



ICAO

Circular 358

Regional and National Aviation Safety Plan Checklists



Approved by and published under the authority of the Secretary General

INTERNATIONAL CIVIL AVIATION ORGANIZATION



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GLOSSARY

DEFINITIONS

Contributing factors. Actions, omissions, events, conditions, or a combination thereof, which, if eliminated, avoided or absent, would have reduced the probability of the accident or incident occurring, or mitigated the severity of the consequences of the accident or incident. The identification of contributing factors does not imply the assignment of fault or the determination of administrative, civil or criminal liability.

Hazard. A condition or an object with the potential to cause or contribute to an aircraft incident or accident.

Incident. An occurrence, other than an accident, associated with the operation of an aircraft which affects or could affect the safety of operation.

Note.— The types of incidents which are of main interest to the International Civil Aviation Organization for accident prevention studies are listed in Annex 13, Attachment C.

Maximum mass. Maximum certificated take-off mass.

Safety. The state in which risks associated with aviation activities, related to, or in direct support of the operation of aircraft, are reduced and controlled to an acceptable level.

Safety enhancement initiative (SEI). One or more actions to eliminate or mitigate risks associated with contributing factors to a safety occurrence or to address an identified safety deficiency.

Safety oversight. A function performed by a State to ensure that individuals and organizations performing an aviation activity comply with safety-related national laws and regulations.

Safety performance. A State or a service provider's safety achievement as defined by its safety performance targets and safety performance indicators.

Safety performance indicator. A data-based parameter used for monitoring and assessing safety performance.

Safety performance target. The State or service provider's planned or intended target for a safety performance indicator over a given period that aligns with the safety objectives.

Safety risk. The predicted probability and severity of the consequences or outcomes of a hazard.

State safety programme (SSP). An integrated set of regulations and activities aimed at improving safety.

ABBREVIATIONS AND ACRONYMS

GASP	Global Aviation Safety Plan
HRC	High-risk category of occurrence
NASP	National aviation safety plan
RASG	Regional aviation safety group

RASP	Regional aviation safety plan
RSOO	Regional safety oversight organization
SARP	Standards and Recommended Practices
SEI	Safety enhancement initiative
SSC	Significant Safety Concern
SSP	State safety programme

Chapter 1

INTRODUCTION

1.1 BACKGROUND

1.1.1 Safety is aviation's top priority and Assembly Resolution A40-1: *ICAO Global planning for safety and air navigation* recognizes the importance of a global framework in support of the Safety Strategic Objective of ICAO. The *Global Aviation Safety Plan* (GASP, Doc 10004), available at www.icao.int/gasp, sets forth ICAO's safety strategy, which supports the prioritization and continuous improvement of aviation safety. Its purpose 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.

1.1.2 Each region and State should develop a regional aviation safety plan (RASP) and national aviation safety plan (NASP), respectively, in which the strategic direction for the management of aviation safety for a set period is presented. Each plan should be developed in line with the GASP goals, targets and high-risk categories of occurrence (HRCs).

Note.—In the context of the GASP and the RASP, the term “region” refers to a group of States and/or entities working together to enhance aviation safety within a geographic area. The regional aviation safety group (RASG) is the regional entity responsible for the development and implementation of the RASP.

1.2 PURPOSE

This circular complements the 2020-2022 edition of the GASP and Doc 10131, *Manual on the Development of Regional and National Aviation Safety Plans*. It provides a means for a region or State to verify that its aviation safety plan, when being developed or modified, is complete and consistent with the GASP. Both the GASP and Doc 10131 present the minimum content that should be included in a RASP or a NASP (Doc 10131 also presents templates for both plans). Regions and States do not need to replicate these templates. However, they should ensure their RASP and NASP contain the minimum content proposed in the GASP, regardless of how it is presented. The checklists included in this circular can be used to identify missing content regardless of whether the aviation safety plan is based on the Doc 10131 templates or not.

1.3 APPLICABILITY

The content of this circular is presented as guidance and should not be considered as the sole means to verify completeness of regional and national aviation safety plans. States should consult specific requirements within their region and align their efforts with the RASP, where applicable. States should address Significant Safety Concerns (SSCs), if any, as a priority and comply with ICAO Standards and Recommended Practices (SARPs) as a means to achieve the GASP Goals.