

Session 3

Regional Aviation Safety Plan



Overview

- What is a RASP?
- Existing RASPs
- Content of RASP
- RASP development process
- Relationship between RASP & NASP



What is a RASP?

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- RASP presents strategic direction for management of aviation safety
 - at the regional level (or “for a region”)
 - for set period (e.g. 3 years)
- Outlines to all stakeholders where to target resources
 - over coming years
 - by different regional entities involved in management of aviation safety



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Why a RASP?

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- GASP establishes global strategy for improving aviation safety
 - presents global goals & targets
 - global perspective
- GASP content needs to be adapted to meet regional needs
 - each region produces RASP
- RASP is developed in line with GASP goals & targets
- However, based on region’s own risk assessment
 - address region’s specific operational safety risks
 - and regional organizational challenges



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6 Existing RASPs

- Africa-Indian Ocean RASP (AFI-RASP)
- Asia-Pacific RASP (AP-RASP)
- European RASP (EUR RASP)
- Middle East RASP (MID-RASP)
- North American, Central American and Caribbean RASP (NACC RASP)
- South American Region Safety Plan (SAMSP)



South American Region Safety Plan (SAMSP)

2023-2025 Edition

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Content of RASP

- **Introduction + Purpose of RASP**
 - links to NASPs of States that make up region
 - + GASP
- **Regional safety issues**
 - operational safety risks
 - organizational challenges
- **Strategic direction for management of aviation safety at regional level**
 - incl. regional safety goals, targets and indicators
 - + action plan that supports safety strategy
- **How to measure safety performance**
 - to monitor RASP implementation
 - + effectiveness



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Sub-regional Plans

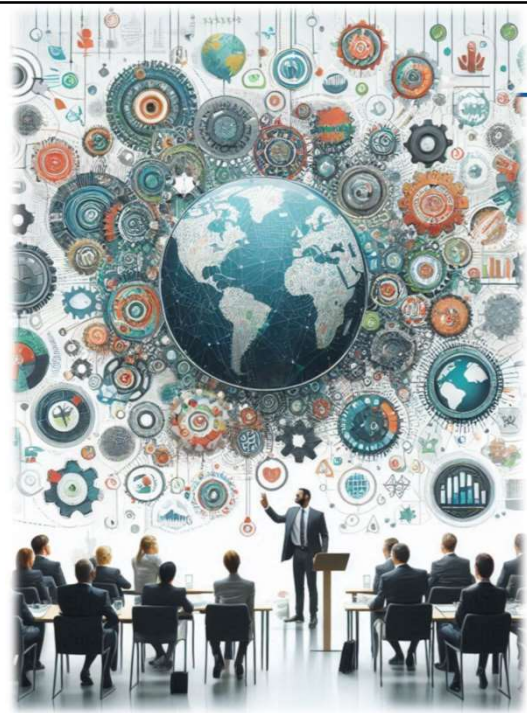
- Some regions may also have sub-regional plans
- Address specific issues of group of States
 - divided as “sub-region”
- Such plans are aligned with RASP
- Provide specific actions for States in sub-region



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RASP Development Process

- RASG is responsible for
 - developing, supporting implementation and monitoring RASP
 - consistent with GASP
- Process includes consultation
 - with States & industry
 - + other key aviation stakeholders
- RASG typically sets up expert group
 - tasked with RASP development & revision
 - + action plan (set of SEIs)
 - supported by ICAO Regional Office



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Relationship Between RASP & NASP

- Content of GASP & RASP need to be adapted to meet national needs
 - each State should produce NASP
 - presents safety strategy at national level
- State should use GASP + RASP to develop NASP
- NASP should be aligned & coordinated with RASP
 - + with other efforts
 - aimed at enhancing aviation safety



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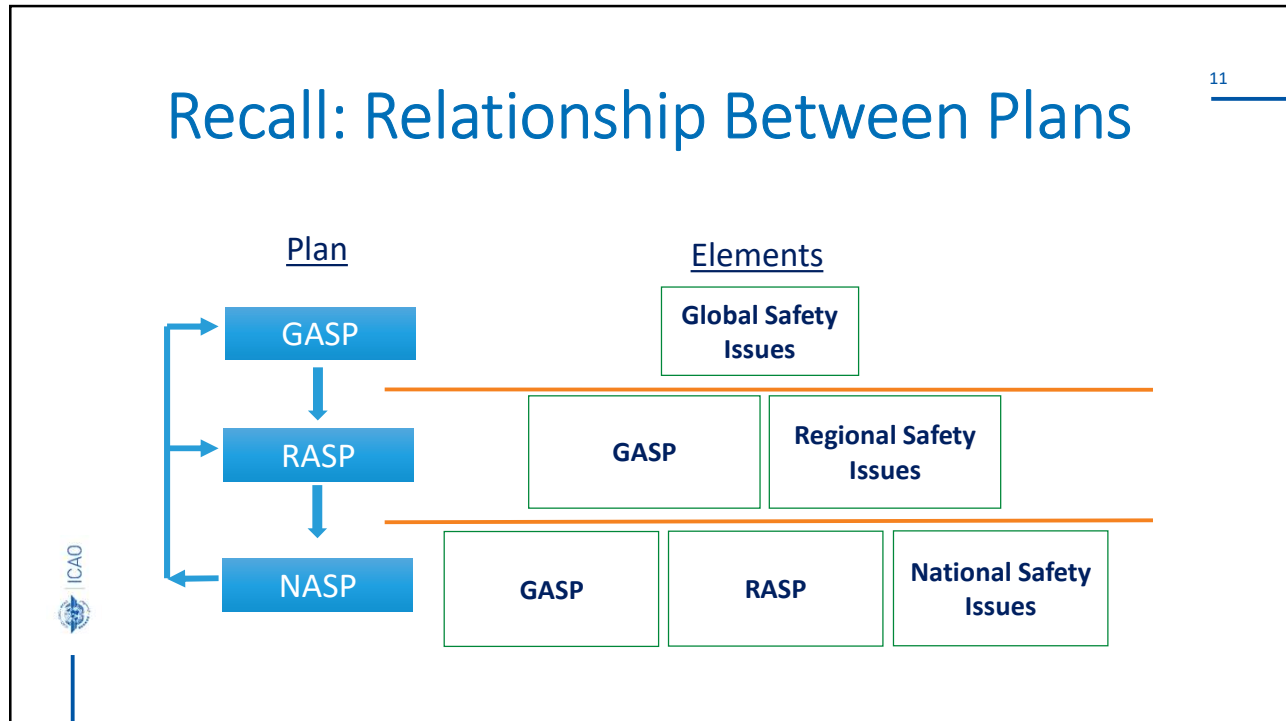
Relationship Between RASP & NASP (Cont'd)

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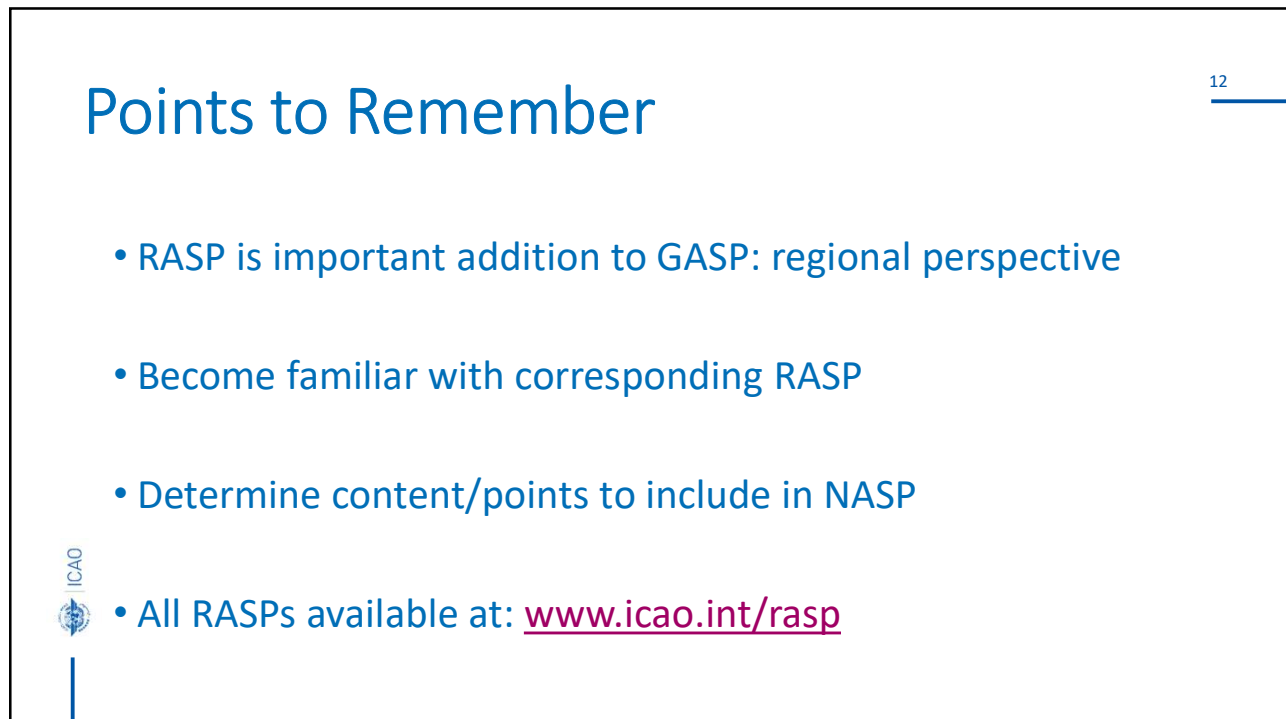
- RASP presents regional safety issues + regional safety goals & targets
 - some of which are additional to ones in GASP
- Some SEIs in RASP may not apply directly to State
 - may be addressed to RASG or other regional entity
- Some targets or SEIs in RASP may be applicable to individual States in region
- Then, regional safety target(s) or specific SEI(s) should be included in NASP
 - in addition to relevant info from GASP



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