INTERNATIONAL CIVIL AVIATION ORGANIZATION

FIFTH MEETING OF THE STEERING COMMITTEE OF THE REGIONAL AVIATION SAFETY GROUP FOR AFRICA-INDIAN OCEAN (RASC/5) – VIRTUAL.

28 October, 2020

Agenda Item 5: AFI Regional Aviation Safety Plan (AFI-RASP).

Strategy for the Development and Implementation of the AFI-RASP.

(Presented by ICAO Secretariat)

SUMMARY
ICAO Assembly Resolution A40-1: *ICAO Global planning for safety and air navigation* urges Member States to implement national aviation safety plans (NASP) consistent with the Global Aviation Safety Plan (GASP) continually reduce fatalities and the risk of fatalities. Each State is encouraged to develop a NASP, in which the strategic direction for the management of aviation safety for a set time period is presented. Each plan should be developed in line with the GASP goals, targets and high-risk categories of occurrences (HRCs). Regions are also encouraged to develop a Regional Aviation Safety Plan (RASP) consistent with the GASP; and the States' national aviation safety plans should be consistent with their respective RASPs. To support the Regions and States in developing and implementing their RASPs and NASPs, ICAO developed publications and tools, and launched a series of activities aimed at increasing the number of States that have a NASP in place, in line with the GASP.   **Action:** The meeting is invited to agree to the Recommendations in paragraph 4.
REFERENCE(S):   • Doc 10140, Assembly Resolutions in Force (as of 4 October 2019);   • Doc 10004 - Global Aviation Safety Plan;   • Doc 10131 - Manual on the Development of Regional and National Aviation Safety Plans;   • Cir 358 - Regional and National Aviation Safety Plan Checklists.
Related ICAO Strategic Objective: This working paper relates to the Safety Strategic Objective.

1. INTRODUCTION

Assembly Resolution A40-1: *ICAO Global planning for safety and air navigation* recognizes the importance of a global framework to support the Strategic Objectives of ICAO. The *Global Aviation Safety Plan* (GASP, Doc 10004) sets forth ICAO's safety strategy in support of the prioritization and continuous improvement of aviation safety. The purpose of the GASP is to continually reduce fatalities, and the risk of fatalities, by guiding the development of a harmonized safety strategy and the implementation of regional and national aviation safety plans. This Resolution urges Member States to implement national aviation safety plans consistent with the GASP continually reduce fatalities and the risk of fatalities. Each State is encouraged to develop a national aviation safety plan (NASP), in which the strategic direction for the management of aviation safety for a set time period is presented. Each plan should be developed in line with the GASP goals, targets and high-risk categories of occurrences (HRCs). The State's NASP should also be aligned with the regional aviation safety plan (RASP).

2. DISCUSSION

2.1 ICAO was requested to assist States and other stakeholders by developing tools to gather and report on pertinent information, as well as a means to measure the progress made towards achieving the GASP goals and targets. On the basis of this request, ICAO expanded the guidelines contained in the GASP on RASP and NASP, by developing detailed guidance on the content of these plans, as well as sample text for their content.

2.2 The safety performance of the GASP is measured by a series of metrics as defined by the GASP indicators. Similarly, individual Regions should define a series of metrics to measure the safety performance and effectiveness of the RASP, and in a similar vein, individual States should define a series of metrics to measure the safety performance and effectiveness of the NASP, in alignment with the GASP and the RASP.

2.3 To assist Regions and States in developing their RASPs and NASPs, ICAO published Doc 10131 - Manual on the Development of Regional and National Aviation Safety Plans, in May 2020. This manual was developed in collaboration with the GASP Study Group (GASP-SG) and complements the 2020-2022 edition of the GASP. It addresses different aspects that should be taken into account by a Region and State when developing or modifying its RASP and NASP, to implement a plan consistent with the GASP. Doc 10131 presents a RASP and NASP template which provides an example that promotes uniform development. In January 2020, ICAO conducted two workshops for the ESAF and WACAF regions, intended to develop competencies for persons involved in the planning and implementation of a national aviation safety plan, in alignment with the ICAO Global Aviation Safety Plan (GASP) and the regional aviation safety plan.

2.4 ICAO also published a Circular (Cir 358) - *Regional and National Aviation Safety Plan Checklists*. This circular provides a means for a Region and State to verify that its RASP and NASP respectively, when being developed or modified, is complete and consistent with the GASP. The checklist included in this circular can be used to identify missing content regardless of whether the NASP is based on the Doc 10131 templates or not.

2.5 ICAO has developed a dedicated site to collect emerging issues and additional categories of operational safety risks, this was conveyed in a State letter AN 12/11.4-20/37. Information from individual States, Regional and International Organizations collected on this site is used to identify emerging issues and operational safety risks. stakeholders are requested to provide information, on a regular basis, on emerging issues and operational safety risks, by logging on to http://portal.icao.int and entering the group name "ICAOreporting".

2.6 The NASP Online Community is a secure site (http://portal.icao.int) and a forum for States, regional entities, and other stakeholders involved in the development of a NASP to access resources, exchange information, and obtain feedback from experts in the aviation community on the development and implementation of a NASP.

2.7 The GASP public website (www.icao.int/gasp) contains the latest version of the GASP and provides information on the organizational challenges, operational safety risks (including the HRCs), and key concepts and metrics, listed in the 2020-2022 edition. It also contains guidance to assist the different stakeholders achieve the GASP goals, through the development and implementation of NASPs and RASPs, as well as the safety enhancement initiatives (SEIs) contained in the global aviation safety roadmap. The RASP and NASP templates, checklists, roadmap SEIs, as well as the complete versions of Doc 10131 and Cir 358 are available for download from this website.

3. CONCLUSION

3.1 ICAO developed publications and tools, and launched a series of activities to support Regions and States in developing and implementing their RASPs and NASPs respectively. This implementation supports efforts aimed at increasing the number of Regions and States that have a RASP and NASP in place, as the document that presents the strategy for enhancing aviation safety at the regional and national levels, for a certain period of years.

4. ACTION BY THE MEETING

4.1 The Meeting is invited to agree to the following recommendations:

RASC/5 – REC 5.1: Development and implementation of Regional Aviation Safety Plan (AFI-RASP)

That RASG-AFI:

a) consider the development and implementation of the AFI regional aviation safety plan as an emerging safety issue to be included under the relevant Safety Support Team (SST-ESI), the Terms of Reference (ToR) to be revised accordingly;

b) identify co-secretaries (ESAF/WACAF) to spearhead the process of developing and implementing the AFI-RASP and its subsequent revisions; as well as monitoring the development and implementation of the NASPs of States;

c) establish a working group (RASP-WG), comprising representatives from the ICAO Regional Offices (ESAF/WACAF), representative States that have registered significant progress in the development and implementation of their NASPs, regional Organizations and aviation industry partners, to be responsible for developing and implementing the AFI-RASP.

RASC/5 – REC 5.2: Development and implementation of National Aviation Safety Plans (NASPs)

That States:

a) develop and implement their national aviation plan (NASP), in line with Assembly Resolution A40-1: ICAO Global planning for safety and air navigation;

b) use existing ICAO guidance material and tools to develop and implement their NASPs;

c) consider working in collaboration with other States in the region, as well as the regional aviation safety group (RASG-AFI) and ICAO Regional Offices (ESAF/WACAF), to ensure consistency of the NASP with the RASP and the current edition of the GASP;

d) provide their NASP to their respective ICAO Regional Office for posting on the ICAO GASP public website; and

e) submit proposals to ICAO for the update of guidance material related to national aviation safety plans.

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