



CYPRUS

STATE SAFETY PLAN

2022

...in compliance with ICAO Annex 19 and ICAO Doc. 9859

DEPARTMENT OF CIVIL AVIATION
MINISTRY OF TRANSPORT, COMMUNICATIONS AND WORKS
THE REPUBLIC OF CYPRUS

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The safety indicators to be monitored and the specific actions intended to improve the safety and efficiency of aviation in the State are contained in the Ministry of Transport, Communications and Works' Strategic Plan which, simultaneously, constitutes the State Plan for Aviation Safety referred to in Article 8 of the EASA Basic Regulation. The 2022 version of the said Plan contains the following actions, which are implemented and monitored by DCAC as the Competent Authority for civil aviation matters of the State.

Ref	Strategic Safety Objective	Safety Performance Indicator (SPI)	Target	Alert Level ¹	Notes
1	Continuously improve the safety performance of the State.	Number of serious aviation safety incidents	Less than 1 per 100000 air traffic movements <i>(4 serious incidents divided by 411380 traffic movements)</i>	10% higher than the previous monitoring period	In accordance with the decision #4 of the SSP Coordination Committee meeting of 6/7/2020, the target is expressed as a ratio of absolute number of serious aviation safety incidents recorded in the ECCAIRS database Vs. the number of air traffic movements in the Nicosia FIR.

¹ When the alert level is exceeded then the safety level is considered “not acceptable” and the Competent Authority must take or enforce appropriate corrective measures.



Ref	Strategic Safety Objective	Safety Performance Indicator (SPI)	Target	Alert Level ¹	Notes
2	Ensure that aviation organizations establish and maintain the safety management system in their operation and that they remain compliant with the applicable safety regulatory requirements.	The percentage application of the Competent Authority's oversight program in the flight operations / airworthiness / licencing domain.	100%	80%	This is the ratio of audits planned Vs audits actually performed
3		The percentage application of the Competent Authority's oversight program in the aerodrome operations domain.	100%	80%	This is the ratio of audits planned Vs audits actually performed
4		The percentage application of the Competent Authority's oversight program in the air navigation services domain.	100%	80%	This is the ratio of audits planned Vs audits actually performed

Table 1: Safety actions associated with the DCAC strategic objectives



With regards to KPIs 2, 3 and 4 it is clarified that the ratio of audits planned Vs audits actually performed is calculated after subtracting any audits cancelled for reasons beyond the control of the CA or the concerned entities. These reasons may include certification audits cancelled because the applicant did not apply in time and/or an entity (e.g. an air operator) has seized operations and/or the State has requested an exemption from certain provisions of an EU regulation and/or restrictions imposed as a result of the COVID-19 pandemic.

It is also clarified that ad-hoc audits performed beyond the planned ones are not included in the calculation but they nevertheless reported in the Annual SSP report. Such audits may include audits performed to address specific safety issues (e.g. an entity with an increased number of safety occurrences in a particular area of its operations) or joint CA-EASA audits on undertakings.

In 2020 the aviation industry was heavily impacted by the COVID-19 outbreak and the severe air travel restrictions imposed by the State in an effort to contain the pandemic. Consequently, the Nicosia FIR Air Traffic Movements were lower by more than 60% as compared to those of 2019, while the Aerodrome Traffic Movement for both aerodromes dropped by 45%. As an indirect consequence of this situation the number of occurrence reports submitted within 2020 was lower by 58% (334 less) as compared to the number of occurrences submitted in the same period within 2019 (575 occurrences).

Due to the small number of reports received it is difficult to conclude on specific areas of concern or to identify definite trends. In this respect, the State Safety Plan includes remedial actions against issues identified in the previous two reporting periods. These include actions related to:

- Runway incursions
- Taxiway incursions,
- Operation of micro-lights in training areas

See the table in the next page for specific actions related to these areas of concern along with their association to the relevant elements of the European Plan for Aviation Safety (EPAS) 2022-2026.

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Ref	Strategic Safety Objective	Additional Safety Performance Indicators (SPI) or actions	Target 2021	Alert Level ²	Link to EPAS 2021-2025	Notes
5	Continuously improve the safety performance of the State.	Analyse the ground incidents at LCLK (taxiway incursions / failure to follow ATC instructions), identify related safety issues and propose mitigating measures.	Report to SSP Committee by end of June 2022	N/A	MST002 MST025 MST028	To be done by a cross-domain DCA team.
6		Conduct promotion activities on the prevention of runway incursions.	At least one within 2022.	N/A	MST002 MST025 MST028	To be done by a cross-domain DCA team
7		Conduct promotion activities with regards to the safe operation of microlights in the Training Areas.	At least one within 2022.	N/A	MST028	To be done by a cross-domain DCA team

Table 2: Safety actions associated with safety occurrence reporting and the EPAS

² When the alert level is exceeded then the safety level is considered “not acceptable” and the Competent Authority must take or enforce appropriate corrective measures.