



**Civil Aviation Authority of the
Republic of Zambia**

ZAMBIA'S EXPERIENCE IN DEVELOPING ITS NATIONAL AVIATION SAFETY PLAN (NASP)

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OVERVIEW

PURPOSE

INTRODUCTION

BACKGROUND

ICAO Doc 10131 8-STEP PROCESS

NASP DEVELOPMENT FRAMEWORK

CHALLENGES

CONCLUSION

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PURPOSE

To share Zambia's **experience** in developing its National Aviation Safety Plan (NASP).

To present the **key steps** and **approaches** followed during the NASP development process.

To highlight **challenges** encountered and lessons learned along the way.

To provide **practical insights** that can support peer learning and experience sharing among States.

To facilitate discussion and exchange of experiences on NASP development.





INTRODUCTION

- ❖ This presentation outlines Zambia's 10-Step NASP development process, which has been applied to structure and guide the process since 2021.
- ❖ The presentation also highlights the **multi-stakeholder coordination and collaboration** undertaken to support national alignment and ownership of the NASP.
- ❖ Key **experiences, challenges, and lessons learned** throughout the development process are presented.
- ❖ The presentation is intended to support **peer learning, experience sharing, and discussion** among States undertaking or planning their own NASP development.



- ❖ In developing the NASP, we draw our mandate from ICAO Doc 10131 and ICAO Doc 9859, which require States to develop a National Aviation Safety Plan in accordance with the GASP and RASP.

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**NATIONAL AVIATION
SAFETY PLAN**

CAA/SSP/DOC-002

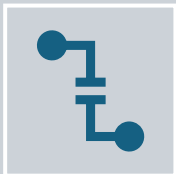
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NASP ARRANGEMENTS AT ZCAA



The Civil Aviation Act No.5 of 2016 (CAP 445) empowers the CAA to develop, implement, maintain and continuously improve the State Safety Programme.



The relationship between NASP and SSP is as follows:

SSP → NASP → Safety
Actions/Initiatives



At the State level, the identified risks are incorporated into the NASP and are managed through coordinated efforts through the NASC.(SSP) Document (CAA/SSP/DOC-001).



COORDINATION



SSP & NASP Development Coordination: The Safety Office is the dedicated office that facilitates the development, implementation, maintenance, and continual improvement of the SSP and NASP.



Inclusive Consultation: NASP development and implementation adopts an inclusive, consultative approach, involving all relevant aviation domains within the CAA, Aircraft Accident Investigation Board, and Military Aviation



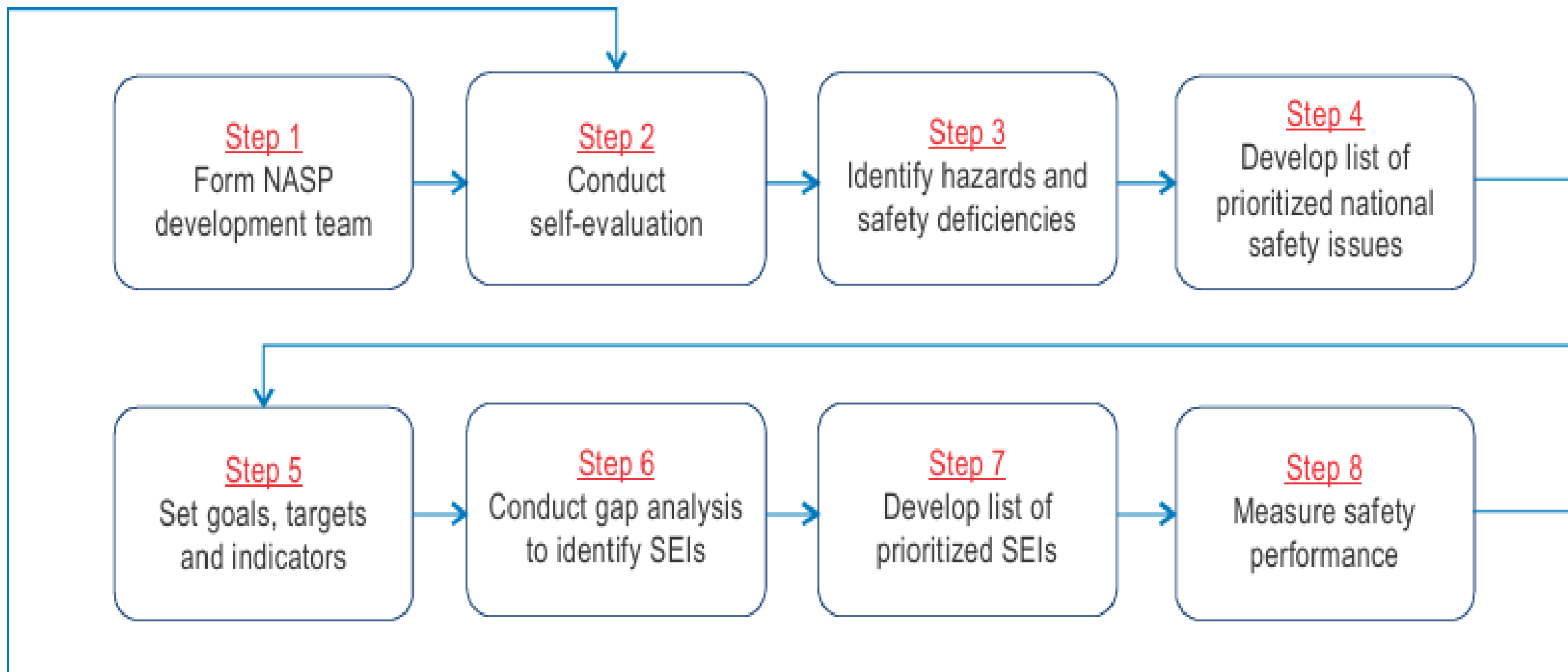
Our Structured Approach: The ICAO 8-Step NASP Development Process

- ❖ We anchored our work on the ICAO-recommended 8-step methodology, ensuring our NASP is fully aligned with the Global Aviation Safety Plan (GASP) and the Regional Aviation Safety Plan (RASP).
- ❖ This structured process provided a clear, logical pathway—guiding us from assembling the right team, through data-driven hazard identification, to the creation of targeted, measurable Safety Enhancement Initiatives (SEIs).

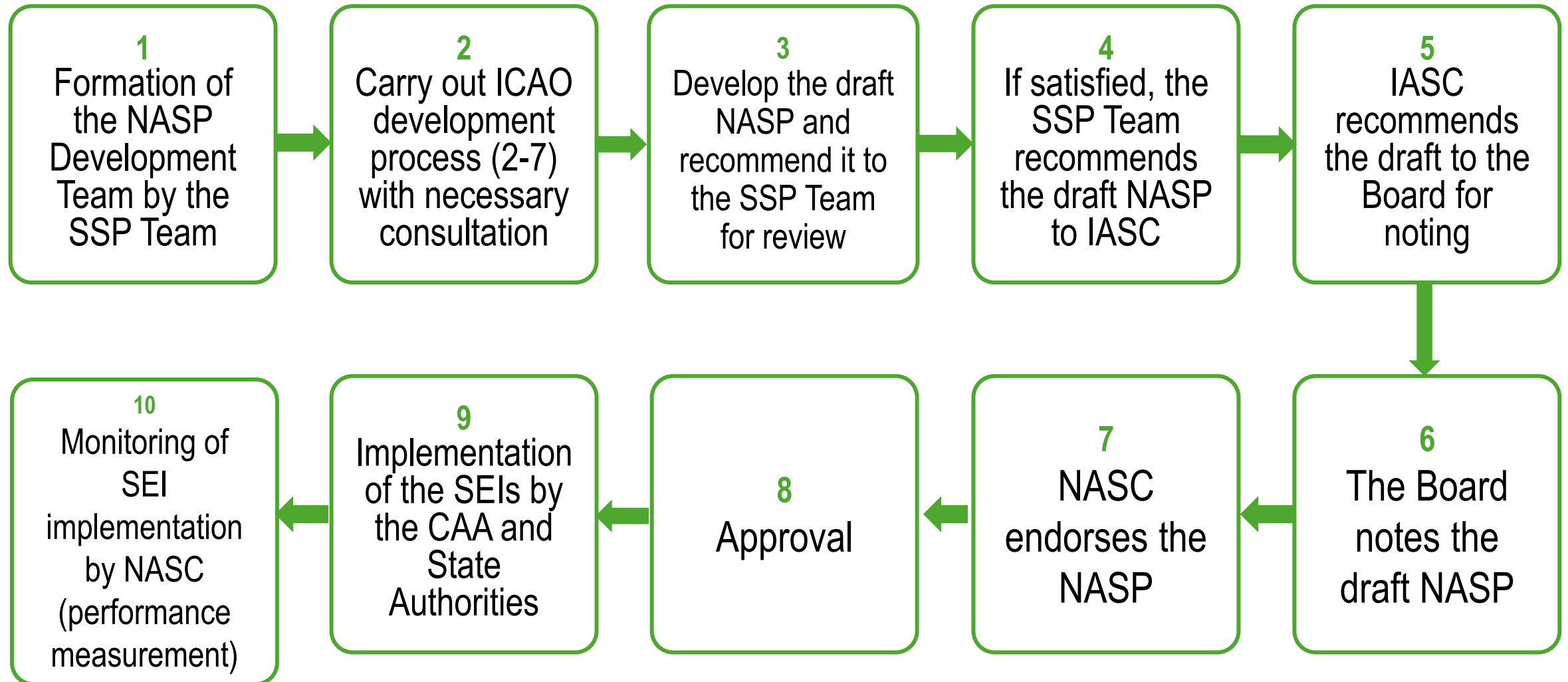




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IMPLEMENTATION OF THE SEIs



The implementation of Safety Enhancement Initiatives (SEIs) is **coordinated and facilitated by the CAA.**



Multi-Stakeholder Implementation: SEIs are implemented collaboratively by the CAA, Aircraft Accident Investigation Board, Military Aviation and the aviation industry.



Monitoring & Facilitation: The CAA facilitates coordination among stakeholders and **monitors progress towards effective implementation of the SEIs.**



Zambia has developed a Dashboard for monitoring the SEIs



MONITORING AND PERFORMANCE MEASUREMENT

The CAA, through the DG as Chair and the Safety Office as Secretariat, compiles and monitors the performance of SEI implementation.

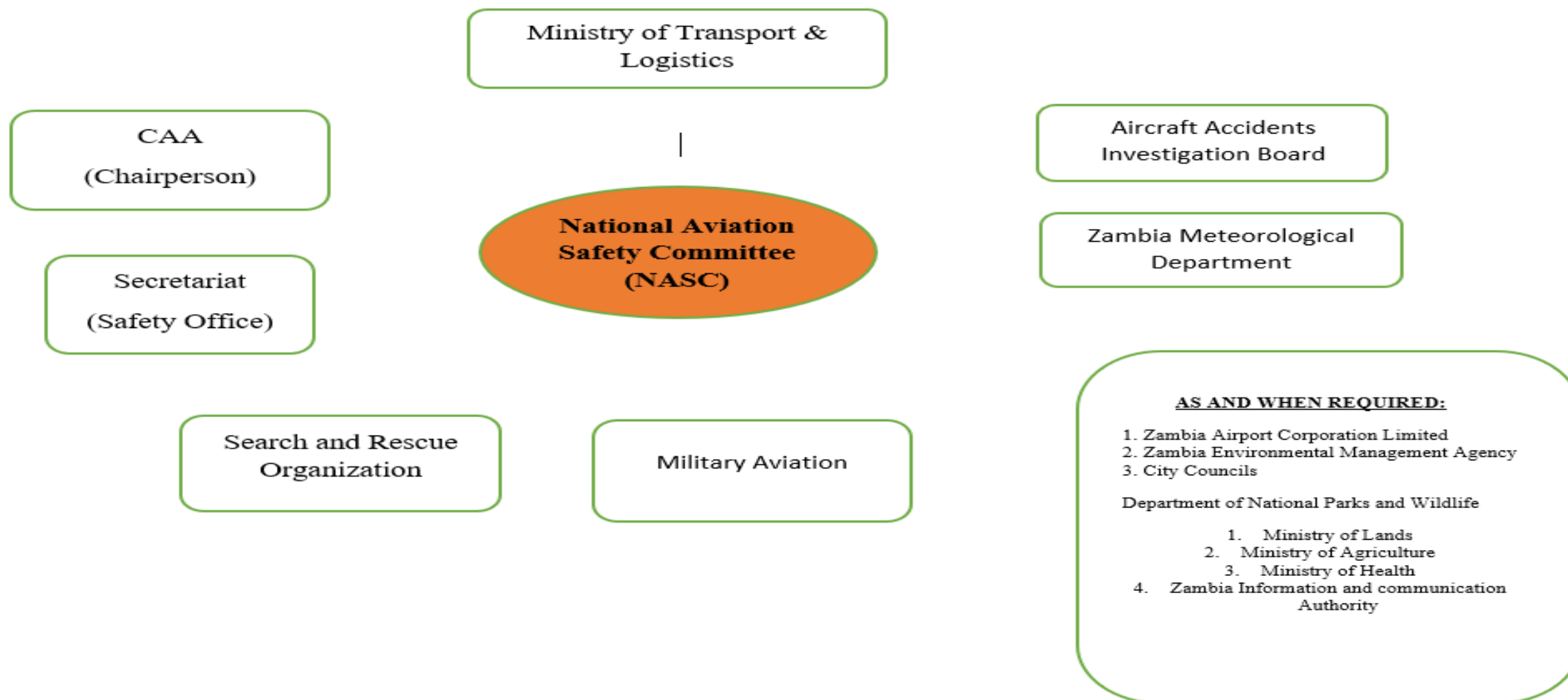
The consolidated SEI performance is reported to the National Aviation Safety Committee (NASC) for review and consideration.

The NASC meets bi-annually to review performance, monitor progress, and provide strategic direction on the implementation of SEIs.





THE NATIONAL AVIATION SAFETY COMMITTEE (NASC)





STATUS OF ZAMBIA'S NASP

- ❖ Zambia has previously developed three National Aviation Safety Plans (NASPs) in three cycles: **2021, 2025 and 2026 (draft)**.
- ❖ The current NASP has been developed but has not yet been published, pending the release of the Regional Aviation Safety Plan (RASP) for alignment.

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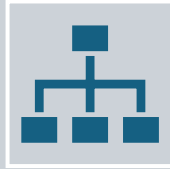
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CHALLENGES FACED



Lack of shared understanding of the development and implementation process of the NASP.



Time frame surrounding the release of the GASP and the RASP to enable timely publication of the NASP

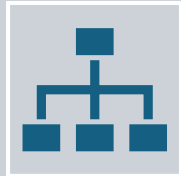


Underdeveloped mechanisms for monitoring and measuring SEI implementation performance





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Inadequate assessment in the determination of the State's Entities' ability in implementing SEIs



Lack of off-the-shelf solutions for NASP development and implementation



CONCLUSION

- ❖ From the time we started developing the NASP, experience has taught us that NASP development requires:
 - ✓ Strong coordination and collaboration among all relevant stakeholders
 - ✓ A common understanding of safety priorities.
 - ✓ Adequate capacity and resources are needed to implement SEIs.
 - ✓ Regular monitoring and performance measurement are key.
 - ✓ NASP development is a continuous process of review and improvement.





THANK YOU
