



ICAO

International Civil Aviation Organization  
Asia and Pacific Office

## Thirteenth Meeting of the Regional Aviation Safety Group – Asia and Pacific Regions (RASG-APAC/13)

Hong Kong, China, 18-19 December 2023

### Agenda Item 5: ICAO / Member State / Industry Presentations

#### ESTABLISHMENT OF NATIONAL AVIATION SAFETY PLAN AND ITS MONITORING

(Presented by Indonesia)

##### SUMMARY

ICAO officially published Global Aviation Safety Plan edition 2023-2025 followed by APAC-Regional Aviation Safety Plan Edition 2023-2025, with additional standalone document Doc 10161 – *Global Aviation Safety Roadmap* and Doc 10162 – *Manual on Monitoring Implementation of Regional and National Safety Plans*.

In order to assist States/Administrations in developing National Aviation Safety Plan (NASP), ICAO published Doc 10131 – *Manual on the Development of Regional and National Aviation Safety Plans*. In Asia Pacific Region, there are 14 States file their NASP with ICAO and only 73 States/Administrations globally, therefore ICAO and States/Administrations are encouraged to collaborate in accelerating the development of NASP. In addition, States/Administrations should also monitor the implementation and to measure progress towards achieving the respective NASP goal.

## 1. INTRODUCTION

1.1 ICAO introduced the first version of the GASP in 1997, 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. This global plan is established in the ICAO Doc 10004 – *Global Aviation Safety Plan* and revised periodically to ensure its continuing relevance.

1.1.1 The 2014-2016 Edition included GASP objectives for States to achieve, through the implementation of an effective safety oversight system, a State Safety Programme (SSP) and safety capabilities necessary to support future aviation systems. The 2017-2019 Edition of the GASP maintained the objectives presented in the 2014-2016 Edition, and included the introduction of the new global aviation safety roadmap to assist the aviation community in achieving the objectives presented in the GASP. It provided a structured, common frame of reference for all relevant stakeholders from States, Regions and industry. The 2020-2022 edition of the GASP introduced a new set of goals, targets and indicators, in line with the United Nations' 2030 Agenda for Sustainable Development.

1.1.2 The 2023-2025 Edition of the GASP maintains the goals and G-HRCs listed in the previous edition and contains updated targets and examples of indicators. The roadmap was migrated into a standalone document (Doc 10161) and guidance related the regional and national aviation safety plans is addressed in Doc 10131 – *Manual on the Development of Regional and National Aviation Safety Plans*.

1.2 The Regional Aviation Safety Plan (RASP) is the master planning document containing the strategic direction for the management of aviation safety at the regional level for a set period. It outlines to all stakeholders where the different regional entities involved in the management of aviation safety should target resources over the coming years. The RASP is a means of obtaining regional support and a mechanism for the coordination of initiatives aimed at improving safety in the Region.

## 2. DISCUSSION

2.1 State should develop their National Aviation Safety Plan (NASP) as a master planning document containing the strategic direction of a State for the management of aviation safety for a set period. This plan lists national safety issues, sets national aviation safety goals and targets, and presents a series of Safety Enhancement Initiatives (SEIs) to address identified safety deficiencies and achieve the national safety goals and targets.

2.1.1 NASP should be developed in line with the GASP and RASP, where GASP presents global goals and Global High-Risk Categories of occurrences (G-HRCs) that includes specific targets that are applicable to all States, and safety enhancement initiatives (SEIs), while the RASP presents regional goals, targets and regional HRCs, some of which are additional to the ones listed in the GASP.

2.1.2 Some States established their national strategic plan defining goal and targets of national transportation safety, security and service plan that should be considered in their national aviation safety plan. Since the National Aviation Safety Plan (NASP) will be part of the national strategic plan, State should be very careful in developing their National Aviation Safety Plan (NASP) to avoid inconsistency.

2.1.3 ICAO published Doc. 10131 – *Manual on the Development of Regional and National Aviation Safety Plans*, and conducted workshops and webinars to assist States in developing their national aviation safety plan (NASP).

2.2 States that have established their National Aviation Safety Plan (NASP) also required to monitor its implementation, and may refer to ICAO Doc 10162 – *Manual on Monitoring Implementation of Regional and National Safety Plans* providing States and regions with guidance on data sources for indicators used to measure. ICAO also provide implementation package, a self-contained package to assist and guide States in defining a process for measuring safety performance related to their National Aviation Safety Plan (NASP) activities to assess implementation and effectiveness.

2.3 However, States in developing National Aviation Safety Plan (NASP) may face specific challenges that need a particular assistance through particular channel such as workshops, communication and consultation with experts in the regional level.

2.3.1 Global Aviation Safety Plan (GASP) target 3.2 all States to published National Aviation Safety Plan (NASP) by 2024 and target 4.1 States that do not meet target 2 and 3 to seeks assistance to strengthen their safety oversight capabilities or facilitate SSP implementation.

2.3.2 ICAO Asia Pacific Regional Office and Asia Pacific Member States to collaborate in accelerating the endeavour to help States in the development of their National Aviation Safety Plan (NASP) and monitoring its implementation.

**3. ACTION BY THE MEETING**

3.1 The Meeting is invited to:

- a) encourage collaboration among States and ICAO in developing NASP and monitoring its implementation;
- b) request ICAO to provide workshop and training regarding the development of NASP and monitoring its implementation; and
- c) request ICAO AP-RASP Working Group to provide such assistance to States in developing and monitoring implementation of their NASP through accessible communication channel.

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