- List national safety goals, targets and indicators
 - this may be done in table format
 - explain how they are linked to all GASP and RASP (cross-reference)
 - list any specific goals, targets and indicators over and above those of GASP

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3) State's Strategic Approach (2)

- Describe how SEIs help to achieve national safety goals
 - explain link between goals and targets and SEIs
 - explain how goals/targets are linked to overarching SEIs at regional or int'l levels
- Goals, targets and indicators should be traced GASP & RASP
 - should not preclude establishment of ones over and above those of GASP
- List emerging issues for further analysis

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3) State's Strategic Approach (3)

- Dates of GASP targets are **final deadline** to meet GASP goals
- NASP may contain dates which precede those of GASP targets
 - Based on level of maturity of certain activities in State
 - e.g. level of SSP implementation
- GASP targets should not preclude State from completing SEIs
 - ahead of GASP targets

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4) National Ops Safety Risks

- Provide summary of accidents and serious incidents
- List national HRCs included in NASP
 - to mitigate risk of fatalities
 - NASP should include all HRCs in RASP & GASP
 - include additional categories of ops safety risks
- Explain how national ops safety risks were identified
 - and why they were given priority as national HRCs



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4) National Ops Safety Risks (2)

- List main contributing factors for each HRC
- Describe SEIs to mitigate risks associated with national HRCs and additional categories of ops safety risks
 - list SEIs to address all identified national HRCs (appendix)
 - identify SEIs derived from GASP roadmap (OPS roadmap)
 - provide references to corresponding SEIs in RASP
- Describe taxonomy used in process (CICTT)



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5) Other Safety Issues

- NASP should include other safety issues identified by State
 - and that need to be addressed to improve safety
 - in addition to ops safety risks
- These issues are typically organizational in nature
 - relate to challenges with conduct of State safety oversight functions
 - SSP implementation
 - SMS implementation by industry




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5) Other Safety Issues (2)

- Provide summary of State's effective safety oversight capabilities
 - USOAP CMA
 - Safety oversight index
- List and describe other safety issues selected for NASP
 - including why they were given priority
- Explain how they were identified




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5) Other Safety Issues (3)

- Describe SEIs to address identified safety issues
 - list SEIs to address all other identified safety issues (appendix)
 - identify SEIs derived from GASP roadmap (ORG roadmap)
 - provide references to corresponding SEIs in RASP



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6) Monitor Implementation

- Describe how progress of NASP SEIs is tracked
- Explain how adjustments to NASP & SEIs are made and reported
- Describe how State will monitor implementation of SEIs
- Explain how each target will be monitored to track performance
 - indicators should be linked to those GASP & RASP

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6) Monitor Implementation (2)

- Describe means to provide stakeholders with relevant information
 - progress made in achieving national safety goals and targets
 - implementation status of SEIs (e.g. dashboard)
- Include explanatory text that addresses following situations
 - if goals & targets are not met >> root causes should be presented
 - if State identifies critical issues >> measures taken to mitigate safety risks
 - possibly leading to unscheduled revision of NASP




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6) Monitor Implementation (3)

- Explain that State has adopted standardized approach to provide information at regional level
 - as outlined by RASG or other relevant regional entity
 - e.g. for reporting to RASG
 - allows region to receive info & assess risks using common methodologies
- Include contact information at end of the NASP
 - for any inquiries or further information



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Relationship Between NASP & SSP

- SSP comprises range of processes & activities
 - that together provide State with means to manage safety
 - deliver well-directed safety oversight
- Effective SSP assists States
 - to proactively identify hazards & mitigate safety risks nationally
- Foundation on which State builds proactive national aviation safety approach

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Relationship Between NASP & SSP

- Effective SSP implementation is gradual process
- State develops, implements, and continuously improves SSP
 - in manner that meets State's safety objectives
- Time required to achieve fully mature SSP depend on
 - complexity of air transportation system
 - maturity of State safety oversight capabilities
- Level of effective implementation of SSP affects relationship with NASP



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States without Full SSP

- NASP will be informed primarily by GASP & RASP
- Include activities to
 - address organizational challenges
 - enhance organizational capabilities
- Some activities include putting in place efforts to develop SSP




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States with Full SSP

- State with effective SSP has capability to identify and mitigate national ops safety risks
- Activities to be included in NASP would be informed by State's own SSP
 - in addition to GASP & RASP
- NASP is one of key documents from SSP documentation

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NASP & Other State Plans



National Development Plan

CAMP

NASP

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Points to Remember

- As per Assembly Resolution, each State should produce NASP
- NASP should be linked to GASP & RASP
- NASP allows State to clearly communicate strategy for improving safety
- Linked to SSP, if implemented
- NASP is part of overall Plans, to emphasize Safety as priority

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The image is a slide from a presentation. At the top left is the ICAO logo and the text 'ICAO SAFETY'. At the top right is the slogan 'NO COUNTRY LEFT BEHIND' next to a small image of an airplane. The main content area features a 3D white figure standing next to a large red question mark. The figure has its hand to its chin, suggesting a state of uncertainty or contemplation. The slide number '31' is located in the bottom right corner of the slide frame.