

**EUR.SPT.0008\* States to establish and maintain a National Aviation Safety Plan (NASP)**

*States should ensure that a NASP is maintained and regularly reviewed.*

*States should identify in NASP the main safety risks affecting their national civil aviation safety system and shall set out the necessary actions to mitigate those risks. In doing so, States should consider the pan-European safety risk areas identified in EUR RASP for the various aviation domains as part of their SRM process and, when necessary, identify suitable mitigation actions within their NASP. In addition to the actions, NASP shall also consider how to measure their effectiveness. States should justify why action is not taken for a certain risk area identified in EUR RASP.*

*The pan-European top key risk areas as determined through the European SRM for various operational domains are defined in EASA Annual Safety Review (ASR) and in EPAS Volume I. Underlying causal and contributing factors ('safety issues') are described in EPAS Volume III.*

*The NASP should:*

- *describe how the plan is developed and endorsed, including collaboration with different entities within the State, with industry and other stakeholders (unless this is described in the SSP document),*
- *include safety objectives, goals, indicators and targets (unless these are included in the SSP document),*
- *reflect the EUR RASP actions as applicable to the State,*
- *identify the main safety risks at national level in addition to the ones identified in EUR RASP.*

*States should ensure that their NASP is made available to relevant stakeholders and are invited to share it with the other States and ICAO.*

<b>Status</b>	<i>ongoing</i>
<b>Reference(s)</b>	<i>GASP SEI-11 (States) — Strategic collaboration with key aviation stakeholders to enhance safety in a coordinated manner GASP SEI-17 (States) — Establishment of safety risk management at the national level (step 1) GASP SEI-18 (States) — Establishment of safety risk management at the national level (step 2) GASP SEI-19(States) — Acquisition of resources to increase the proactive use of risk modelling capabilities GASP SEI-20 (States) — Strategic collaboration with key aviation stakeholders to support the proactive use of risk modelling capabilities GASP SEI-21 (States) — Advancement of safety risk management at the national level IE-REST SEIs (States) — Mitigate contributing factors to the risks of CFIT, LOC-I, MAC, RE, and RI</i>
<b>Dependencies</b>	<i>GASP Goal 3 EPAS MST.0028</i>

<b>Affected stakeholders</b>	<i>All</i>
<b>Owner</b>	<i>States</i>

**EXPECTED OUTPUT**

<b>Deliverable(s)</b>	<b>Timeline</b>
<i>SPAS established (EASA Member States)</i>	<i>2021Q4</i>
<i>SPAS reviewed (EASA Member States)</i>	<i>2024Q1</i>
<i>NASP established or reviewed (non-EASA EUR States)</i>	<i>2023Q4</i>

**CHANGES SINCE LAST EDITION**

*List of pan-European top key risk areas removed and references to EASA Annual Safety Review 2022 and EPAS added.  
Expected output adapted to consider timeline for EASA Member States i.a.w. EPAS action MST.0028.*

**MONITORING**

<b>Monitoring activities</b>	<b>Related SPIs</b>
<i>Nb of States having shared their SPAS/NASP with the ICAO EUR Office</i>	<i>n/a</i>