



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

Tenth Meeting of the Regional Aviation Safety Group for the AFI Region (RASG-AFI/10)

7 November 2024

Agenda Item 4: Status of implementation of the GASP safety goals, targets and indicators including the priorities set for the RASG-AFI Region

4.3. Other Safety initiatives

DEVELOPMENT AND IMPLEMENTATION OF CABO VERDE’S NATIONAL AVIATION SAFETY PLAN (NASP)

(Presented by Cabo Verde)

SUMMARY	
This information paper presents Cabo Verde’s experience in the development and implementation of its National Aviation Safety Plan (NASP), including information concerning the current status of implementation and related challenges and opportunities.	
Action by the Meeting as per paragraph 3	
<i>Strategic Objectives</i>	A- Safety
<i>References</i>	ICAO Doc. 10004, Global Aviation Safety Plan, 2023-2025 Edition ICAO Doc. 10131, Manual on the Development of Regional and National Aviation Safety Plans ICAO Doc. 10161, Global Aviation Safety Roadmap ICAO Cir. 358, Regional and National Aviation Safety Plan Checklists

1 INTRODUCTION

- 1.1 ICAO resolution A41-6 on global planning for safety and air navigation recognized the importance of NASPs implementation and encouraged States to develop and implement NASPs in line with the GASP.
- 1.2 In August 2022, Cabo Verde was invited by ICAO to participate in the deployment of the Implementation Package (iPack) entitled “Developing a National Aviation Safety Plan”. This iPack included documents, training of the members of the implementation team, tools and remote support by a Subject Matter Expert (SME) and aimed at concluding the project, i.e. the development of Cabo Verde’s NASP between September and December 2022.

1.3 The iPack work plan schedule established the following activities:



1.4 The development of the NASP was conducted by a team which included the Civil Aviation Authority, the Accident Investigation Board and industry representatives, the ANS service provider, Aerodromes and Air operators, that under coordination of the SME, concluded the project within the given time frame.

1.5 Cabo Verde’s NASP, edition 2023-2025, was published in the Civil Aviation Authority website and in the GASP library portal:

- <https://www.aac.cv/documentos/plano-nacional-de-seguranca-da-aviacao-nasp-1744>
- <https://www.icao.int/safety/GASP/Pages/GASP-Library.aspx>

1.6 Following the publication of the NASP, a team of experts was appointed to work on the implementation plan.

2. DISCUSSION

2.1 The NASP implementation plan for 2023 established 16 Safety Enhancement Initiatives (SEI) and 47 activities.

2.2 The implementation team conducted regular meetings to follow-up the implementation

of these activities. During 2023 the following was accomplished:

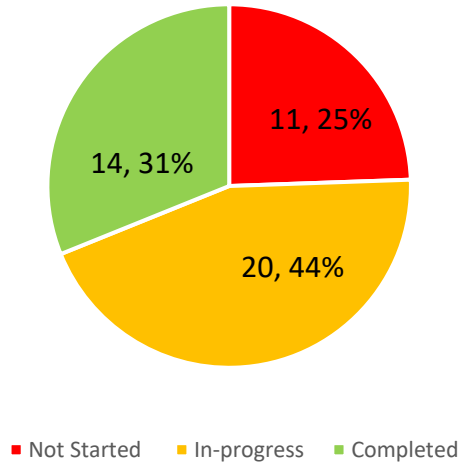


Figure 1- NASP Status of implementation (2023)

2.3 Considering the publication of the AFI-Regional Aviation Safety Plan (AFI-RASP) in January 2024 and the recommendation of ICAO for alignment of the NASPs with the RASPs, Cabo Verde revised its NASP.

2.4 The 2024 implementation plan established 52 activities related to 17 SEI, including those transferred from 2023. For this reason, considering the experience from 2023, the implementation team changed the governance framework by establishing 3 sub-groups: the Air Navigation, the Flight Operations, the Aerodromes, which in addition to the other 2 sub-groups, the State Safety Program and the USOAP continuous monitoring team, met monthly to consistently follow-up on the results of these sub-groups.

2.5 The following charts indicate the status of implementation of the NASP in 2024:

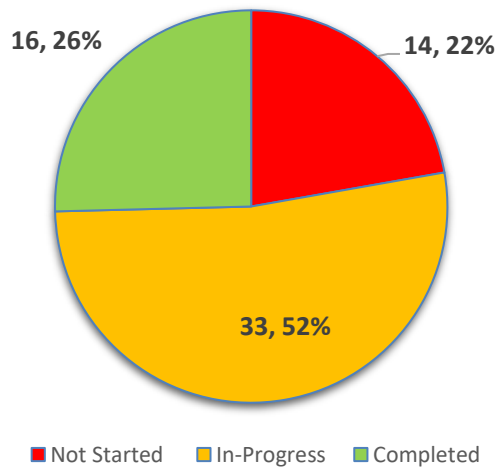


Figure 2- NASP Status of implementation (2024)



Figure 3- NASP Status of implementation by Goals



Figure 4- NASP Status of implementation by SEI

2.6 Challenges

It is worth noting that the implementation of the NASP is affected by several challenges, namely:

- Changes in the organizational structure of the stakeholders which are part of the implementation team, including top management and the representatives to the implementation team, which in turn requires new training, affects the timelines, etc
- Maintain the NASP as a priority in the agenda of all Stakeholders;
- The amount of SEI and actions demanded from the GASP, the AFI-RASP and in result the NASP.

2.7 Opportunities for Improvement

Taking into consideration the experience over the last two years, Cabo Verde considers that the following initiatives could improve the implementation of the NASP, e.g:

- Establishment of a NASP Committee and terms of reference;
- Establishment of the terms of reference of the NASP implementation team and sub-groups;
- Establishment of incentive mechanisms to the NASP implementation team, including the Sub-groups;
- More guidance from ICAO related to performance monitoring including development of development of performance monitoring tool.
- Refinement of the of goals, targets and consequently of priority SEI's.

3 ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) take note of Cabo Verde's experience and progress in the implementation of the NASP;
- b) encourage States to implement their NASP in order to ensure the implementation of the AFI-RASP and the alignment with the GASP;

Note: For further information, please email dgeral@aac.cv