



ASSEMBLY — 41ST SESSION

TECHNICAL COMMISSION

Agenda Item 30: Aviation Safety and Air Navigation Policy

30.1 Global Aviation Safety Plan (GASP), and implementation of regional and national aviation safety plans

DEVELOPMENT OF THE NATIONAL AVIATION SAFETY PLAN

(Presented by Oman)

EXECUTIVE SUMMARY

Safety is aviation's top priority, Assembly Resolution A40-1 on ICAO Global planning for safety and air navigation recognizes the importance of a global framework in support of the Safety Strategic Objective of ICAO. The *Global Aviation Safety Plan* (GASP, Doc 10004), sets forth ICAO's safety strategy, which supports the prioritization and continuous improvement of aviation safety.

In line with the GASP, each region and State is encouraged to develop a regional aviation safety plan (RASP) and national aviation safety plan (NASP), respectively, outlining its strategic direction for the management of aviation safety for a set time period. Accordingly, the Civil Aviation Authority of Oman established a NASP committee to implement RASG-MID CONCLUSION 8/4, which includes establishing the NASP in line with the GASP, MID-RASP, ICAO Doc 10131, and Circular 358; and considering the operational safety needs identified at National level.

<i>Strategic Objectives:</i>	This information paper aims to present and share the Sultana of Oman Civil Aviation Authority experience in the planning and development of the National Aviation Safety Plan that is in line with ICAO Global Aviation Safety Plan (GASP, Doc 10004) and the ICAO MID – RASP. Oman CAA NASP doc outlines the strategic direction for the management of aviation safety for a period of three years (2022 – 2024).
<i>Financial implications:</i>	This information paper does not highlight on any financial impact during the development of the NASP
<i>References:</i>	RASG-MID/8 Conclusion 8/4 related to National Aviation Safety Plan, Doc 10004, <i>Global Aviation Safety Plan</i> Doc 10131, <i>Manual on the Development of Regional and National Aviation Safety Plans</i> .

1. INTRODUCTION

1.1 Aviation safety is key to the development of the aviation industry within the Sultanate of Oman, it plays a significant role in the national economy as well as regional and global economic development and for aviation to remain at the best level, safety will have to remain at the center of the whole aviation system.

1.2 The NASP promotes the effective implementation of Oman's safety oversight system, a risk-based approach to managing safety, as well as a coordinated approach to collaboration between Oman and other States, regions, and industry

1.3 Oman CAA national aviation safety plan (NASP) presents the strategy for enhancing aviation safety for a period of three years (2022 -2024). It is the master strategic planning roadmap which lists national safety issues, national aviation safety goals and targets, and highlights a series of safety enhancement initiatives (SEIs) to address identified safety deficiencies and achieve the national safety goals and targets.

1.4 Oman CAA was among the four ICAO MID States who successfully completed and submitted the NASP Master Doc to ICAO.

2. NASP COMMITTEE

2.1 Reference to the outcome of the RASG-MID/8 Conclusion 8/4 related to National Aviation Safety Plan, Oman CAA officially nominated a NASP focal point on the 11th of May 2021 and officially issued an admin order on the 1st of June 2021 establishing the NASP committee which was responsible to develop the National Aviation Safety Plan of Oman in line with the GASP, MID-RASP, ICAO Doc 10131.

2.2 The NASP committee consisted of a Chairman, Vice Chairman, members of Aviation Safety Directors within the Directorate General for Civil Aviation Regulations and the NASP Focal Point.

3. NASP DEVELOPMENT PHASE

3.1 The Civil Aviation Authority is responsible for the development, implementation, and monitoring of the NASP, in collaboration with Oman Transport Safety Board (AIG) and with the national aviation industry. The NASP was developed in consultation with national operators and other stakeholders, and in alignment with 2020-2022 of the GASP and the ICAO MID-RASP.

3.2 The NASP development was guided primarily by the GASP and the regional aviation safety plan (RASP)Therefore the NASP included activities to address organizational challenges and enhance organizational capabilities, which include putting in place the steps necessary to fully implement an SSP. Oman is committed to fully implementing an SSP by 2027 as a State's responsibilities for the management of safety comprise both safety oversight and safety management, collectively implemented through an SSP.

4. NATIONAL OPERATIONAL SAFETY RISKS & OTHER SAFETY ISSUES

4.1 The NASP includes SEIs that address national operational safety risks, derived from lessons learned from operational occurrences and from a data-driven approach. These SEI may include actions such as: rule-making; policy development; targeted safety oversight activities; safety data analysis; and safety promotion.

4.2 Based on analyses from mandatory and voluntary reporting systems, accident and incident investigation reports, safety oversight activities over the past three years, Oman have identified Five National High-Risk Categories (HRCs) of occurrences:

- loss of control in-flight (LOC-I);
- controlled flight into terrain (CFIT);
- runway incursion (RI);
- runway excursion (RE); and
- mid-air collision (MAC).

4.3 In addition to the national operational safety risks listed in the NASP, Oman has identified other safety issues and initiatives selected for the NASP. These are given priority in the NASP since they are aimed at enhancing and strengthening Oman's safety oversight capabilities and the management of aviation safety at the national level. Oman is committed to the effective implementation the eight CEs, as part of its overall safety oversight responsibilities.

4.4 The NASP also addresses emerging issues, which includes concepts of operations, technologies, public policies, business models or ideas that might impact safety in the future. NASP technical sub-group addressed the following emerging issues, which were identified by the ICAO MID-RASP:

- lack of regulatory framework to ensure safe operation of remotely piloted aircraft system (RPAS); and
- GNSS outages/vulnerability.

5. OMAN'S STRATEGIC APPROACH TO MANAGING AVIATION SAFETY

5.1 There are eight certified aerodromes in Oman, including three international aerodromes. The airspace of Oman is classified into Class A, C, D, and G. There were 1,145,009 of movements in Oman over the period of 2019 to 2021. There are currently five air operator certificates (AOCs) issued by Oman, and of those, there are two issued to operators conducting international commercial air transport operations, as well as one helicopter operator.

5.2 The NASP presents the SEIs that were developed based on the organizational challenges (ORG) and operational safety risks (OPS), as presented in the ICAO global aviation safety roadmap, as well as State-specific issues identified by NASP technical sub-group. This plan is developed and maintained by the Directorate General of Civil Aviation Regulation (DGCAR) - CAA, in coordination with all stakeholders, and is updated annually.

5.3 The NASP includes four national safety goals and seven targets, for the management of aviation safety, as well as a series of 17 indicators to monitor the progress made towards their achievement. All NASP goals are linked with GASP and RASP.

5.4 The SEIs in the NASP are implemented through Oman's existing safety oversight capabilities and the service providers' SMS. SEIs derived from the ICAO global aviation safety roadmap were identified to achieve the national safety goals and targets presented in the NASP.

6. MONITORING IMPLEMENTATION

6.1 NASP Committee members and the sub-technical group worked together to establish a NASP Follow up Implementation matrix which links the identified safety issues or risks with a SEI that will aim to achieve number of goals in line with ICAO GASP and RASP.

6.2 Every SEI consist of number of actions that goes into planning phase and implementation phase, which is expected to be completed or delivered within a given timeline. Every action is categorized in terms of priority (H, M or L) and is linked with a responsible action office and a mechanism to monitor the activities of these actions.

6.3 Oman will continuously monitor the implementation of the SEIs listed in the NASP and measure safety performance of the national civil aviation system, to ensure the intended results are achieved. In addition, Oman will review the NASP every year, to keep the identified operational safety risks, safety issues and selected SEIs updated and relevant.

6.4 The Civil Aviation Authority will periodically review the safety performance of the initiatives listed in the NASP to ensure the achievement of national safety goals and targets. If required, Oman will seek the support of OTSD, ICAO MID, and industry to ensure the timely implementation of SEIs to address safety deficiencies and mitigate risks. Through close monitoring of the SEIs, Oman will make adjustments to the NASP and its initiatives, if needed, and update the NASP accordingly.

6.5 Oman will use the indicators in the NASP to measure safety performance of the civil aviation system and monitor each national safety target. Annual safety report will be published to provide stakeholders with relevant up-to-date information on the progress made in achieving the national safety goals and targets, as well as the implementation status of the SEIs.

6.6 In the event that the national safety goals and targets are not met, the root causes will be presented. If Oman identifies critical safety risks, reasonable measures will be taken to mitigate them as soon as practicable, possibly leading to an unscheduled revision of the NASP.

6.7 Further details on the NASP and related matrix can be found in the ICAO website.