

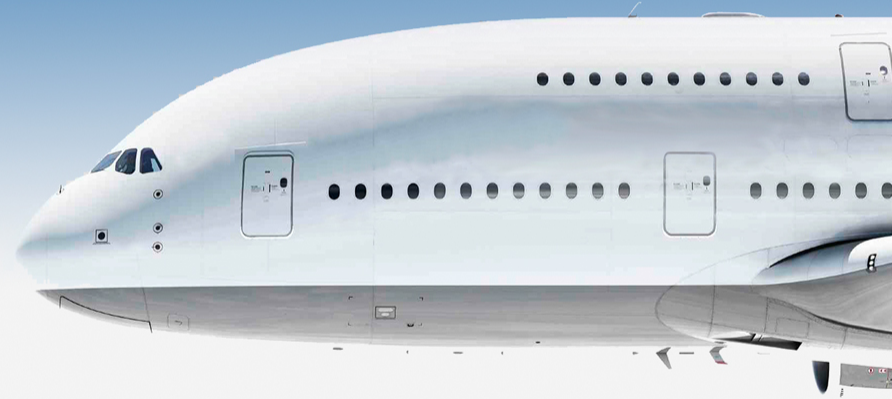


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# SESSION 6

## Introduction to the National Aviation Safety Plan (NASP)





# Overview

- National roles & responsibilities
- Benefits of NASP
- Content of NASP
- NASP-SSP Relationship



# National Roles & Responsibilities

- *A41-6 on ICAO global planning for safety and air navigation*
  - recognizes importance of effective implementation of NASPs
- Resolves that States should develop & implement NASPs
  - in line with GASP goals and targets
- Each State should produce a NASP





# Benefits of Developing NASP

- NASP allows State to clearly communicate its strategy for improving safety
- Illustrates how planned SEIs will help State meet established goals
- NASP emphasizes State's commitment to aviation safety
- Demonstrates positive impact of investments in existing SEIs
  - which have been successful
- Justifies need for additional resources
  - to address on-going or future challenges





# Content of NASP

- NASP should include
  - national safety goals, targets & indicators
  - in line with GASP & RASP
  - series of SEIs to address safety issues
- Address safety issues across different sectors of aviation
  - commercial air transport
  - general aviation
  - helicopter operations...





# Content of NASP

1. Introduction
2. Purpose of NASP
  - including links to RASP and GASP
3. State's strategic direction for management of aviation safety
  - including national safety goals, targets and indicators
4. Description of national ops safety risks & SEIs to address them
5. Description of organizational challenges & SEIs to address them
  - such as challenges related to SSP implementation
6. Description of how State will measure safety performance
  - to monitor NASP implementation + effectiveness



# 1) Introduction

- Introduction (or foreword) should provide an overview of
  - NASP / how it is structured / how it is linked to SSP, if implemented
- List entity (or entities) within State is responsible for NASP
- Provide brief description of national safety issues and goals & targets
- Include description of State's operational context
- Note State's commitment to aviation safety / signed by DG or higher

## 2) Purpose of NASP



- Describe purpose of NASP
  - contains State's strategic direction for management of aviation safety
- Establish duration of plan
- Note link between NASP, RASP & current edition of GASP
- Other national plans considered in NASP development (e.g. NANP)



# 3) State's Strategic Direction

- Describe how plan is developed and endorsed
- List national safety goals, targets and indicators
  - explain how they are linked to all GASP and RASP (cross-reference)
  - list any specific goals, targets and indicators over and above those of GASP
- Describe how SEIs help to achieve national safety goals
- List emerging issues for further analysis



## 4) National Ops Safety Risks

- Provide summary of accidents and serious incidents
- List national HRCs included in NASP
  - NASP should include all G-HRCs & R-HRCs
  - include other national ops safety risks
  - explain why they were given priority
- List main contributing factors for each N-HRC
- Describe SEIs to mitigate risks associated with N-HRCs / other safety risks



# 5) Organizational Challenges

- NASP should include ORG challenges identified by State
  - typically systemic in nature
- Provide summary of State's effective safety oversight capabilities
  - USOAP CMA OLF
- List and describe ORG challenges selected for NASP
  - including why they were given priority
- Describe SEIs to address identified ORG challenges





## 6) Monitor Implementation

- Describe how progress of NASP SEIs is tracked & reported
- Explain how adjustments to NASP & SEIs are made & reported
- Explain how each target will be monitored to track performance
  - indicators should be linked to those GASP & RASP
- Include contact information at end of the NASP



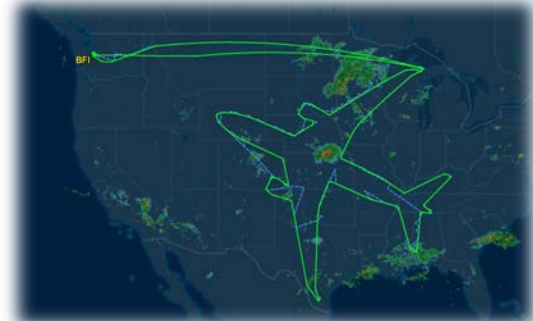
# NASP & SSP Relationship

- SSP is integrated set of regulations & activities
  - aimed at improving safety
- SSP comprises range of processes & activities
  - provide State with means to manage safety
  - deliver well-directed safety oversight
- SSP is means for State to outline SM responsibilities nationally
  - assists to proactively identify hazards & safety deficiencies
  - is foundation of proactive approach to national aviation safety



# NASP & SSP Relationship (2)

- NASP is strategic document
  - contains national safety goals and targets
  - + action plan
    - that describes how State implements & monitors SEIs
- NASP allows State to define strategy
  - for improving safety
  - within a specified timeframe
  - through defined SEIs



# NASP & SSP Relationship (3)

- State needs safety intelligence to
  - develop a meaningful NASP
  - set goals & targets
    - that address national ops safety risks and ORG challenges
  - develop and monitor effectiveness of SEIs
- SSP with mature safety data analysis (SDA) aspects
  - allows State to gain access to safety intelligence
- To define NASP/SSP
  - consider SSP maturity >> focus on SDA aspects
  - based on USOAP CMA SSPIA Self-Assessment in OLF





# Maturity Level of SDA Aspects

- To define NASP/SSP relationship, mature SDA aspects include presence of:
  - mandatory and voluntary reporting systems
    - established and being used by individuals & orgs
  - hazard identification & SRM process
  - provisions to protect safety data, safety information and related sources
  - SDCPS for safety analysis
    - mechanisms to prioritize and measure effectiveness of safety risk mitigations
    - and guide content of NASP
- State should develop and implement NASP >> regardless of maturity





# State without Mature SDA Aspects

- State may not have data collection, analysis and SRM capabilities to
  - identify hazards & safety deficiencies
  - determine national ops safety risks & ORG challenges
- Impair State's ability to use SSP as a source of safety intelligence
  - to identify hazards & safety deficiencies
  - and determine national ops safety risks & ORG challenges >> for NASP
- State would need to rely on other sources of information >> GASP & RASP
- State should focus in NASP on SSP implementation



# State with Mature SDA Aspects

- State has capability to
  - identify hazards & safety deficiencies
  - determine national ops safety risks & ORG challenges
- State has ability to use SSP as a source of safety intelligence
  - to identify hazards & safety deficiencies
  - and determine national ops safety risks & ORG challenges
    - for NASP



### Scenario 1

State without mature SDA aspects

- NASP will be informed primarily by GASP & RASP
- Focuses on ORG challenges
  - ✓ enhance ORG capabilities
- One of NASP's safety goals is to implement SSP

### Scenario 2

State with mature SDA aspects

- NASP is guided primarily by SSP
  - ✓ *also GASP & RASP*
- NASP is one of key documents from SSP documentation
- NASP complements SSP
  - ✓ prioritize SSP improvements
  - ✓ safety issues from SSP
  - ✓ contribute to other plans



# Points to Remember

- As per Assembly Resolution, each State should produce NASP
- NASP should be linked to GASP & RASP
- Allows State to clearly communicate strategy for improving safety
- Linked to SSP, if implemented



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