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## ASSEMBLY — 41ST SESSION

### TECHNICAL COMMISSION

#### Agenda Item 30: Aviation Safety and Air Navigation Policy

#### UNITED STATES NATIONAL AVIATION SAFETY PLAN

(Presented by the United States)

#### EXECUTIVE SUMMARY

This paper highlights the publication of the U.S. National Aviation Safety Plan (NASP) in alignment with Assembly Resolution A40-1: ICAO Global planning for safety and air navigation. The U.S. NASP integrates information of interest to aviation stakeholders and the public about U.S. aviation safety management strategic goals, programs, and activities; and describes the relationships among important civil aviation-related U.S. plans and initiatives, in a streamlined resource. The U.S. NASP is available at [www.faa.gov/usnasp](http://www.faa.gov/usnasp).

<i>Strategic Objectives:</i>	This information paper relates to the Safety Strategic Objective.
<i>Financial implications:</i>	This paper contains no significant financial implications.
<i>References:</i>	Doc 10140, Assembly Resolutions in Force (as of 4 October 2019) HLCC 2021-WP/6, <i>The Evolution of the Global Aviation Safety Plan Towards the 2023-2025 Edition</i> HLCC 2021-WP/7, <i>Development and Implementation of National Aviation Safety Plans</i>

## 1. INTRODUCTION

1.1 The Global Aviation Safety Plan (GASP, Doc 10004), which sets forth ICAO's Safety Strategy, focuses on reducing aviation fatalities and the risk of fatalities while encouraging States, Regions, and industry to prioritize and coordinate their safety management activities.

1.2 The 2020-2022 edition of the GASP introduced the regional aviation safety plan (RASP) and NASP as mechanisms for Regions and States to document their respective strategies for the management of safety. The supporting guidance material and tools developed by ICAO provide a framework to assist States in documenting safety gaps and priorities and corresponding enhancements in the NASP, and monitoring their implementation.

1.3 Assembly Resolution A40-1: *ICAO Global planning for safety and air navigation* urges Member States to implement NASPs consistent with the GASP to continually reduce fatalities and the risk of fatalities.

## 2. DISCUSSION

2.1 The United States recognizes that the introduction of the NASP concept provides important structure to help States effectively integrate aviation safety risk assessment and analysis, development and implementation of mitigations to resolve the risks (safety enhancement initiatives), and performance monitoring.

2.2 The United States, and specifically the Federal Aviation Administration (FAA), strives to operate the safest, most efficient aerospace system in the world. To achieve that mission, the United States continues to build on safety management principles to proactively address emerging safety risk by using consistent, data-informed approaches to make smarter, system-level, risk-based decisions. Multiple U.S. Government agencies contribute to the U.S. national airspace system and civil aviation safety management and these organizations lead or participate in a variety of initiatives, including aviation safety research and development activities.

2.3 Recognizing that collaboration is an important foundational component of the RASP/NASP construct, the United States, led by the FAA, followed a collaborative "whole of government" approach to developing the first U.S. NASP to ensure the inclusion of all U.S. Government aviation stakeholders. The FAA also offered industry representatives the opportunity to provide input to the NASP.

2.4 The U.S. NASP complements the U.S. State Safety Program (SSP) document, which is jointly managed by the FAA and the National Transportation Safety Board and was revised in 2021 to align with the Second Edition of Annex 19 – *Safety Management*. Revision 1 of the U.S. SSP document is available at: [https://www.faa.gov/sites/faa.gov/files/about/initiatives/sms/reference\\_library/AVS-210503-001-Supporting-US\\_State\\_Safety\\_Program.pdf](https://www.faa.gov/sites/faa.gov/files/about/initiatives/sms/reference_library/AVS-210503-001-Supporting-US_State_Safety_Program.pdf).

2.5 As the United States has an existing SSP framework in place and an extensive architecture of aviation safety initiatives and programs across the U.S. Government, the U.S. NASP offers information about U.S. priorities and the areas in which the U.S. Government is directing civil aviation-related resources. In addition to providing a compendium of U.S. civil aviation strategies, initiatives, and programs, the U.S. NASP describes how the United States sets targets and monitors performance in alignment with strategic objectives.

2.6 The United States is committed to reviewing the U.S. NASP periodically to ensure it reflects evolving aviation safety standards and practices and remains relevant and appropriate to the U.S. aviation system.

### 3. CONCLUSION

3.1 The 40th ICAO Assembly, the High-level Conference on COVID-19, and the forthcoming 2023-2025 GASP proposed for endorsement by the 41st Session of the Assembly have all recommended States to develop a NASP and contribute to the applicable RASP.

3.2 The United States published the first U.S. NASP in September 2022, and encourages States and Regions to continue progressing development and implementation of their respective NASPs and RASPs appropriate to aviation systems and needs.

3.3 The Assembly is invited to note the information provided and visit the FAA's website to view the U.S. NASP ([www.faa.gov/usnasp](http://www.faa.gov/usnasp)).

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