

# REGIONAL AVIATION SAFETY PLAN TEMPLATE

## SECTION 1. INTRODUCTION

### 1.1 Overview of the RASP<sup>1</sup>

is committed to enhancing aviation safety, to the resourcing of supporting activities and to increasing collaboration at the regional level. The purpose of this regional aviation safety plan (RASP) is to continually reduce fatalities, and the risk of fatalities, through the development and implementation of a regional aviation safety strategy. A safe, resilient and sustainable aviation system contributes to the economic development of , the States which comprise it and their industries. The RASP promotes the effective implementation of safety oversight systems of States in , a risk based approach to managing safety at the regional level, as well as a coordinated approach to collaboration between States in the region, and industry. All stakeholders are encouraged to support and implement the RASP as the regional strategy for the continuous improvement of aviation safety.

The RASP of is in alignment with the International Civil Aviation Organization (ICAO) *Global Aviation Safety Plan* (GASP, Doc 10004) and the national aviation safety plans of States in the region.

### 1.2 Structure of the RASP

This RASP presents the regional direction for the management of aviation safety at the regional level, for a period of years. It comprises six sections. In addition to the introduction, sections include: the purpose of the RASP, 's strategic direction for the management of aviation safety at the regional level, the regional operational safety risks identified for the RASP, organizational challenges addressed in the RASP, and a description of how the implementation of the safety enhancement initiatives (SEIs) listed in the RASP is going to be monitored.

### 1.3 Responsibility for the RASP development, implementation and monitoring

The is responsible for developing, supporting implementation and monitoring the RASP, in collaboration with and with the aviation industry. The RASP was developed in consultation with States, operators and other key aviation stakeholders in the region, and in alignment with the of the GASP.

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<sup>1</sup> Section 1.1 may also be presented as a stand-alone foreword.

#### 1.4 Regional safety issues, goals and targets

The RASP addresses the following regional safety issues:

- 1)
- 2)
- 3)

To address the issues listed above and enhance aviation safety at the regional level, the RASP contains the following goals and targets:

RASP

- 1)
- 2)
- 3)

#### 1.5 Operational context

There were movements in over the period of . Traffic in the region is expected to by per cent over the next years.

There were States in with a score below per cent for the effective implementation (EI) of the critical elements (CEs) of the State's safety oversight system by the end of . As of , States had implemented the foundation of a State safety programme (SSP), and States had implemented an effective SSP, as appropriate to their aviation system complexity.

Common hazards and safety deficiencies in include:

**SECTION 2. PURPOSE OF****'S REGIONAL AVIATION SAFETY PLAN**

The RASP is the master planning document containing the strategic direction of \_\_\_\_\_ for the management of aviation safety for a period of \_\_\_\_\_ years ( \_\_\_\_\_ to \_\_\_\_\_ ). This plan lists regional safety issues, sets regional safety goals and targets, and presents a series of safety enhancement initiatives (SEIs) to achieve those goals.

Other plans were considered in the development of the RASP, including the following: \_\_\_\_\_ .

The RASP has been developed using the goals and targets and global high-risk categories of occurrences (G-HRCs) from the ICAO GASP ([www.icao.int/gasp](http://www.icao.int/gasp)). These are highlighted in the text, where applicable. The SEIs listed in the RASP support the improvement of safety at the individual State level, for States in the region, and contribute to the enhancement of safety at the wider international level. The RASP includes several actions to address specific safety issues and recommended SEIs for individual States in the region. It is expected that States in the region adopt these SEIs and include them in their respective national aviation safety plans.



The RASP also addresses emerging issues, which include concepts of operations, technologies, public policies, business models or ideas that might impact safety in the future, for which insufficient data exists to complete a typical data-driven analysis. Due to the lack of data, emerging issues cannot automatically be considered as operational safety risks. It is important that \_\_\_\_\_ remain vigilant on emerging issues to identify hazards and safety deficiencies, collect relevant data and proactively develop mitigations to address any associated risks. The RASP addresses the following emerging issues, which were identified by \_\_\_\_\_ for further analysis:

- 1)
- 2)
- 3)

**SECTION 4. REGIONAL OPERATIONAL SAFETY RISKS**

The RASP includes SEIs that address regional operational safety risks, derived from lessons learned from occurrences and from a data-driven approach. These SEIs include actions such as policy development, targeted safety activities, safety data analysis, safety risk assessments and safety promotion. Separate sections are provided to address commercial air transport and general aviation to make the information more accessible to stakeholders.

publishes an Annual Safety Report, available on the website . The summary of accidents and serious incidents that occurred in , and those for aircraft registered in States located in involved in commercial air transport and aircraft involved in general aviation, is shown in the tables below.

<i>Year</i>	<i>Fatal accidents</i>	<i>Non-fatal accidents</i>	<i>Serious incidents</i>
<b>Commercial air transport occurrences in</b>			
<b>General aviation aircraft occurrences in</b>			

<i>Year</i>	<i>Fatal accidents</i>	<i>Non-fatal accidents</i>	<i>Serious incidents</i>
<b>Occurrences involving commercial air transport aircraft registered in</b>			
<b>Occurrences involving general aviation aircraft registered in</b>			

The following regional high-risk categories of occurrences (R-HRCs) in the context were considered of the utmost priority because of the number of fatalities and risk of fatalities associated with such occurrences. They were identified based on analysis from mandatory and voluntary reporting systems, accident and incident investigation reports, safety oversight activities conducted by States in the region over the past years and their respective SSP, as well as on the basis of regional analysis conducted by and on the operational safety risks described in the GASP.

These R-HRCs are in line with the G-HRCs listed in the \_\_\_\_\_ of the GASP:

- 1)
- 2)
- 3)

In addition to the R-HRCs listed above, the following regional operational safety risks have been identified:

- 1)
- 2)
- 3)

The aviation occurrence categories from the CAST/ICAO Common Taxonomy Team (CICTT) were used to assess risk categories in the process of determining regional operational safety risks. The CICTT Taxonomy is found on the ICAO website at <https://www.icao.int/safety/airnavigation/AIG/Pages/Taxonomy.aspx>.

To address the regional operational safety risks listed above, \_\_\_\_\_ identified the following contributing factors leading to R-HRCs and \_\_\_\_\_ will implement a series of SEIs, some of which are derived from the ICAO OPS roadmap, contained in the ICAO Global Aviation Safety Roadmap (Doc 10161):

**R-HRC 1:**

- 1)
- 2)
- 3)

**R-HRC 2:**

- 1)
- 2)
- 3)

**R-HRC 3:**

- 1)
- 2)
- 3)

The full list of the SEIs is presented in the appendix to the RASP.

## SECTION 5. ORGANIZATIONAL CHALLENGES

In addition to the regional operational safety risks listed in the RASP, [redacted] has identified organizational challenges and a series of SEIs, selected for the RASP, to address them. These are given priority in the RASP since they are aimed at enhancing and strengthening the management of aviation safety at the regional level.

The eight critical elements (CEs) of a safety oversight system are defined by ICAO. [redacted] is committed to the effective implementation of these eight CEs among all States in the region, as part of overall safety oversight responsibilities, which emphasize [redacted]'s commitment to safety in respect of its aviation activities. The eight CEs are presented in Figure 1.

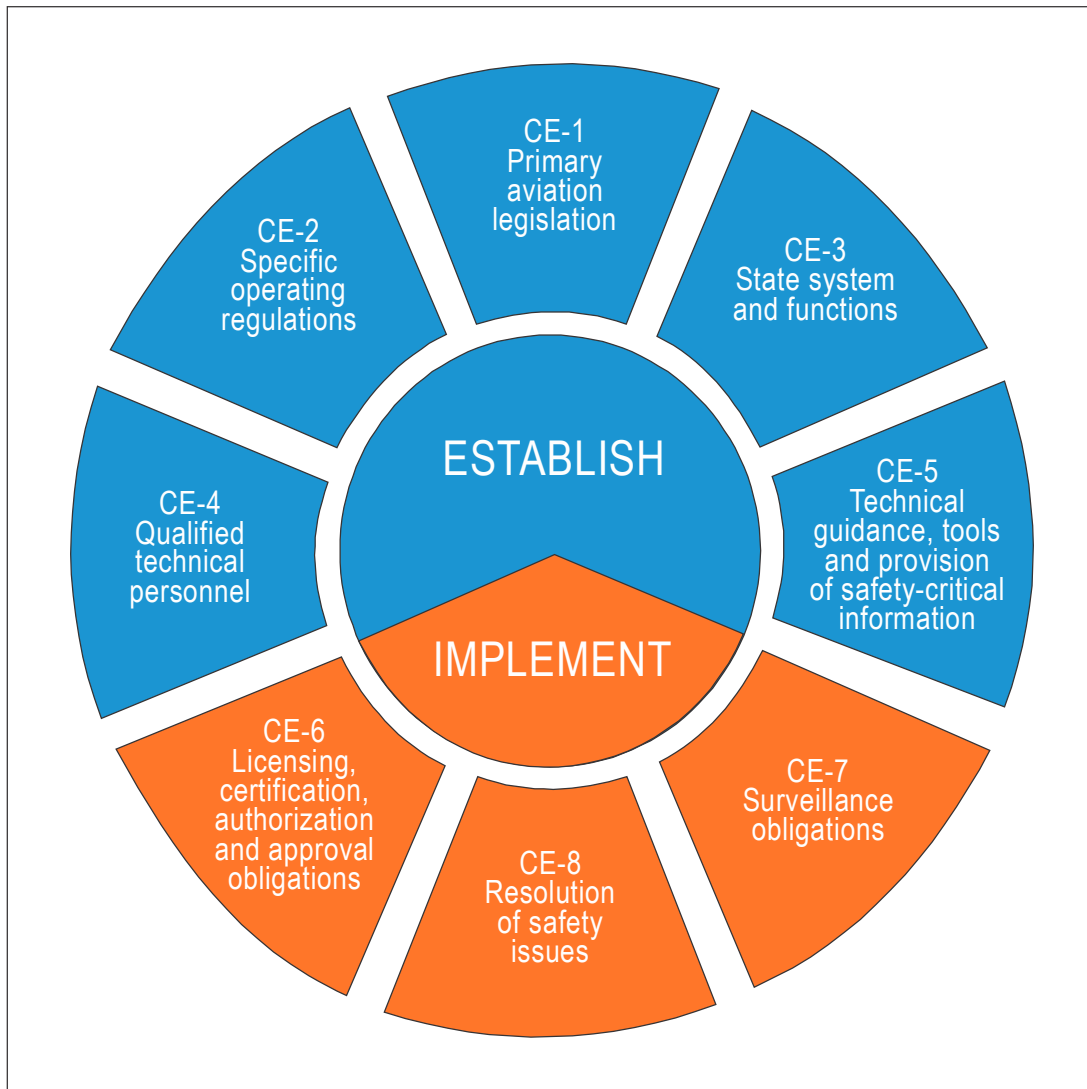


Figure 1. Critical elements of a State's safety oversight system



Certain deficiencies in a specific CE of a safety oversight system are common to the majority of States in the region and considered a top concern. These deficiencies are addressed as a regional safety issue in the RASP because of their impact on the ability of States to fulfil their safety oversight responsibilities, which impacts the region as a whole.

The latest ICAO activities, which aim to measure the effective implementation of the eight CEs of States' individual safety oversight systems, as part of the ICAO Universal Safety Oversight Audit Programme (USOAP), have resulted in the following scores, compiled as an average for the region of \_\_\_\_\_ as a whole:

<i>Overall EI score for</i>							
%							
<b>EI score by CE for</b>							
<b>CE-1</b>	<b>CE-2</b>	<b>CE-3</b>	<b>CE-4</b>	<b>CE-5</b>	<b>CE-6</b>	<b>CE-7</b>	<b>CE-8</b>
%	%	%	%	%	%	%	%
<b>EI score by audit area<sup>2</sup> for</b>							
<b>LEG</b>	<b>ORG</b>	<b>PEL</b>	<b>OPS</b>	<b>AIR</b>	<b>AIG</b>	<b>ANS</b>	<b>AGA</b>
%	%	%	%	%	%	%	%

The following \_\_\_\_\_ organizational challenges in the \_\_\_\_\_ context were considered of the utmost priority because they impact the effectiveness of safety risk controls. They were identified based on analysis from USOAP data, accident and incident investigation reports, safety oversight activities over the past \_\_\_\_\_ years from States in the region, their SSPs, as well as on the basis of regional analysis conducted by \_\_\_\_\_. These issues are typically systemic in nature and relate to challenges associated with the conduct of States' safety oversight functions, implementation of SSP at the regional level and the level of SMS implementation by industry in the region. They take into consideration organizational culture, policies and procedures within \_\_\_\_\_ and those of service providers. These organizational challenges are in line with those listed in the \_\_\_\_\_ of the GASP:

- 1)
- 2)
- 3)

To address the organizational challenges listed above, \_\_\_\_\_ will implement a series of SEIs, some of which are derived from the ICAO ORG roadmap, contained in the ICAO Global Aviation Safety Roadmap (Doc 10161). The full list of the SEIs is presented in the appendix to the RASP.

<sup>2</sup> Eight audit areas pertaining to USOAP, that is, primary aviation legislation and civil aviation regulations (LEG); civil aviation organization (ORG); personnel licensing and training (PEL); aircraft operations (OPS); airworthiness of aircraft (AIR); aircraft accident and incident investigation (AIG); air navigation services (ANS); and aerodromes and ground aids (AGA).

## SECTION 6. MONITORING IMPLEMENTATION

will continuously monitor the implementation of the SEIs listed in the RASP and measure safety performance of the regional civil aviation system to ensure the intended results are achieved, using the mechanisms presented in the appendix to this plan.

In addition to the above, will review the RASP every [number] years or earlier, if required, to keep the identified operational safety risks, organizational challenges and selected SEIs updated and relevant. The will periodically review the safety performance of the initiatives listed in the RASP to ensure the achievement of regional safety goals. If required, will seek the support of to ensure the timely implementation of SEIs to address regional safety issues. Through close monitoring of the SEIs, will make adjustments to the RASP and its initiatives, if needed, and update the RASP accordingly.

In addition, will use the indicators listed in Section 3 of this plan to measure safety performance of the regional civil aviation system and monitor each regional safety target. A periodic safety report will be published to provide stakeholders with relevant up-to-date information on the progress made in achieving the regional safety goals, as well as the implementation status of the SEIs.

In the event that the regional safety goals are not met, the causes will be addressed and presented to stakeholders. If identifies critical operational safety risks, reasonable measures will be taken to mitigate them as soon as practicable, possibly leading to an earlier revision of the RASP.

adopted a standardized approach to facilitate reporting of information from individual States and other stakeholders at the regional level, and to improve the provision of information to the RASG. This allows the region to receive information and assess operational safety risks using common methodologies.

Any questions regarding the RASP and its initiatives, and further requests for information, may be addressed to the following:

## Appendix to the RASP

### DETAILED SEIs: REGIONAL OPERATIONAL SAFETY RISKS

<b>R-HRC</b> :							
<b>Goal</b> :							
<b>Target</b> :							
<i>Safety enhancement initiative</i>	<i>Action</i>	<i>Timeline</i>	<i>Responsible entity</i>	<i>Stakeholders</i>	<i>Metrics</i>	<i>Priority</i>	<i>Monitoring activity</i>

**DETAILED SEIs: ORGANIZATIONAL CHALLENGES**

<b>Organizational challenge</b> <sup>3</sup> :							
<b>Goal</b> :							
<b>Target</b> :							
<i>Safety enhancement initiative</i>	<i>Action</i>	<i>Timeline</i>	<i>Responsible entity</i>	<i>Stakeholders</i>	<i>Metrics</i>	<i>Priority</i>	<i>Monitoring activity</i>

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3. One organizational challenge may be associated with multiple goals and/or targets.