



*State Civil Aviation Agency under the  
Ministry of Digital Development and Transport  
of the Republic of Azerbaijan*

**NATIONAL AVIATION SAFETY PLAN OF THE  
REPUBLIC OF AZERBAIJAN  
2024-2026**

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## **Executive Summary**

The Azerbaijan's National Aviation Safety Plan 2024-2026 was developed by a dedicated SCAA Project Team. This NASP 2024-2026, being the first edition of the Plan, developed in alignment to ICAO GASP 2023-2025 and EUR RASP 2022-2024.

## **Foreword State safety policy**

Azerbaijan has successfully developed a sustainable and expanding aviation infrastructure, featuring both passenger and cargo fleets serving a wide range of destinations Globally. There are 8 international and 2 domestic operational airports in Azerbaijan.

The air navigation infrastructure aligns with the regional air navigation plan, emphasizing efficiency through innovations such as RVSM, PBN, RNAV, RNP, functioning on ground-based and GNSS systems.

As an ICAO member state, Azerbaijan is committed to ensuring the safe, efficient, and sustainable development of international civil aviation by adhering to International Standards and Recommended Practices. Furthermore, Azerbaijan dedicated under ICAO global framework to further achieve progress in improving global safety and efficiency of civil aviation in line with United Nation Sustainable Development program initiatives. Thus, the developed National Aviation Safety Plan (NASP) in accordance with ICAO Assembly Resolution A36-7 outlines strategic goals, collaborative safety enhancement initiatives, and coordination with aviation stakeholders under the governance of the State Civil Aviation Authority (SCAA).

NASP serves as Azerbaijan's roadmap for managing aviation safety, addressing national safety issues, setting goals and targets, and proposing safety enhancement initiatives. It aims not only to achieve compliance with ICAO safety-related SARPs but also to proactively enhance safety beyond the minimum requirements by managing organizational challenges, operational safety risks, and emerging issues.

Collaboration with the ICAO EUR/NAT regional aviation safety project group is recognized as a vital platform to achieve shared goals in establishing a safe and efficient air transportation system. NASP plays a crucial role in promoting the State safety oversight system and SSP, including service providers' SMS, with a focus on continuous reduction of operational safety risks.

While the SCAA holds regulatory responsibility for civil aviation safety, coordination of the State Safety Programme implementation the Ministry of Digital Development and Transport of the Republic of Azerbaijan acknowledges that the coordination of the implementation of the NASP should be undertaken by the SCAA. By covering states civil aviation authority and aviation stakeholders, as well as responsibilities of other entities beyond civil aviation the NASP fosters a collaborative partnership among various entities and stakeholders within Azerbaijan. This coordinated effort aims to establish a mature and efficient State Safety Program, ensuring comprehensive safety oversight, sustainable development of aviation infrastructure, and shaping the future of aviation safety in the region.

**Arif Mammadov**

**Director of the State Civil Aviation Agency**

## **SECTION 1. INTRODUCTION TO THE NASP**

### **1.1 Overview of the NASP**

The Republic of Azerbaijan is committed to enhancing aviation safety and to the resourcing of supporting activities. The purpose of this national aviation safety plan (NASP) is to continually reduce fatalities, and the risk of fatalities, through the development and implementation of a national aviation safety strategy. A safe, resilient and sustainable aviation system contributes to the economic development of the Republic of Azerbaijan's and its industries. The NASP promotes the effective implementation of the Republic of Azerbaijan's safety oversight system, a risk-based approach to managing safety, as well as a coordinated approach to collaboration between the Republic of Azerbaijan and other States, regions and industry. All stakeholders are encouraged to support and implement the "National Aviation Safety Plan of the Republic of Azerbaijan 2024-2026" as the strategy for the continuous improvement of aviation safety.

"National Aviation Safety Plan of the Republic of Azerbaijan 2024-2026" is in alignment with the International Civil Aviation Organization (ICAO) *Global Aviation Safety Plan (GASP, Doc 10004) 2023-2025* and the *European Regional Aviation Safety Plan (RASP) 2022-2024*.

Ratifying the "Convention on International Civil Aviation" (Chicago 7 December, 1944) (hereafter the Convention) the Republic of Azerbaijan has obliged to implement the provisions of this Convention and Standards and Recommended Practices (SARPs) of the International Civil Aviation Organization (ICAO) into the national legal system and practice. After the ratification of Convention, the legislative framework in the field of civil aviation has been considerably improved and within the judicial reforms, have been adopted laws, regulations, state programs and other normative legal acts in the field of civil aviation. But despite these reforms, the SARPs in the civil aviation field are continuously improving by the reason of development of the civil aviation industry from time to time, which makes important the ongoing implementation of them into the national legal system and practice of the service providers of the Republic of Azerbaijan. Annex 19 - "Safety Management" to the "Convention on International Civil Aviation" (Chicago 7 December 1944) sets the standards for a State Safety Programme, placing the responsibility on the Republic of Azerbaijan to implement State Safety Programme. To enhance the management of aviation safety in the Republic of Azerbaijan, it is imperative that the country conducts a comprehensive review of its legislation, policies, and processes. This review will help identify and address any issues that may be hindering the effective oversight of aviation safety. "National Aviation Safety Plan of the Republic of Azerbaijan 2024-2026" contributes to the effective realization of the "State Safety Program" and "Regulation on Ensuring Flight Safety" approved by the Decree of the President of the Republic of Azerbaijan No. 756 dated June 27, 2019.

The safety strategy in the “National Aviation Safety Plan of the Republic of Azerbaijan 2024-2026” promotes safety policy and operational safety that are conceptually derived from the “Aviation Law” of the Republic of Azerbaijan, Order of the Minister of Digital Development and Transport of the Republic of Azerbaijan dated 13.04.2022, #Ə-57/22, and national aviation regulations, industrial operation procedures.

We aim to enhance aviation safety and we shall work in close partnership with stakeholders both on national and international levels to achieve our goals. Deployed legal reforms in the Republic of Azerbaijan contribute to strengthening the state safety oversight capability, upgrading the service level to the population, and increasing transparency and accountability between the state bodies implementing flight safety policy and regulatory management.

“National Aviation Safety Plan of the Republic of Azerbaijan 2024-2026” is the main document which defines the strategic directions of the Civil Aviation Agency under the Ministry of Digital Development and Transport of the Republic of Azerbaijan for the management of safety in 2024-2026. To ensure a systematic approach to safety, the organization of the Safety Management System (SMS) and the enhancement of the normative legal framework for effective state safety oversight are essential. This includes identifying sources of safety threats, assessing existing risks, and making decisions to implement appropriate measures. These actions define the primary components of the safety oversight system in the Republic of Azerbaijan. “National Aviation Safety Plan of the Republic of Azerbaijan 2024-2026” is a strategic document which contains national safety goals and targets, action plan, which enables us to define our strategy through safety enhancement initiatives within years 2024-2026 and increase collaboration at the global, regional and national level.

Establishing unified approach to safety provides the opportunity for effective and stable cooperation and coordination in this field, stipulating the implementation of specific measures in the priority directions defined in the State Safety Program for ensuring the safety at the national level. The “National Aviation Safety Plan of the Republic of Azerbaijan 2024-2026” was prepared by a team consisting of representatives from the Ministry, Civil Aviation Agency, and Service Providers. This collaborative effort underscores their commitment to ongoing enhancements in flight safety, including the allocation of adequate resources for the activities outlined in this document.

## **1.2 Structure of the NASP**

The “National Aviation Safety Plan of the Republic of Azerbaijan 2024-2026” presents the strategic direction for enhancing aviation safety at the national level, for a period of 3 (three) years. It comprises six sections. In addition to the introduction, sections include: the purpose of the “National Aviation Safety Plan of the Republic of Azerbaijan 2024-2026”, the Republic of Azerbaijan’s strategic direction for the management of aviation safety, the national operational safety risks identified for the “National Aviation Safety Plan of the Republic of Azerbaijan 2024-2026”, organizational challenges addressed in the “National Aviation Safety Plan of the Republic of Azerbaijan 2024-2026”, and a description of how the implementation of the safety enhancement initiatives (SEIs) listed in the “National Aviation Safety Plan of the Republic of Azerbaijan 2024-2026” is going to be monitored. In addition, “National Aviation Safety Plan of the Republic of Azerbaijan 2024-2026” comprises 3 Appendixes on Organizational Roadmap, Operational Roadmap and Abbreviations and definitions used in this document.

## **1.3 Relationship between the NASP and the State Safety Programme (SSP)**

Azerbaijan has adopted “State Safety Program” approved by the Decree of the President of the Republic of Azerbaijan No. 756 dated June 27, 2019. The “National Aviation Safety Plan of the Republic of Azerbaijan 2024-2026” establishes strategic goals and actions aimed at strengthening and enhancing safety commitments in alignment with oversight obligations outlined in the State Safety Program (SSP) and national regulations.

The SSP provides safety information and helps to identify and priorities national operational safety risks to be addressed via realization of specified in NASP safety enhancement initiatives.

The “National Aviation Safety Plan of the Republic of Azerbaijan 2024-2026” also addresses operational safety risks presented in the ICAO Global Aviation Safety Plan (GASP) 2023-2025 and the organizational and operational challenges linked to the goals identified in the Global Aviation Safety Plan (GASP) 2023-2025. Taking into consideration the absence of mature safety data analysis (SDA) aspects, as described in the ICAO State safety programme Implementation Assessment (SSPIA), safety enhancement initiatives (SEIs) listed in this document will address organizational challenges and aim to enhance organizational capabilities related to effective safety oversight in line with the GASP goal - to implement effectiveness of Azerbaijan’s State Safety Program (SSP).

The Republic of Azerbaijan needs to review its own legislation, policies, and processes to uncover issues that should be resolved to improve the way aviation safety is managed in the state. Implementation of the measures specified in the State Safety Program necessitated the preparation of the National Aviation Safety

Plan (NASP) of the Republic of Azerbaijan. In order to ensure a systematic approach to safety, the organization of the Safety Management System (SMS) more efficiently and the preparation and improvement of the normative legal framework for the effective state safety oversight, it is paramount to detect the sources of threats to the safety and assess and priorities existing risks, taking an appropriate measures.

The “National Aviation Safety Plan of the Republic of Azerbaijan 2024-2026” ensures the full and efficient implementation of the state's obligations for the organization of the safety management system and the implementation of state safety oversight determined by the State Safety Program. Through the effective implementation of the State Safety Program, the State Civil Aviation Agency of the Republic of Azerbaijan identifies risks for safety and ensures that these risks are kept as low as possible. The State Safety Program enables to the Agency regularly and proactively manage aviation activities, verify activities affecting safety and ensure that any threats to safety have been managed. This document ensures the implementation of the Safety Enhancement Initiatives (SEIs) for ensuring the safety determined by the State Safety Program. State Safety Programme is an integrated set of regulations and activities aimed at improving safety which comprises a range of processes and activities which provides a framework for risk management process, safety assurance and safety promotion. “National Aviation Safety Plan of the Republic of Azerbaijan 2023-2025” provides an opportunity to conduct self assessment, define our safety deficiencies, identify our safety issues, define the issues of priority, transfer safety issues to safety goals and targets, conduct gap analysis to identify safety enhancement initiatives (SEIs), develop list of prioritized SEIs and measure safety performance. This document committed to fully implement State Safety Programme.

#### **1.4 Responsibility for the NASP development, implementation and monitoring**

The State Civil Aviation Agency of the Republic of Azerbaijan (hereafter -SCAA) is responsible for the development, promulgation, implementation and monitoring of the “National Aviation Safety Plan of the Republic of Azerbaijan 2024-2026”, in collaboration with the Ministry of Digital Development and Transport and with the national aviation industry. The national aviation safety plan was developed in consultation with national operators and other key aviation stakeholders, and in alignment with the Global Aviation Safety Plan (2023-2025) and the European Regional Aviation Safety Plan 2022-2024.

The activities related to the development of the State Safety Program and National Aviation Safety Plan need to be coordinated between different entities. Since the SCAA under the Ministry of Digital Development and Transport of the Republic of Azerbaijan has regulatory and oversight responsibilities in the field of safety, the Ministry of Digital Development and Transport of the Republic of Azerbaijan (hereafter - the Ministry) has agreed with the Order “On additional measures to increase the effectiveness of



control over the implementation of the “State Safety Program” and “Regulations on ensuring safety” confirmed by Decree of the President of the Republic of Azerbaijan No. 756 dated June 27, 2019”, that the coordination of implementation and operation of State Safety Program should be undertaken by the Director of SCAA, as an State Safety Programme placeholder organization.

Taking into account the main goal of this document which is to enhance aviation safety, the SCAA work in close cooperation with other stakeholders at national and international level to achieve this goal. Safety enhancement initiatives (SEIs) identified in this document serve to development of the state safety oversight mechanisms in the Republic of Azerbaijan and improvement of the quality of services provided to the population by the service providers. The SCAA is directly responsible for the development, implementation and monitoring of the national aviation safety plan in collaboration with other state central executive bodies and with the industry.

SCAA has designated responsible person to coordinate with the industry and other stakeholders the safety issues defined in this NASP. Other State entities responsible for the development, implementation and monitoring of the “National Aviation Safety Plan of the Republic of Azerbaijan 2024-2026” include:

- The Cabinet of Ministries of the Republic of Azerbaijan;
- The Ministry of Digital Development and Transport of the Republic of Azerbaijan;
- The Ministry of Foreign Affairs of the Republic of Azerbaijan;
- The Ministry of Justice of the Republic of Azerbaijan;
- The Ministry of Emergency Situations;
- The Ministry of Finance of the Republic of Azerbaijan.

Service providers are responsible for the NASP development, implementation and monitoring. Service providers established Safety Management System (SMS), are actively participate in the implementation of the safety enhancement initiatives (SEIs), continuously identifying hazards and addressing operational safety risks, as well as providing safety data to the SCAA. To ensure the effective implementation of the NASP, service providers must:

1. Define their safety targets.
2. Establish a unified approach for enhancing the monitoring metrics associated with safety indicators within the safety management system.

Each stakeholder is responsible for implementing particular NASP operational measures outlined in SEIs.

Service providers are expected to actively support implementation of the NASP and are encouraged to identify and undertake relevant supporting actions. They should engage in effective Safety Management System (SMS) implementation to continuously identify hazards and address operational safety risks and are

encouraged to work collaboratively with SSP agencies on safety information exchange, safety monitoring and safety oversight programs. Industry should develop their own indicators consistent with the NASP safety goals and targets, to ensure industry safety strategies align with those of the State. Industry should adopt a harmonised approach in developing SMS indicators and targets. The Republic of Azerbaijan will further propagate safety policy and encourage enhancement efforts toward achievement of Global and National safety goals.

## 1.5 National safety issues, goals and targets

1.5.1. The “National Aviation Safety Plan of the Republic of Azerbaijan 2024-2026” addresses the following national safety issues as high-risk categories:

- controlled flight into terrain;
- loss of control in flight;
- mid-air collision;
- runway excursion; and
- runway incursion.

Accordingly, the GASP 2023-2025 and EUR RASP 2022-2024 continues to address these high-risk categories and proposes mitigation actions for the main safety issues identified for these high-risk categories of occurrences. Similarly, the NASP addresses the national safety issues listed above.

1.5.2. To address the issues listed above and enhance aviation safety at the national level, taking into consideration that ICAO aspirational goal is to achieve zero fatalities by 2030 and beyond, the “National Aviation Safety Plan of the Republic of Azerbaijan 2024-2026” contains the following goals and targets:

**Goal 1:** Achieve a continuous reduction of operational safety risks in the Republic of Azerbaijan which seeks to achieve continuous reduction of operational safety risks faced by Azerbaijan SSP stakeholders (including industry) and reflects the ICAO HRCs.

**Target 1.1** Maintain decreasing regional and national accident rate for commercial scheduled operations. Several examples of indicators are linked to this target including: number of accidents; fatal accidents and fatalities by State, region or globally; as well as accident, fatal accident and fatality rates (that is, number of occurrences per million departures). These indicators also include the percentage of occurrences related to the HRCs.

**Goal 2:** Strengthen Azerbaijan’s safety oversight capabilities which seek to improve Azerbaijan’s organizational ability and oversight capabilities. The Republic of Azerbaijan will continue to effectively implement the eight ICAO CEs and ensure the State oversight and governance structure is appropriate to meet

organizational challenges.

**Target 2.1** Improve score for the EI of the CE of the State’s safety oversight system in a progressive manner that would result in incremental increases, until a high overall EI score is reached. To source a data-driven survey focus closely on the priority protocol questions (PQs) related to a safety oversight system. The term “priority PQs” refers to PQs that have a higher correlation to operational safety risks. Examples of indicators related to this target include the number of States that have fully implemented the priority PQs and the percentage of required CAPs submitted by States to ICAO via the online framework (OLF) to address findings from Universal Safety Oversight Audit Programme (USOAP) continuous monitoring approach (CMA) activities.

**Goal 3:** Implement effectiveness of Azerbaijan’s State Safety Program (SSP) which seeks to ensure the continued effectiveness and improvement of Azerbaijan’s SSP, including in achieving aviation safety goals and Azerbaijan’s service providers’ level of safety management system (SMS) implementation.

**Target 3.1** Implement the foundation of an SSP by 2024. The term “foundation of an SSP” refers to a subset of USOAP PQs that aim to assist States in building a solid safety oversight foundation for the implementation of an SSP. These are referred to as “SSP foundation PQs”. Examples of indicators related to the foundation of an SSP include the number of States having implemented the applicable SSP foundation PQs, as well as the percentage of required CAPs related to the SSP foundation PQs submitted by States using the OLF.

**Target 3.2** Publish a NASP by 2024. This is a new GASP target. It is integrated as part of the SSP-related GASP goal because a State should define and publish its strategy and actions to ensure effective safety management and address organizational challenges in a dedicated plan, as part of the SSP. Therefore, the NASP can assist a State in developing a strategy, including an action plan with specific SEIs, to facilitate SSP implementation. Through the NASP, the Republic of Azerbaijan expresses its commitment to enhancing aviation safety and to the resourcing of supporting activities. The publication of a NASP, as the document containing the State’s strategic direction for the management of aviation safety at the national level, allows for the allocation of resources dedicated to the SSP, through the development and implementation of that plan (refer to Chapter 6).

**Goal 4:** Increase Azerbaijan’s collaboration at the regional level on the sought of development capacity-building and capability to enhance safety performance as well as support other member states in improving their safety performance and outcomes through enhanced collaboration by the Republic of Azerbaijan.

**Target 4.1** By 2025, contribute information on operational safety risks, including SSP safety performance indicators (SPIs), and emerging issues, to regional aviation safety group (RASG). Examples of indicators for this target include the number of reports received via the *Secure Portal on Operational Safety*

*Risks and Emerging Issues* and validated, as well as the percentage of SEIs completed by RASGs on safety risk management.

**Goal 5:** Expand the use of industry programs and safety information sharing networks by the Republic of Azerbaijan’s service providers which seeks to increase industry participation with relevant industry programs, as well as harmonize service providers’ performance indicators. This would facilitate improvements in safety risk management at the national, regional and global level, and foster better engagement. Industry programs often encourage service providers to strive for higher levels of safety than otherwise required by States, though do not replace State safety oversight.

**Target 5.1** Maintain an increasing trend in industry’s contribution in safety information sharing networks, including harmonized SPIs as part of safety management system (SMS), to assist in the development of national and regional aviation safety plans. Examples of indicators related to this target include the number of service providers using globally harmonized metrics for their SPIs; as well as the percentage of service providers participating in the corresponding ICAO-recognized industry assessment programmes. While such programmes do not replace the need for safety oversight by States, ICAO recognizes the benefits of these programmes, which have a positive effect on operational safety among service providers.

**Goal 6:** Ensure the appropriate infrastructure in Azerbaijan is available to support safe operations.

**Target 6.1** Maintain an increasing trend of Azerbaijan’s air navigation and aerodrome infrastructure that meets relevant ICAO Standards. Examples of indicators for this target are the number of infrastructure-related air navigation deficiencies by State against the regional air navigation plans and the percentage of States having implemented infrastructure-related PQs linked to the basic building blocks (BBBs).

1.5.3. *“National Aviation Safety Plan of the Republic of Azerbaijan 2024-2026” contains the following types of Safety Actions included to the EUR Regional Aviation Safety Plan (RASP) 2022-2024:*

1. Rulemaking Tasks (RMTs), which are intended to lead to new or amended regulatory material, however the related work is usually not limited to rules drafting. Depending on the scope and issues addressed, a rulemaking project may also include implementation support activities, such as the organization of conferences, workshops, and roadshows, the creation of frequently asked questions (FAQs), etc. An RMT may also be supported by a dedicated safety promotion task (SPT). For non-EASA Member States such actions are owned by individual States or groups formed by ICAO for the purpose of establishing common regulations.

2. Safety Promotion Tasks (SPTs), which may be owned by States, Industry or other stakeholders and involve safety training, awareness/education and dissemination of safety relevant information to further engage and interact with relevant aviation stakeholders in order to positively influence or change individual behavior with the ultimate objective of achieving predetermined aviation safety objectives. It includes the

promotion of safety topics, rulemaking and awareness, communicating about safety intelligence, priorities and actions and other tasks to raise awareness with individuals, as well as organizations. SPTs may also address systemic safety, such as, but not limited to, maintaining effective oversight capabilities, the implementation of effective SSPs and related State safety action planning, as well as operational safety issues identified in the safety risk management process, safety priorities identified in GASP or ICAO USOAP processes. SPTs can involve a wide range of deliverables that include guides, videos, text for use in websites and printed media, social media and outreach activities. The Regional Office may further support the implementation of specific SPTs through thematic workshops, targeted implementation support actions, training sessions, etc. During such implementation support actions, different implementation approaches, difficulties or best practices are brought up and discussed. All EUR RASP actions, together with the main risks identified in EUR RASP as relevant for the particular State, should be considered for the establishment and implementation of the National Aviation Safety Plan (NASP).

## **1.6 Operational Context**

There are 9 certified aerodromes in the Republic of Azerbaijan, including 8 international aerodromes. The airspace of the Republic of Azerbaijan is classified into Class C. There were 250061 flights under IFR was recorded by ATM, and 126075 movements was registered at the aerodromes in the Republic of Azerbaijan over the period of 2021 to 2022.

There are currently 5 air operator certificates (AOCs) issued by the Republic of Azerbaijan, and of those there are 4 issued to operators conducting international commercial air transport operations. The Republic of Azerbaijan also has 0 operators, which operate domestic air taxi services, primarily on turboprop aircraft, as well as 1 helicopter operator. There are 1 heliport, about 50 off-shore helidecks in the Republic of Azerbaijan. Common hazards and safety deficiencies in the Republic of Azerbaijan include: Topography – some airports are situated at the mountainy area, meteorology – moderate to severe turbulence, windshear on-route and at the approach, ornithological situation – birds seasonal migration.

## **SECTION 2. PURPOSE OF AZERBAIJAN’S NATIONAL AVIATION SAFETY PLAN**

Establishment of NASP of the Republic of Azerbaijan’s derived following to ICAO Assembly Resolution A41-6, which recognizes the importance of effective national aviation safety planning consistent with the vision and goals of the Global Aviation Safety Plan. Taking into account the importance of effective implementation of regional and national plans and initiatives based on the global frameworks and that GASP and RASP shall provide the frameworks in which NASP will be developed and implemented, thus ensuring consistency, harmonization and coordination of efforts aimed at improving international civil aviation safety, capacity and efficiency. The “National Aviation Safety Plan of the Republic of Azerbaijan 2024-2026” has been developed using the safety goals and targets and high-risk categories of occurrences (HRCs) outlined in both the Global Aviation Safety Plan (GASP) 2022-2025 ([www.icao.int/gasp](http://www.icao.int/gasp)) and the EUR Regional Aviation Safety Plan 2022-2024 (<https://www.icao.int/eurnat/>).

“National Aviation Safety Plan of the Republic of Azerbaijan 2024-2026” is the master planning document containing the strategic direction of the Republic of Azerbaijan for the management of aviation safety for a period of three years (from 2024 to 2026). This plan lists national safety issues, sets national safety goals and targets, and presents a series of safety enhancement initiatives (SEIs) to address the specified safety issues and achieve those goals.

These are highlighted in the text, where applicable. The SEIs listed in the national aviation safety plan support the improvement of safety at the wider regional and international levels. The NASP includes several actions to address specific safety issues and recommended SEIs for individual States set out in the EUR Regional Aviation Safety Plan 2022-2024. The Republic of Azerbaijan has adopted these SEIs and has included them in this plan. Cross-references are provided to the EUR Regional Aviation Safety Plan 2022-2024 for individual SEIs where relevant.

Within the implementation of the State Safety Program, important measures such as expanding the use of modern information and communication technologies in the implementation of effective state safety control, digitalizing data for assessing risks that threaten safety, ensuring the investigation of aviation accidents and incidents, and preventing conflicts of interest have been implemented. In this regard “National Aviation Safety Plan of the Republic of Azerbaijan 2024-2026” is part of the reforms implemented in order to further expand the application of the principles of transparency and accountability during the state safety oversight.

“National Aviation Safety Plan of the Republic of Azerbaijan 2024-2026” was developed in order to improve flight safety and support relevant organisational and operational activities. The purpose of the preparation of the National Action Plan is to provide a national strategy and development of flight safety to

reduce the risk of fatalities and fatalities. A safe aviation system ensures the economic development of the Republic of Azerbaijan and its service providers. The National Action Plan considers a risk-based approach in safety oversight management, including cooperation between the Republic of Azerbaijan and other states, regions and service providers, laying the groundwork for effective implementation of the state safety oversight system. All service providers acknowledge and support the implementation of the NASP as a strategy for the continuous development of safety.

### **SECTION 3. AZERBAIJAN’S STRATEGIC DIRECTION FOR THE MANAGEMENT OF AVIATION SAFETY**

The National Aviation Safety Plan is a document that identifies the strategic directions on safety management in the Republic of Azerbaijan within three years (2024-2026). National Aviation Safety Plan (NASP) details the Republic of Azerbaijan’s commitment to continuously improve aviation safety management capabilities in order to reduce the risks of aviation operations. It complements the “State Safety Programme” and “Regulation on Flight Safety” confirmed by Decree of the President of the Republic of Azerbaijan from 27 June 2019.

The activities related to the development of the National Aviation Safety Plan need to be coordinated between different entities. Since the SCAA has a regulatory and oversight responsibility for civil aviation safety in the Republic of Azerbaijan, the Ministry has issued an order titled “Additional Measures to Increase the Effectiveness of Control Over the Implementation of the 'State Program on Flight Safety' and 'Flight Safety Regulations'.” This order authorizes and designates the State Civil Aviation Authority (SCAA) as the placeholder organization responsible for coordinating the implementation and operation of the SSP.

The “National Aviation Safety Plan of the Republic of Azerbaijan 2024-2026” presents the SEIs that were developed based on the Organizational Challenges (ORG) and Operational Safety Risks (OPS) Roadmaps, as presented in the ICAO *Global Aviation Safety Roadmap* (Doc 10161), as well as State-specific issues identified by SSP, including the work undertaken by service providers in the development and implementation of their safety management systems (SMS). This plan is developed and maintained by the SCAA, in coordination with key aviation stakeholders and is updated at least every 3 (three) years.



**Table 1. Azerbaijan aviation safety metrics and targets**

<b>Goals of the NASP</b>	<b>Targets of the NASP</b>	<b>SPI Text</b>	<b><i>Link to the GASP and RASP Goals and Targets</i></b>
<p>Goal 1: Achieve a continuous reduction of aviation operational safety risks across all sectors in the Republic of Azerbaijan</p>	<p>1.1. Continuously maintain a decreasing trend of global accident rate</p> <p>1.2. By 2025, decrease to 0 ground fatalities as a result of an aviation accident</p> <p>1.3. Decrease runway safety events by 10% per year</p>	<p>Number of accidents involving commercial operations with aircraft of maximum mass of over 5700 kg and occurring in Azerbaijan;</p> <p>Number of accidents involving commercial operations with aircraft of maximum mass of over 5700 kg and occurring in Azerbaijan per 100 000 departures (accident rate);</p> <p>Number of accidents involving commercial operations with aircraft of maximum mass of below 5700 kg and occurring in Azerbaijan;</p> <p>Number of fatal accidents to aircraft of 5700 kg or more occurring in Azerbaijan;</p> <p>Number of fatal accidents involving commercial operations with aircraft of maximum mass of over 5700 kg and occurring in Azerbaijan per 1 000 000 departures (fatal accident rate);</p>	<p>EUR.SPI.1.1.01</p> <p>EUR.SPI.1.1.02</p> <p>EUR.SPI.1.1.03</p> <p>EUR.SPI.1.1.04</p> <p>EUR.SPI.1.1.05</p> <p>EUR.SPI.1.1.07</p> <p>EUR.SPI.1.1.08</p>

		<p>Number of fatalities in accidents to aircraft of 5700 kg or more occurring in Azerbaijan;</p> <p>Percentage of accidents to aircraft of 2250 kg or more occurring in Azerbaijan related to high-risk categories (HRCs);</p> <p>Number of accidents to aircraft of 2250 kg or more occurring in Azerbaijan;</p> <p>Percentage of incidents investigated and analyzed by service providers certified in Azerbaijan vs number of incident reports;</p> <p>Number of ground fatalities;</p> <p>Number of runway safety events (RI, RE);</p> <p>Aviation Search and Rescue response activations.</p>	
Goal 2: Strengthen Azerbaijan’s safety oversight capabilities	<p>2.1 By 2026, reach an effective implementation score by 90%</p> <p>2.2 Establish a comprehensive legal tool, upgrade regulative framework</p>	<p>Percentage of completed PQ (CAPs) in OLF USOAP and iStars as per timelines;</p> <p>Self-assessment percentage of completed and implemented</p>	<p>EUR.SPI.2.1.01</p> <p>EUR.SPI.2.1.02</p> <p>EUR.SPI.2.1.03</p> <p>EUR.SPI.2.1.04</p>

	<p>2.3 Increase the number of trained, qualified and competent inspectors by 90%</p> <p>2.4 Discuss and negotiate the NASP objectives, targets and indicators with the industry once the actions to achieve and measure efficiency are to be implemented, communicated and monitored by all</p> <p>2.5 By 2026, complete 80% of priority PQ's</p> <p>2.6 By 2025, 90% of surveillance achieved against schedule</p>	<p>priority PQs related to oversight system;</p> <p>Safety Oversight Index;</p> <p>States and industrial outsource oversight results within ICAO or industrial audit program;</p> <p>Overall EI;</p> <p>Oversight surveillance events (%).</p>	
<p>Goal 3: Implement effective Azerbaijan's State Safety Program (SSP)</p>	<p>3.1. By 2025, completion of 80% of SSP foundational PQs (self-assessment)</p> <p>3.2. By 2024, to publish a national aviation safety plan (NASP)</p> <p>3.3. By 2025, 70% of SEIs completed in accordance with defined timeline</p>	<p>Number of implemented foundational SSP PQs;</p> <p>Percentage of completed CAPs related to foundational SSP PQs;</p> <p>Appropriate SSP</p>	<p>EUR.SPI.3.1.01</p> <p>EUR.SPI.3.1.02</p> <p>EUR.SPI.3.1.03</p> <p>EUR.SPI.3.2.01</p> <p>EUR.SPI.3.3.01</p> <p>EUR.SPI.3.3.02</p> <p>EUR.SPI.3.3.03</p>

	<p>3.3. To work towards an effective SSP as follows:</p> <p>a) by 2025 – Present;</p> <p>b) by 2028 – Present and effective.</p>	<p>governance;</p> <p>Number of SCAA departments planned risk-based oversight;</p> <p>Number of Departments established and completed SSPIA;</p> <p>Number of carried out risk-based oversights;</p> <p>Implementation of strategy items included in the NASP;</p> <p>Number of providers implemented SSP;</p> <p>Number of aviation safety seminars, workshops provided to industry and feedback ratings for aviation safety education seminars.</p>	
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<p>Goal 4: Increase Azerbaijan’s collaboration at the regional level to enhance safety</p>	<p>4.1. By 2025, seek assistance to strengthen safety oversight capabilities or facilitate SSP implementation</p>	<p>Establishment of safety enhancement assistance relationship or partnership with EASA or other European States;</p>	<p>EUR.SPI.4.1.01</p> <p>EUR.SPI.4.1.02</p> <p>EUR.SPI.4.1.03</p>
	<p>4.2. By 2024, register in ICAO secure information sharing portals</p>	<p>Develop and submit NASP to ICAO;</p>	<p>EUR.SPI.4.3.01</p> <p>EUR.SPI.4.3.02</p>
	<p>4.3. By 2025, contribute information on operational safety risks, including SSP safety performance indicators (SPIs), and emerging issues, to RESG/RASP</p>	<p>Register in EUR States NASP online community to share information;</p>	<p>EUR.SPI.4.3.03</p>
		<p>Share SSP SPI with EASPG;</p>	
		<p>Focal point shall register in the Secure Portal on Emerging Issues and Additional Categories of Operational Safety Risks;</p>	
		<p>Share validated reports via Secure portal on Emerging Issues and Additional Categories of Operational Safety Risks;</p>	

		<p>Represent at the ICAOs &amp; EASAs meetings, panels and regional ad-hoc working groups (such as RESG/RASP) activities.</p> <p>Represent at regional aeronavigation service providers platforms such as CANSO, SOCEA etc.</p>	
<p>Goal 5: Expand the use of industry programs and safety information sharing networks by Azerbaijan's service providers</p>	<p>5.1. Maintain an increasing trend in industry's contribution in safety information sharing networks, including harmonized SPIs as part of safety management system (SMS), to assist in the development of national and regional aviation safety plans</p>	<p>Number of defined service providers using globally harmonized metrics for their SPIs;</p> <p>Number of Azerbaijan aviation service providers participating in the corresponding ICAO-recognized industry assessment programmes (IATA, IFALPA, ACI, CANSO etc.);</p> <p>Progress in establishment of safety data collection and processing systems (SDCPS) in SCAA and industry and their</p>	<p>EUR.SPI.5.1.01</p> <p>EUR.SPI.5.1.02</p> <p>EUR.SPI.5.1.05</p>

		integration to facilitate safety-sharing network (or as an alternative registering to ECCAIRS 2)	
Goal 6: Ensure the appropriate infrastructure in Azerbaijan is available to support safe operations	6.1. By 2025, maintain an increasing trend of air navigation and aerodrome infrastructure that meet relevant ICAO Standards	Number or percentage of infrastructure-related air navigation deficiencies against regional air navigation plan	This goal is directly linked to Goal 6 and Target 6.1 of the GASP and linked to Goal 6 and Target 6.1 of the RASP.

The SEIs in this plan are implemented through Azerbaijan’s existing safety oversight capabilities and the service providers’ Safety Management System (SMS). Safety Enhancement Initiatives (SEIs) derived from the ICAO *Global Aviation Safety Roadmap* (Doc 10161) identified to achieve the national safety goals presented in the “National Aviation Safety Plan of the Republic of Azerbaijan 2024-2026”. Some of the national SEIs are linked to overarching SEIs at the regional and international levels and help to enhance aviation safety globally. The full list of the SEIs is presented in the Appendix I and II to the NASP.

The NASP also addresses emerging issues. Emerging issues 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 typical data-driven analysis. Due to the lack of data, emerging issues cannot automatically be considered as operational safety risks.

It is important that the Republic of Azerbaijan remain vigilant on emerging issues to identify hazards and safety deficiencies, collect relevant data and proactively develop mitigations to address any associated risks. The “National Aviation Safety Plan of the Republic of Azerbaijan 2024-2026” addresses the following emerging issues, which were identified through analysis oversight results and taking into account trends in aviation industry:

- 1) Insufficient SMS implementation at the aerodrome’s operation;
- 2) Lack of safety communication, including interactions, coordination between service providers and SCAA, as well interactions between service providers, positive safety culture within organisations;
- 3) Operation of the Unmanned Aerial Vehicles in the vicinity of aerodromes;
- 4) Agglomeration in the vicinity of the aerodromes;

- 5) Transportation of Dangerous Goods, in particular, lithium batteries;
- 6) Inappropriate safety reporting and management commitment system (establishing SDCPS).



## SECTION 4. NATIONAL OPERATIONAL SAFETY RISKS

The GASP has detailed specific ‘roadmaps’ (action plans) on organizational challenges and operational safety risks to support States in achieving the GASP goals.

The NASP includes SEIs that address national operational safety risks, derived from lessons learned from occurrences and from a data-driven approach. These SEI may include actions such as: rule-making; policy development; targeted safety oversight activities; safety data analysis; and safety promotion.

The Republic of Azerbaijan publishes an Annual Safety Report, available on the State Civil Aviation Agency’s website <https://www.caa.gov.az/>.

These N-HRCs are in line with those listed in the 2022-2025 edition of the GASP, as well as the EUR Regional Aviation Safety Plan 2022-2024:

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

1. Controlled flight into terrain (CFIT);
2. Loss of control in-flight (LOC-I);
3. Mid-air collision (MAC);
4. Runway excursion (RE); and
5. Runway incursion (RI).

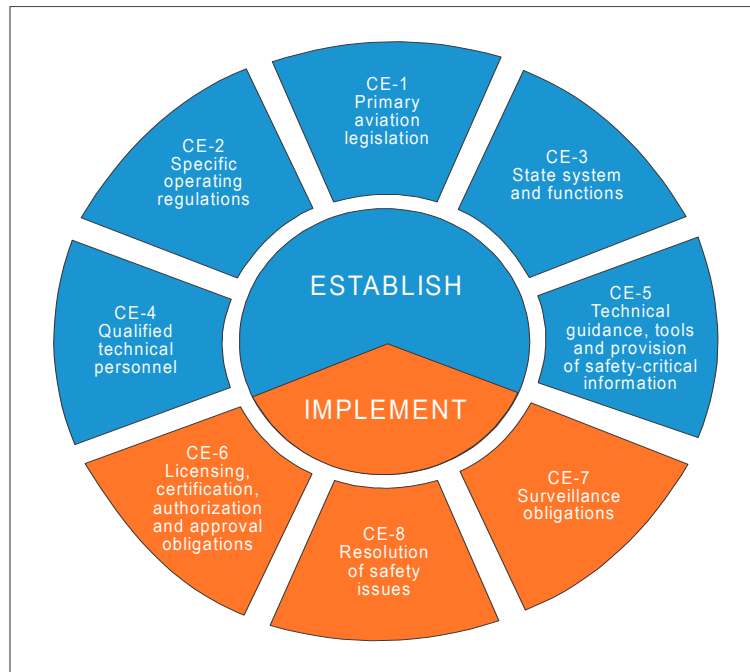
Note. — Information on accident statistics at a global level, the HRCs and other safety data is found on the ICAO website at <https://www.icao.int/safety/Pages/Safety-Report.aspx>.

To address the national operational safety risks listed above, the Republic of Azerbaijan identified the contributing factors leading to N-HRCs and SCAA and aviation stakeholders will implement a series of SEIs, some of which are derived from the ICAO OPS Roadmap, contained in the ICAO Doc 10161. The full list of the SEIs including those related to N-HRC are presented in the appendix to the NASP.

## SECTION 5. OTHER SAFETY ISSUES

In addition to the national operational safety risks listed in the NASP, the Republic of Azerbaijan has identified organizational challenges and a series of SEIs, selected for the NASP, to address them. These are given priority in the NASP since they are aimed at enhancing and strengthening Azerbaijan’s safety oversight capabilities and the management of aviation safety at the national level.

The eight critical elements (CEs) of a safety oversight system are defined by ICAO. The Republic of Azerbaijan is committed to the effective implementation of these eight CEs, as part of its overall safety oversight responsibilities, which emphasize Azerbaijan’s commitment to safety in respect of its aviation activities. The eight CEs are presented in Figure 1 below.



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

The ICAO continuous safety oversight activities, which aim to measure the effective implementation of the eight CEs of Azerbaijan’s safety oversight system, as part of the ICAO Universal Safety Oversight Audit Programme (USOAP), have resulted in the following scores since 2007 to 2022:

The USOAP audit of the civil aviation system of Azerbaijan conducted in 2007 generated an overall EI of 58.34 per cent for the eight critical elements (CEs) of the State’s safety oversight system.

Under the USOAP CMA phase, a CMA audit, an ICVM and an off-site validation activity were completed for the State in September 2015, July 2018 and October 2020, respectively. These activities resulted in an overall EI of 63.49 per cent.

The second ICVM in Azerbaijan was conducted from 1 to 8 June 2022. The ICVM team reviewed the progress in addressing 234 PQs in the areas of LEG, PEL, OPS, AIR, AIG, ANS and AGA.

Following this review, the status of some PQs has changed: 99 PQs to satisfactory while the status of 128 PQs remained not satisfactory and 7 PQs were not applicable, resulting in an updated overall EI of **79.81 per cent**. The latest ICVM have resulted in the following scores (figures given below are as of 2022).

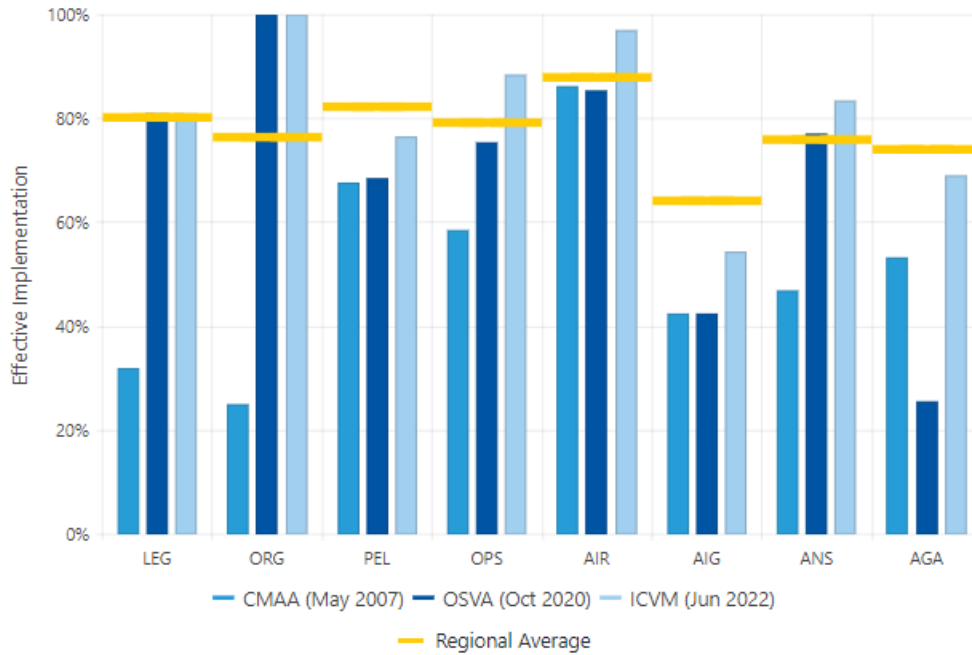
<b><i>Overall EI score</i></b>							
<b><i>79.81 %</i></b>							
<b>EI score by CE</b>							
<b>CE-1</b>	<b>CE-2</b>	<b>CE-3</b>	<b>CE-4</b>	<b>CE-5</b>	<b>CE-6</b>	<b>CE-7</b>	<b>CE-8</b>
89.29 %	77.91%	94.83%	88.10 %	83.02%	80.00%	72.63%	53.85%
<b>EI score by audit area<sup>1</sup></b>							
<b>LEG</b>	<b>ORG</b>	<b>PEL</b>	<b>OPS</b>	<b>AIR</b>	<b>AIG</b>	<b>ANS</b>	<b>AGA</b>
80.95 %	100.00 %	76.54 %	88.24%	97.06%	54.29%	83.49%	69.11%

1. Eight audit areas pertaining to USOAP, i.e., 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).

### USOAP Activity Results

Show Regional Average  Show Global Average

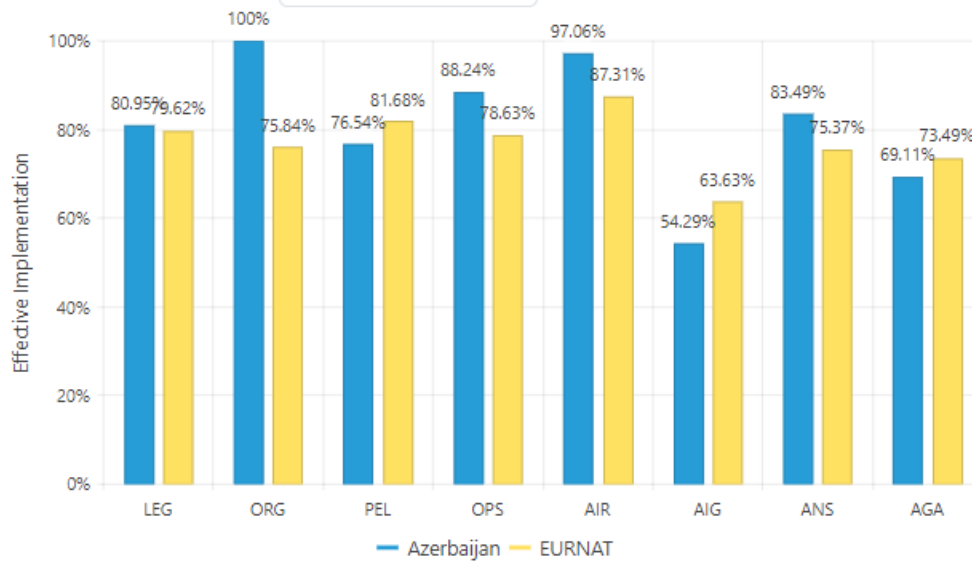
CMAA (May 2007) x OSVA (Oct 2020) x ICVM (Jun 2022) x

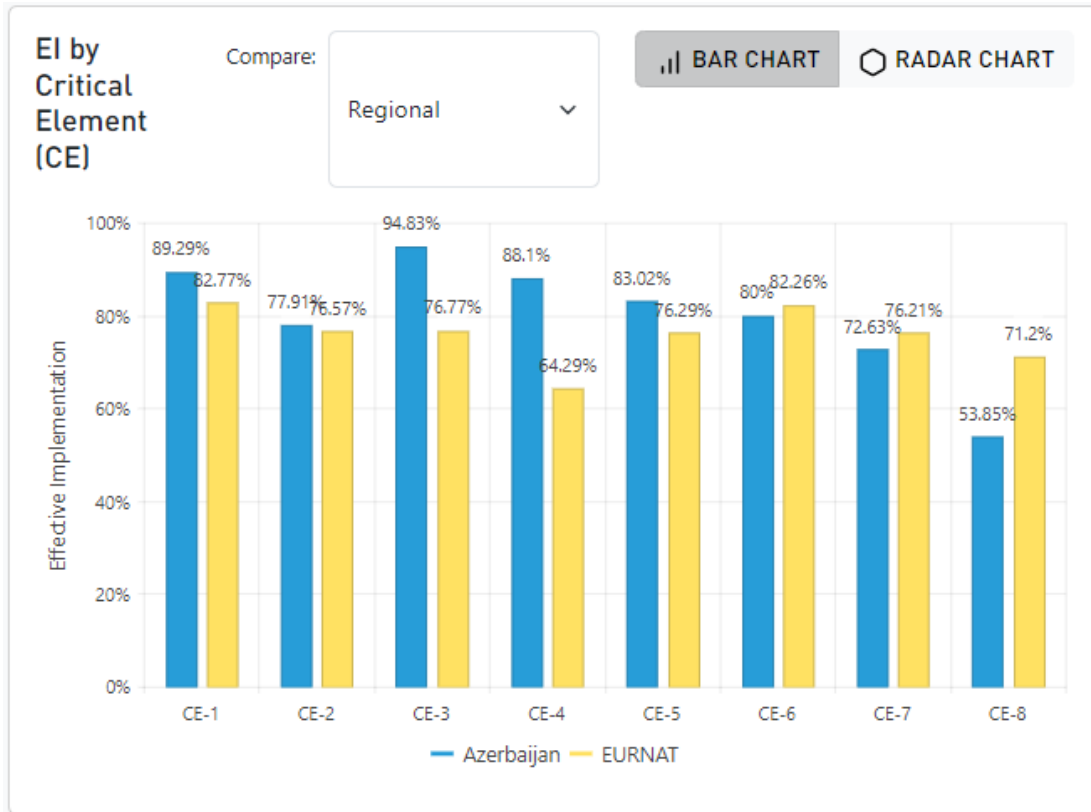


### EI by Audit Area

Compare: Regional

BAR CHART RADAR CHART





The following 9 organizational challenges in the Republic of Azerbaijan 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 5 years, the SSP. 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 national level and the level of SMS implementation by national service providers. They take into consideration organizational culture, policies and procedures within State Civil Aviation Agency and those of service providers. These issues are in line with those listed in the Global Aviation Safety Plan (GASP, Doc 10004) 2023-2025 and the Regional Aviation Safety Plan 2022-2024:

- 1) lack of legal instrument clearly empowering the Director of the SCAA to promote and/or amend operating regulations and clear rule making process and procedures with clear steps, responsible persons and realistic timelines for each step. *This was the LEG area where the Republic of Azerbaijan received the 80.95 % EI score during the recent ICVM and was therefore placed as a high priority issue to resolve;*
- 2) lack of a comprehensive structure and effective training system for the investigators of the SCAA and particularly in the AIG group. *This was the AIG area where the Republic of Azerbaijan received the 54.29 % EI score during the recent ICVM and was therefore placed as a high priority issue to resolve;*

3) absence of established independent accident investigation authority and implementation policies, procedures and guidelines, including all necessary practical details, regarding the development, recording and follow up of safety recommendations. *This was the AIG area where the Republic of Azerbaijan received the 54.29 % EI score during the recent ICVM and was therefore placed as a high priority issue to resolve;*

4) lack of appropriate guidance and continuous audit process for the approval of training organizations (TOs), pilot training programs, issuance of licenses, and testing of pilots, with an applicable enforcement procedure. *This was the PEL area where the Republic of Azerbaijan received the 76.54 % EI score during the recent ICVM and was therefore placed as a high priority issue to resolve;*

5) insufficiently detailed oversight conducted on aerodromes operation comprehensively covering each national regulation. *This was the AGA area where the Republic of Azerbaijan received the 69.11 % EI score during the recent ICVM and was therefore placed as a high priority issue to resolve;*

6) lack of effectively implemented procedures for the acceptance or approval of aircraft leasing arrangements, including coordination with other areas, effectively implemented system for tracking identified deficiencies and timely resolution, including the enforcement actions to be taken if they are not rectifying in a timely manner. *This was the OPS area where the Republic of Azerbaijan received the 88.24 % EI score during the recent ICAO USOAP audit and was therefore placed as a high priority issue to resolve;*

7) lack of runway safety program and established effective oversight process for Search and Rescue (SAR). *This was the ANS area where the Republic of Azerbaijan received the 83.49 % EI score during the recent ICVM and was therefore placed as a high priority issue to resolve;*

8) insufficient legal instrument on resolution of safety issues. *This was CE-8 where the Republic of Azerbaijan received the 53.85 % EI score during the recent ICVM and was therefore placed as a high priority issue to resolve;*

9) insufficient implementation of Safety Management Systems (SMS) by service providers – oversight has shown that service providers are at a different maturity level of SMS. The most critical situation at the aerodrome's operation where both SMS and QMS are not properly applied at the majority of the aerodromes in accordance with the national regulation.

To address the challenges listed above, the Ministry of Digital Development, State Civil Aviation Agency and service providers will implement a series of SEIs, which are presented in the appendixes I and II to the NASP.

## **SECTION 6. MONITORING IMPLEMENTATION**

The Republic of Azerbaijan will continuously monitor the implementation of the SEIs listed in the NASP and measure safety performance of the national civil aviation system, to ensure the intended results are achieved, using the mechanisms presented in the appendixes to this plan.

In addition to the above, The Republic of Azerbaijan will review the NASP every 3 (three) years or earlier, if required, to keep the identified operational safety risks, organizational challenges and selected SEIs updated and relevant. The State Civil Aviation Agency will periodically review the safety performance of the initiatives listed in the relevant appendixes to the NASP to ensure the achievement of national safety goals. If required, The Republic of Azerbaijan will seek the support of ICAO EUR/NAT Regional Office, RASG and service providers appropriately to ensure the timely implementation of SEIs to address national safety issues. Through close monitoring of the SEIs, The Republic of Azerbaijan will make adjustments to the NASP and its initiatives, if needed, and update the NASP accordingly.

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

In the event that the national safety goals are not met, the root causes will be presented.

If The Republic of Azerbaijan identifies critical operational safety risks, reasonable measures will be taken to mitigate them as soon as practicable, possibly leading to an unscheduled revision of the NASP.

The Republic of Azerbaijan adopted a standardized approach to provide information at the regional level, for reporting to the regional aviation safety group (RASG). This allows the region to receive information and assess operational safety risks using common methodologies.

The Republic of Azerbaijan will monitor implementation of SEIs listed in the NASP and will measure safety performance of the national civil aviation system to ensure the intended results are achieved via audits, surveys, monitoring, inspections and other effective means, assessing the actual effectiveness of SEIs in terms of improving safety. Inasmuch as the SCAA will include to annual safety audit plan the monitoring of implementation of the SEIs by the service providers. Periodically monitoring of the implementation of SEIs will ensure assessment of actions if they are being accomplished and effective or not.

Monitoring safety performance, we will evaluate the implementation of the NASP and assess actual effectiveness in terms of improving safety.

Any corrections and adjustments to the NASP and its SEIs will be made in agreement with the Ministry of Digital Development and Transport of the Republic of Azerbaijan and with service providers.

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

**State Civil Aviation Agency (SCAA) of the Republic of Azerbaijan**

**Baku, Azadliq 11, AZ1000**

email: [hq@caa.gov.az](mailto:hq@caa.gov.az) .



## Appendix I to the NASP

### DETAILED SEIs: NATIONAL OPERATIONAL SAFETY RISKS

<i>N-HRC 1: Loss of control in-flight (LOC-I)</i>							
<i>Goal 1: Achieve a continuous reduction of operational safety risks.</i>							
<i>Target 1.1: Maintain decreasing accident rate related to occurrences of LOC-I at 0 per 10<sup>6</sup> flights.</i>							
<i>Safety enhancement initiative</i>	<i>Action</i>	<i>Timeline</i>	<i>Responsible entity</i>	<i>Stakeholders</i>	<i>Metrics (SPIs)</i>	<i>Priority</i>	<i>Monitoring Activity</i>
<i>Mitigate contributing factors to LOC-I accidents and incidents</i>	<i>Require upset prevention and recovery training in all full flight simulator type conversion and recurrent training programmes</i>	<i>Q1 2024 to Q4 2026</i>	<i>SCAA</i>	<ul style="list-style-type: none"> <li>• <i>Aircraft Operators</i></li> <li>• <i>Approved training organizations (ATO)</i></li> <li>• <i>Flight simulator service providers</i></li> <li>• <i>SCAA OPS, AIR inspectors</i></li> </ul>	<ul style="list-style-type: none"> <li>• <i>Training programmes updated with upset prevention and recovery</i></li> <li>• <i>Number/percentage of pilots completing upset prevention and recovery training</i></li> <li>• <i>Upset occurrence rates in voluntary reporting</i></li> <li>• <i>Stick-shaker activation events in FDA data</i></li> <li>• <i>LOC-I occurrence rates rates in mandatory and voluntary reportings</i></li> </ul>	<i>High</i>	<ul style="list-style-type: none"> <li><i>Airworthiness</i></li> <li><i>Surveillance of calibration status</i></li> <li><i>Surveillance of operator and ATO training activities</i></li> <li><i>Analyzing reports on LOC-I factors (SMS reporting system)</i></li> </ul>

**N-HRC 2: Controlled Flight Into Terrain (CFIT)**

**Goal 1:** Achieve a continuous reduction of operational safety risks.

**Target 1.1:** Maintain decreasing accident rate related to occurrences of CFIT accidents and incidents factors at 0 per 10<sup>6</sup> flights

<i>Safety enhancement initiative</i>	<i>Action</i>	<i>Timeline</i>	<i>Responsible entity</i>	<i>Stakeholders</i>	<i>Metrics (SPIs)</i>	<i>Priority</i>	<i>Monitoring Activity</i>
<i>Mitigate contributing factors to CFIT accidents and incidents</i>	<ul style="list-style-type: none"> <li>– Require AC’s equipped with terrain awareness and warning system (TAWS)</li> <li>– Maintain continuous monitoring</li> <li>– Include in simulator trainings.</li> </ul>	<i>Q1 2024 to Q4 2026</i>	<i>SCAA</i>	<ul style="list-style-type: none"> <li>• Aircraft Operators</li> <li>• ATO</li> <li>• Flight simulator service providers</li> <li>• SCAA OPS, AIR inspectors</li> </ul>	<ul style="list-style-type: none"> <li>• Training programmes are updated</li> <li>• Number/percentage of pilots completing CFIT avoidance training</li> <li>• Spoofing or deviations from routes or approach line occurrence rates in mandatory and voluntary reporting</li> <li>• CFIT occurrence rates in mandatory and voluntary reportings</li> </ul>	<i>High</i>	<ul style="list-style-type: none"> <li><i>Airworthiness Surveillance of calibration status</i></li> <li><i>Surveillance of operator and ATO training activities</i></li> <li><i>Analyzing reports on CFIT factors (SMS reporting system)</i></li> </ul>

**N-HRC 3: Middle Air Crash (MAC) accidents and incidents**

**Goal 1: Continuous reduction of operational safety risks**

**Target 1.1: Maintain decreasing accident rate related to MAC accidents and incidents factors at 0 per 10<sup>6</sup> flights**

<i>Safety enhancement initiative</i>	<i>Action</i>	<i>Timeline</i>	<i>Responsible entity</i>	<i>Stakeholders</i>	<i>Metrics (SPIs)</i>	<i>Priority</i>	<i>Monitoring Activity</i>
<i>Mitigate factors contributing to MAC accidents and incidents</i>	<ul style="list-style-type: none"> <li>– <i>Require ACs equipped with airborne collision avoidance system (ACAS)</i></li> <li>– <i>Provide simulator trainings for pilots and ATCO</i></li> </ul>	<i>Q1 2024 to Q4 2026</i>	<i>SCAA</i>	<ul style="list-style-type: none"> <li>• <i>Aircraft Operators</i></li> <li>• <i>ANSPs</i></li> <li>• <i>ATO</i></li> <li>• <i>Flight simulator service providers</i></li> <li>• <i>SCAA OPS, ANS, AIR inspectors</i></li> </ul>	<ul style="list-style-type: none"> <li>• <i>Training programmes updated with topics such as aircraft separation, loss of situational awareness, navigation errors, altitude deviations, etc.</i></li> <li>• <i>Number/percentage of pilots completing MAC prevention training</i></li> <li>• <i>Number/percentage of ATCOs completed vectoring/speed control training</i></li> <li>• <i>MAC occurrence rates in mandatory and voluntary reportings.</i></li> </ul>	<i>High</i>	<ul style="list-style-type: none"> <li><i>Airworthiness Surveillance of calibration status</i></li> <li><i>Surveillance of operator and ATO training activities</i></li> <li><i>Analyzing reports on CFIT factors (SMS reporting system)</i></li> </ul>

<i>N-HRC 4: Risks involving runway excursion (RE)</i>							
<i>Goal 1: Continuous reduction of operational safety risks</i>							
<i>Target 1.1: Maintain decreasing accident rate related to RE accidents and incidents at 0 per 10<sup>6</sup> flights</i>							
<i>Safety enhancement initiative</i>	<i>Action</i>	<i>Timeline</i>	<i>Responsible entity</i>	<i>Stakeholders</i>	<i>Metrics (SPIs)</i>	<i>Priority</i>	<i>Monitoring Activity</i>
<i>Mitigate factors contributing to RE accidents and incidents</i>	<ul style="list-style-type: none"> <li>– Require ACs equipped with Runway Overrun Prevention System (ROPS) or Runway Awareness and Advisory System (RAAS)</li> <li>– Provide simulator trainings for pilots</li> <li>– Maintain continuous monitoring and GRF assessment of RWY state</li> <li>– Develop runway safety programme</li> <li>– Establish a Runway Safety Team (RST) at each aerodrome</li> </ul>	<i>Q1 2024 to Q4 2026</i>	<i>SCAA</i>	<ul style="list-style-type: none"> <li>• Aerodrome Operators</li> <li>• Aircraft Operators</li> <li>• ANSP</li> <li>• ATO</li> <li>• Flight simulator service providers</li> <li>• SCAA OPS, AGA, ANS, AIR inspectors</li> </ul>	<ul style="list-style-type: none"> <li>• Training programmes updated with upset prevention RWY overflight or overrun</li> <li>• Number/percentage of pilots completing RE training</li> <li>• RE contribution factors occurrence rates in mandatory and voluntary reportings</li> </ul>	<i>High</i>	<ul style="list-style-type: none"> <li><i>AC's system calibration</i></li> <li><i>Surveillance of operator and ATO training activities</i></li> <li><i>Aerodrome operators RWY surface assessment and maintenance procedure</i></li> <li><i>Reports on RE (SMS, RST reporting system)</i></li> </ul>

<b>N-HRC 5: Risks involving runway incursion (RI)</b>							
<b>Goal 1: Continuous reduction of operational safety risks</b>							
<b>Target 1.1: Maintain decreasing accident rate related to RI accidents and incidents at 0 per 10<sup>6</sup> flights</b>							
<i>Safety enhancement initiative</i>	<i>Action</i>	<i>Timeline</i>	<i>Responsible entity</i>	<i>Stakeholders</i>	<i>Metrics (SPIs)</i>	<i>Priority</i>	<i>Monitoring Activity</i>
<i>Mitigate contributing to RI accidents and incidents</i>	<ul style="list-style-type: none"> <li>– Require establishing runway safety programme, and LVP</li> <li>– Coordination of movement procedures at the aerodromes</li> <li>– Provide Runway operations for aerodrome ATCOs</li> <li>– Provide LVP training on ATC simulator for aerodrome ATCOs</li> <li>– Establish an RST at each aerodrome</li> <li>– Establish proper SMGCS</li> </ul>	<i>Q1 2024 to Q4 2026</i>	SCAA	<ul style="list-style-type: none"> <li>• Aerodrome Operators, ANSP</li> <li>• SCAA AGA, ANS inspectors</li> </ul>	<ul style="list-style-type: none"> <li>• Coordination between aerodrome users, operators ATC.</li> <li>• Number/percentage of ATCOs completed the Runway Operations training</li> <li>• Number of aerodrome ATCOs completed LVP training</li> <li>• LVP at the aerodromes with CAT II and III</li> <li>• ATC and Aerodrome procedures</li> <li>• SMGCS</li> <li>• HOT spots</li> <li>• RI occurrence rates in mandatory and voluntary reportings</li> </ul>	<i>High</i>	<i>Reports on RI (SMS, RST reporting system)</i>

## Appendix II to the NASP

### DETAILED SEIs: ORGANIZATIONAL CHALLENGES

<b>Organizational challenge 1:</b> Lack of effective safety oversight system at the national level							
<b>Goal 2:</b> Strengthen the States safety oversight capability. <b>Target 2.1:</b> By 2026, reach an effective implementation score 85%.							
<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>
Consistent implementation of ICAO SARPs at the national level (SEI -1)	<p>1B – Address all protocol questions (PQs) of the USOAP Continuous Monitoring Approach (CMA)</p> <p>1D - Increase the level of compliance with ICAO SARPs and the EI of CEs at the national level (CE-1 to CE-5)</p> <p>1E - Establish a process for the identification of differences with ICAO SARPs (CE-2)</p> <p>1F-Comprehensive revision of National Regulation in ANS area (as per National Airspace Strategy, 2.2.1.5)</p>	Q1 2024 to Q4 2026	SCAA	SCAA, Air companies, ANSP, AO	<p>Number/percentage of completed findings and CAPs in OLF through self-assessment of PQs (actual EI is – 79,81%)</p> <p>Number of the Regulations (ANS area) revised</p>	High	<p>- ICAO USOAP CMA</p> <p>- iSTARS State safety briefings (ICAO secure portal login required)</p>

<b>Organizational challenge 2:</b> Lack of AIG capabilities at the national level							
<b>Goal 2:</b> Strengthen State’s safety oversight capabilities							
<b>Target 2.1:</b> By 2026, increase EI score in AIG by approx. 11% and achieve total EI approx. 65%							
<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>
Establishment of independent accident and incident investigation authority (SEI-3)	3A – Establish an independent accident and incident investigation authority, as per Annex 13 requirements (CE-1 and CE-3)	Q1 2024 to Q4 2026	SCAA	SCAA	Number/percentage of completed findings and CAPs in OLF through self-assessment of PQs (current EI – 54,29%)	High	- ICAO USOAP CMA
	3B - Develop an effective system to promulgate technical guidance and tools, and provide safety-critical information needed for technical personnel to effectively conduct accident and incident investigations (CE-5)						- iSTARS State safety briefings (ICAO secure portal login required)
	3C - Establish an effective system to attract, recruit, train and retain qualified and sufficient technical personnel to support accident and incident investigations (see SEI-5) (CE-3 and CE-4)						

<b>Organizational challenge 3:</b> Lack of qualified technical personnel							
<b>Goal 2:</b> Strengthen State’s safety oversight capabilities							
<b>Target 2.1:</b> Increase the level of the EI of CE-4 at the national level up to 95 % by 2026.							
<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>
To establish an effective system for attraction and retention of qualified technical personnel to support effective safety oversight (SEI - 5)	5A - Establish an effective system to identify and track qualifications and training of existing technical personnel (CE-4)	Q1 2024 to Q4 2026	SCAA	SCAA	Number/percentage of completed findings and CAPs in OLF through self-assessment of PQs  Currently (CE-4) EI - 88.10%	High	- ICAO USOAP CMA  - iSTARS State safety briefings
	5B - Identify the gaps in qualified technical personnel and training requirements necessary to implement the oversight mandate (CE-4)						
	5F - Implement training policies and programmes for technical personnel and verify that the type and frequency of training is successfully followed (i.e. initial, recurrent, specialized, and						



	on-the-job training) are sufficient to acquire/maintain the required qualifications and level of competence corresponding to the assigned duties and responsibilities of technical personnel (CE-4)						
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**Organizational challenge 4:** Inconsistency of collaboration with key aviation stakeholders to enhance safety

**Goal 5:** Expand the use of industry programs and safety information sharing networks by service providers/Increase collaboration with key aviation stakeholders to enhance safety.

**Target 5.1:** Establish effective safety data sharing mechanism with key aviation stakeholders by 2024. Share information on operational safety risks, including SSP SPIs and emerging issues, to RASGs by 2025.

<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>
Strategic collaboration with key aviation stakeholders to enhance safety in a coordinated manner (SEI-6)	6E - Establish a process via RASG and/or RSOO for a mentoring/collaboration system, including providing State/industry assistance as well as sharing of best practices and internal follow-up actions (CE-1 to CE-5, emphasis on CE-3)	Q1 2024 to Q4 2026	SCAA	SCAA, Air companies, ANSP, AO	Consistency of data local safety reporting system as well as in ICAO Secure Portal	High	Secure Portal on Operational Safety Risks and Emerging Issues is found on the ICAO website at <a href="https://www.icao.int/safety/GASP/Pages/Secure-Portal.aspx">https://www.icao.int/safety/GASP/Pages/Secure-Portal.aspx</a>
	6H - While working to improve safety oversight, work with RASG and/or RSOO to address national high-risk categories of occurrences						
	Develop Safety Data Collection Processing System (SDCPC)						

**Organizational challenge 5:** Lack of feedback in OLF proceeding to ICVM. Relevant data has not been reviewed and updated.

**Goal 2:** Strengthen safety oversight capability.

**Target 2.1:** Updating all relevant documents and records as progress is made as well as the self-assessment checklist based on USOAP CMA PQs by 2026.

<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>
Provision of the primary source of safety information to ICAO by completing, submitting and updating all relevant documents and records. (SEI - 7)	7A — Update USOAP corrective action plan items	Q1 2024 to Q4 2026	SCAA	SCAA	Percentage of closed CAPs in OLF	High	USOAP/CMA iSTARS State safety briefings
	7B — Complete and submit the self-assessment checklist based on USOAP CMA PQs						
	7C — Complete and submit the State aviation activity questionnaire						
	7D — Complete and submit the compliance checklists on electronic filing of differences system						
	7E — Update documents and records, as required, in a timely manner						

<b>Organizational challenge 6:</b> Non-consistency of ICAO SARPs requirements in SAR, lack of enforcement mechanism.							
<b>Goal 2:</b> Strengthen safety oversight capabilities. Implementation of the eight CEs and address the organizational challenges faced when implementing a safety oversight system.							
<b>Target 2.1:</b> Improve score for the EI of the CEs 6 to 8 related to SAR and Enforcement Application by 2026.							
<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>
Consistent implementation of ICAO SARPs at the national level (SEI-8)	8B — Increase the level of compliance with ICAO SARPs and the EI of CEs at the national level (all CEs, emphasis on CE-6 to CE-8)	<i>Q1 2024 to Q4 2026</i>	SCAA	SCAA, ANSP, Ministry of Emergency	Number of completed SAR CAPs.	<i>High</i>	<i>USOAP/CMA</i>  <i>Current score of CE-8 is 54%,</i>  <i>Current unsatisfied PQ's on SAR - 8</i>
	SEI-9 — Continued implementation of and compliance with ICAO SARPs at the national level				Number of applied enforcement actions.		
	9C — Establish a system to resolve safety issues identified via accident and incident investigations, surveillance activities, safety reports and other means (CE-8)						

**Organizational challenge 7: Low level of SSP implementation**

**Goal 3: Implementation of effective SSP**  
**Target 3.1 and 3.3: Implementation of the foundation of SSP by 2025.**  
 Implementation of SMS by all service providers by 2024.

<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>
Start of SSP implementation at the national level (SEI-13)	13B — Conduct initial SSP gap analysis (checklist) then the detailed SSP self-assessment	<i>Q1 2024 to Q4 2026</i>	SCAA	SCAA, AO, Aircraft operators, ANSP	Percentage of required CAPs related to the SSP foundation PQs in OLF.	High	USOAP/CMA  Industry oversight outcomes  RBO surveillance programme
	13C — Establish an SSP implementation team				Percentage of establishment of the SMS in industry		
	13D — Develop an implementation plan for the SSP				Number of risk based oversights		
	13E — Issue SMS regulations for service providers and verify SMS implementation				Maturity level matrices in SSPIAs		
	13F — Identify and share safety management best practices						

**Organizational challenge 8:** Lack of resources allocated for SSPs effective implementation.

**Goal 3:** Implementation of effective SSP including implementation of SMS by service providers.

**Target 3.1:** Allocate resources for foundation of the matured SSP by 2026.

<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/References</i>
Strategic allocation of resources to start SSP implementation on (SEI-14)	14A - Establish a process for planning and allocation of resources to enable SSP implementation and identify areas where resources are needed	Q1 2024 to Q4 2026	SCAA	SCAA AO, Aircraft operators, ANSP	Allocated resources.	High	SSP implementation plan  ICAO Fund for Aviation Safety (SAFE)  ICAO Technical Cooperation Bureau
	14B - Obtain resources from national and appropriate authorities' leadership and stakeholders within the State to support SSP implementation				Number of completed actions in SSP implementation plan.		
	14C - Work with the ICAO Regional Office to make use of available means (e.g. Technical Cooperation Bureau) to acquire assistance needed for SSP implementation				Number of completed Maturity Level Matrices in SSPIA.		

**Organizational challenge 9:** Non-effective SSP. Low safety coordination with key aviation stakeholders

**Goal 3:** Implementation of effective SSP including implementation of SMS by service providers

**Target 3.1:** Establish a strategy of collaboration with key aviation stakeholders by 2026

<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>
Strategic collaboration with key aviation stakeholders to start SSP implementation (SEI-15)	15A — Identify areas where collaboration/support is needed as part of the SSP implementation plan (see SEI-14)	<i>Q1 2024 to Q4 2026</i>	SCAA	SCAA, AO, Aircraft operators, ANSP	Safety data sharing mechanism.	<i>High</i>	Safety Data Collection and Processing System (SDCPS)  <u>European Co-ordination Centre for Accident and Incident Reporting Systems (ECCAIRS)</u>
	15C — Develop an action plan to address the elements identified as missing or deficient during the SSP gap analysis (see SEI-13B)				Availability of trained personnel.		
	15D — Establish a process via RASG and/or RSOO for a mentoring system, including providing assistance to States/industry, as well as sharing of best practices to support SSP implementation				Percentage of required CAPs related to the SSP foundation PQs in OLF		
	15E — Develop a process to provide training on SSP to relevant staff, in collaboration with RSOO and/or other States (e.g. initial, recurrent and advanced)						
	15F — Establish and implement a process for sharing technical guidance,						

	tools and safety-critical information related to SSP (e.g. advisory circulars, staff instructions, safety performance indicators), in collaboration with other States, RASG, RSOO, ICAO and/or other stakeholders.						
Strategic collaboration with key aviation stakeholders to complete SSP implementation (SEI-16)	16A — Work with key aviation stakeholders (identified in SEI-15) to execute the action plan for implementation						
	16B — Work with key aviation stakeholders on establishing and updating SSP elements						
	16C — Establish a system for the continuous improvement of the SSP, in collaboration with all key aviation stakeholders						



**Organizational challenge 10:** Lack of sufficient safety data to ensure effective level of SSP

**Goal 3:** Implementation of effective SSP including implementation of SMS by service providers

**Target 3.1:** Establish a strategy of collaboration with key aviation stakeholders by 2026

<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>
Continued availability of safety data and safety information to support safety management activities at the national level (SEI-17)	17A — Establish national laws, regulations and policies protecting safety data, safety information and related sources, in accordance with Appendix 3 of Annex 19: – Specify the conditions under which safety data, safety information and related sources qualify for protection, including principles of exception and authoritative safeguards, such as de-identification of data. – Ensure that safety data and safety information remain available for the purpose of maintaining or improving aviation safety.	Q1 2024 to Q4 2026	SCAA	SCAA, AO, Aircraft operators, ANSP	Safety data sharing mechanism  Availability of trained personnel  Percentage of required CAPs related to the SSP foundation PQs in OLF	High	Safety Data Collection and Processing System (SDCPS)  <u>European Co-ordination Centre for Accident and Incident Reporting Systems (ECCAIRS)</u>

<p>17B — Establish a State mandatory occurrence reporting system</p>						
<p>17C — Establish safety data collection and processing systems (SDCPS) to capture, store, aggregate, and enable the analysis of safety data and safety information to support their safety performance management activities</p>						
<p>17D — Establish and maintain a process to identify hazards from collected safety data</p>						
<p>17E — Establish and utilize a process to ensure the assessment of safety risks associated with identified hazards</p>						
<p>17F — Establish a State confidential voluntary safety reporting system providing data to the safety database</p>						

**Organizational challenge 11:** Low level participation in safety sharing networks

**Goal 5:** Expand the use of industry programmes and safety information sharing networks by service providers

**Target 5.1:** Maintain an increasing trend in safety information sharing by 2026

<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>
Improvement of industry compliance with applicable regulations (SEI-2)	<p>2A – Work together within industry to ensure compliance with applicable regulations (CE-6 to CE-8)</p> <p>2B – Encourage service providers to participate in the corresponding, ICAO-recognized industry assessment programmes (CE-8)</p> <p>2C – Encourage the active participation of industry in the RASGs to assist with the implementation of safety enhancement initiatives (CE-6 to CE-8)</p>	<i>Q1 2024 to Q4 2026</i>	SCAA	SCAA, AO, Aircraft operators, ANSP	Number of participated stakeholders in industrial safety programs of CANSO, ACI, IATA, EUROCONTROL, etc.	<i>High</i>	Stakeholders industrial partnership action plans and resources

**Organizational challenge 12:** Low level compliance of SMS in aerodrome operations

**Goal 3:** Implementation of effective SSP including implementation of SMS by service providers

**Target 3.1:** Establishment of effective SMS in aerodrome operations by 2026. Fully compliant SMS implementation at the industry by 2028

<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>
Improvement of industry compliance with applicable SMS requirements (SEI-5)	<p>5A – Implement a safety management system (SMS) in accordance with national regulations and the framework elements contained in Appendix 2 of Annex 19 – <i>Safety Management</i></p> <p>5B – Develop an SMS implementation action plan and allocate resources</p> <p>5C – Utilize available guidance material (Annex 19, ICAO Doc 9859, PANS-Aerodromes, National SMS regulations and guidance’s,) on SMS implementation</p> <p>5D – Participate at safety devoted workshops, seminars and trainings</p>	<i>Q1 2024 to Q4 2026</i>	SCAA	SCAA, Aerodrome operator	Maturity Level Matrices in AER-SSPIA	<i>High</i>	USOAP/CMA, Aerodrome oversight outcomes

**Organizational challenge 13:** Low level resources allocated for SMS effective implementation at the industry

**Goal 3:** Implementation of effective SSP including implementation of SMS by service providers

**Target 3.1:** Implementation of effective SMS by service providers by 2026

<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>
Resources for service providers to effectively implement SMS (SEI-6)	<p>6B – Identify areas where resources are needed as part of the SMS implementation plan developed following the SMS gap analysis</p> <p>6C – Establish a process for resource planning and allocation to enable SMS implementation, including resources which may be obtained from industry organizations</p> <p>6D – Obtain commitment from the accountable executive within the service provider for the necessary resources to enable SMS implementation</p>	<i>Q1 2024 to Q4 2026</i>	SCAA	SCAA, AO, Aircraft operators, ANSP	Maturity Level Matrices in SSPIA OLF	<i>High</i>	USOAP/CMA

	6E – Encourage other service providers (e.g. interlining operators) to implement SMS within their operation by providing resources, such as qualified technical personnel to assist them						
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<b>Organizational challenge 14: Lack of safety data from industry</b>							
<b>Goal 3: Implementation of effective SSP including implementation of SMS by service providers.</b>							
<b>Target 3.1: Implementation of effective SMS by service providers by 2028.</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>
Availability of safety data and safety information to support safety management activities at the service provider level (step 1) (SEI-8)	8A – Comply with national laws, regulations and policies protecting safety data, safety information and related sources, in accordance with Appendix 3 of Annex 19 – <i>Safety Management</i>  8B – Establish mandatory safety reporting systems	<i>Q1 2024 to Q4 2028</i>	SCAA	SCAA, AO, Aircraft operators, ANSP	Mechanism of safety data exchange  Regularly update of SMS data in SDCP  Harmonized taxonomy	<i>High</i>	Safety data reporting system

	<p>8C – Provide information from the service provider to the State safety data collection and processing systems (SDCPS) or safety information sharing networks, including the mandatory safety reporting system, as required</p> <p>8D – Establish internal mechanisms related to the protection of safety data, safety information and related sources for the purpose of safety improvement</p> <p>8E – Establish voluntary and confidential hazard/occurrence reporting systems as part of the SMS</p> <p>8F – Establish and maintain a safety database for technical personnel to monitor</p>						
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	<p>system safety issues within the service provider</p> <p>8G – Establish and utilize a safety risk management process</p>						
<p>Availability of safety data and safety information to support safety management activities at the service provider level (step 2) (SEI-9)</p>	<p>9A – Develop safety performance measurement methodologies, aligned with harmonized safety metrics within industry, via the established safety risk management process</p> <p>9B – Develop safety performance indicators and safety performance targets, as well as associated alert settings, via the established safety risk management process</p> <p>9C – Encourage the use of globally harmonized metrics for the development and monitoring of safety performance</p>	<p><i>Q1 2024 to Q4 2026</i></p>	<p>SCAA</p>	<p>SCAA, AO, Aircraft operators, ANSP</p>	<p>Mechanism of safety data exchange</p> <p>Regularly update of SMS data in SDCP</p> <p>Harmonized taxonomy</p>	<p><i>High</i></p>	<p>Safety data reporting system</p>



	<p>indicators, as part of the service providers' SMS</p> <p>9D – Encourage sharing and use of information from within industry to identify hazards and safety deficiencies, and mitigate safety risks</p> <p>9E – Encourage sharing of information from industry to the State and region to assist in the development of national and regional aviation safety plans</p>						
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**APPENDIX III TO THE NASP**  
**ABBREVIATIONS AND DEFINITIONS**

**ABBREVIATIONS**

ADREP	Accident/incident data reporting
AIB	Accident investigation board
ATO	Approved training organization
CAA	Civil Aviation Authority
CAST	Commercial Aviation Safety Team
CICTT	ICAO Common Taxonomy Team
CMA	Continuous monitoring approach
EI	Effective implementation
GANP	Global Air Navigation Plan
GASP	Global Aviation Safety Plan
GASP-SG	Global Aviation Safety Plan Study Group
GASeP	Global Aviation Security Plan
GNSS	Global Navigation Satellite System
G-HRC	Global high-risk category of occurrence
HRC	High-risk category of occurrence
ICAO EUR/NAT	ICAO's European and North-Atlantic Regional Office
iSTARS	Integrated Safety Trend Analysis and Reporting System
LOC-I	Loss of control in-flight
NASP	National aviation safety plan
N-HRC	National high-risk category of occurrence
PBN	Performance Based Navigation
PIRG	Planning and implementation regional group
OLF	Online framework
PQ	Protocol question
RAIO	Regional accident and incident investigation organization
RASG	Regional aviation safety group
RASP	Regional aviation safety plan
R-HRC	Regional high-risk category of occurrence
RNAV	Region Area Navigation Systems
RNP	Required Navigation Performance
RVSM	Reduced Vertical Separation Minima
RSOO	Region safety oversight organization
SARP	Standards and Recommended Practices
SCAA	State Civil Aviation Agency
SDCPS	Safety data collection and processing systems
SEI	Safety enhancement initiative
SMS	Safety management system
SSC	Significant Safety Concern
SSP	State safety programme
SSPIA	State safety programme Implementation Assessment
USOAP	Universal Safety Oversight Audit Programme

## DEFINITIONS

**Adequate.** The state of fulfilling minimal requirements; satisfactory; acceptable; sufficient.

**Audit.** A systematic, independent and documented process for obtaining evidence and evaluating it objectively to determine the extent to which requirements and audit criteria are fulfilled.

**Audit area.** One of eight audit areas pertaining to the Universal Safety Oversight Audit Programme (USOAP), i.e. 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).

**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.

**Critical elements (CEs).** The critical elements of a safety oversight system encompass the whole spectrum of civil aviation activities. They are the building blocks upon which an effective safety oversight system is based. The level of effective implementation of the CEs is an indication of a State's capability for safety oversight.

**Effective implementation (EI).** A measure of the State's safety oversight capability, calculated for each critical element, each audit area or as an overall measure. The EI is expressed as a percentage.

**Gap analysis.** An evaluation that compares an existing situation to the desired one, it identifies specific steps that can be taken to reach a desired goal.

**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.

**Operator.** The person, organization or enterprise engaged in or offering to engage in an aircraft operation.

**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 data.** A defined set of facts or set of safety values collected from various aviation-related sources, which is used to maintain or improve safety.

*Note.* — *Such safety data is collected from proactive or reactive safety-related activities, including but not limited to:*

- a) accident or incident investigations;
- b) safety reporting;
- c) continuing airworthiness reporting;
- d) operational performance monitoring;
- e) inspections, audits, surveys; or
- f) safety studies and reviews.

**Safety enhancement initiative (SEI).** One or more actions to eliminate or mitigate operational safety risks or to address an identified safety issue.

**Safety information.** Safety data processed, organized or analysed in a given context so as to make it useful for safety management purposes.

**Safety management system (SMS).** A systematic approach to managing safety, including the necessary organizational structures, accountability, responsibilities, policies and procedures.

**Safety audit.** A USOAP CMA audit that a State requests and pays for (on a cost-recovery basis). The State determines the scope and date of a safety audit. Also see definition of *audit*.

**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.

**Significant safety concern (SSC).** Occurs when the State allows the holder of an authorization or approval to exercise the privileges attached to it, although the minimum requirements established by the State and by the Standards set forth in the Annexes to the Convention are not met, resulting in an immediate safety risk to international civil aviation.

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