



Kenya Civil Aviation Authority
Efficiently Managing Air Safety

NASP Development-Kenya

Presentation by

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Kenya's NASP

- Strategic direction for management of aviation safety
- Developed in collaboration with stakeholders
- Coordination of NASP with other national plans

<https://www.kcaa.or.ke/sites/default/files/publication/KENYA-NATIONAL-AVIATION-SAFETY-PLAN.pdf>

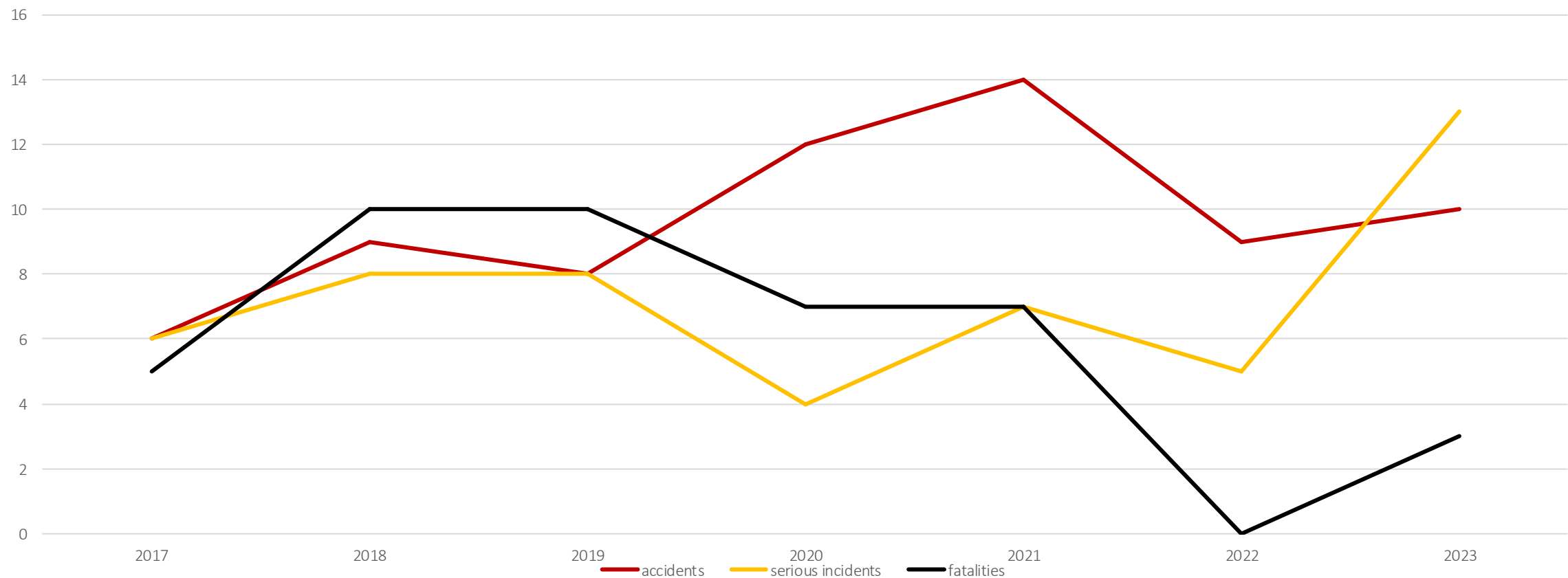


Development team

- ❑ SSP Implementation Committee provided the draft NASP document and the “implementation roadmap”
- ❑ Safety Oversight heads of Departments - leadership role
- ❑ Stakeholder engagement & validation



Operational Context



Evaluation & identification of gaps

- Lack of effective oversight of General Aviation (GA) operations
- Lack of sufficient safety oversight capacity (personnel & resources)
- Lack of effective implementation of the SSP
- Lack of effective implementation of aerodrome design and operations requirements.
- Frequent failure of air navigation equipment
- Insufficient capacity of air navigation services and aerodrome personnel
- Inadequate aircraft accident and incident investigation capacity

Goals, Targets & Indicators

- ☐ Cascade of GASP goals & targets
- ☐ National SPIs developed
- ☐ Automation of SPM process



Safety Enhancement Initiatives (SEIs)

- 20 SEIs developed to address identified safety deficiencies
- SEIs focussed on operational risks, safety oversight and SSP
- Actions implemented in coordination with State Agencies, industry, etc with identified responsible lead.
- Timelines determined by priority of actions to be implemented

Implementation Monitoring

- State SPIs for operational risks
- Review of USOAP data
- SSP achievements
- Annual reporting



“What gets
measured gets
managed”

~. Peter Drucker

Challenges

Internal

- Limited safety data
- Insufficient resources
 - funding, skills, automation, qualified personnel
- Monitoring & follow-up gaps

External

- Reporting culture
- Limited technical expertise
- Poor integration with SMS

Key Success Indicators

- NASP safety actions implemented within agreed timelines
- Achievement of established State Safety Performance Indicators (SPIs) and targets
- NASP actions implemented jointly with relevant aviation stakeholders
- Service providers with effective SMS and demonstrated risk-management capability
- Improvement in safety culture and reporting across the aviation system
- Reduction in the occurrence rate/severity of identified high-risk accident and incident categories

THANK
YOU

