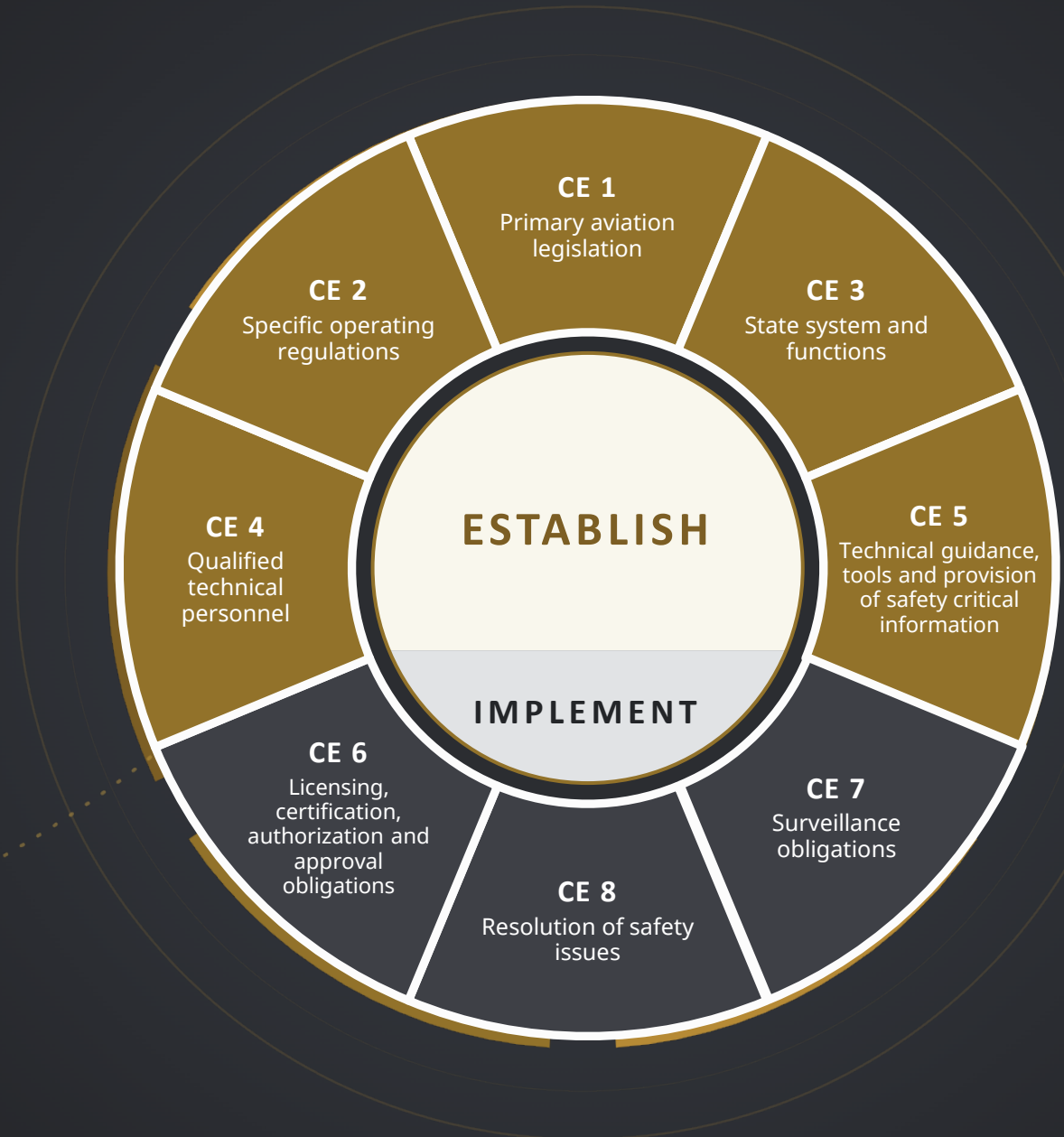


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UAE State Safety Programme



— ICAO and SEIG/7 Basis

The regional outcome and the current USOAP CMA framework establish the formal completion route

SEIG/7

Regional outcome

All States should assess SSP implementation by 2026 and share implementation experience.

01 AUG 2026

USOAP applicability

Final SSP and related SMS PQs apply to USOAP CMA activities starting after this date.

CURRENT

Formal State record

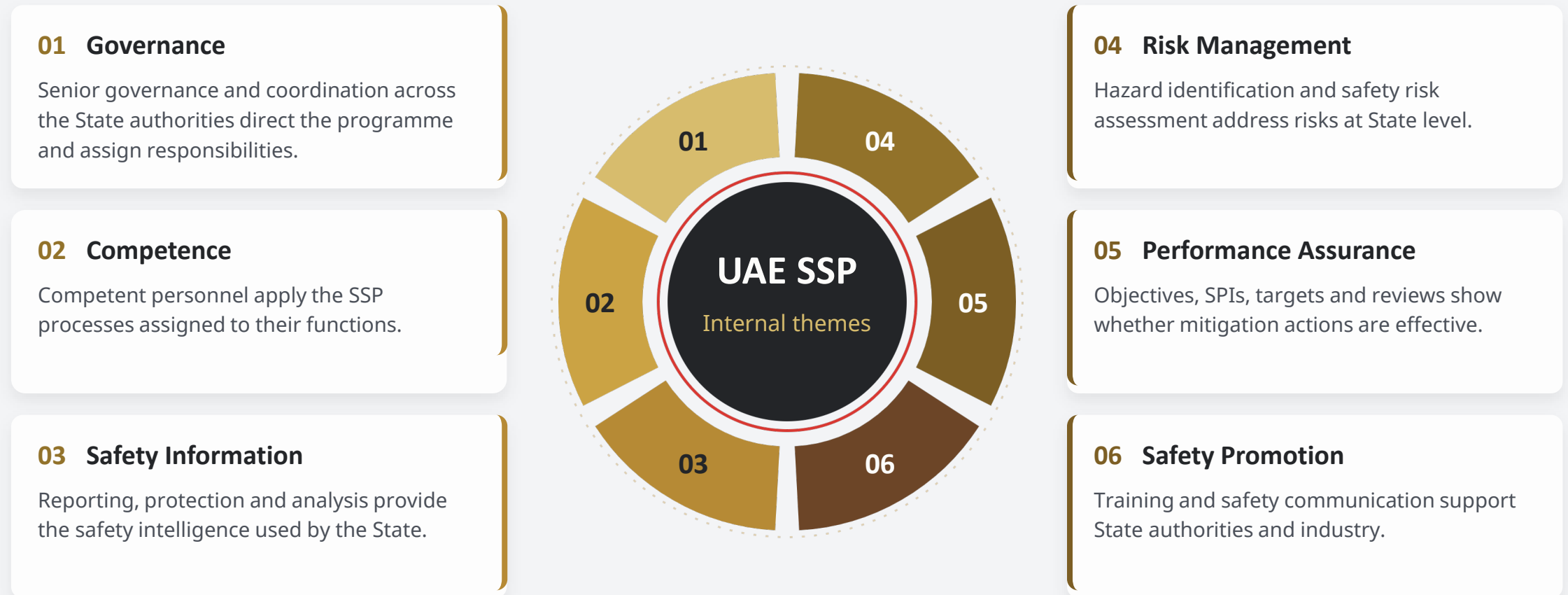
Complete and maintain the PQ self-assessment and supporting evidence in the OLF.

UAE position

Self Assessment completed. Formal PQ reconciliation, evidence review and quality assurance are in progress.

— The Review Structure

Six UAE internal themes consolidate evidence across the four ICAO SSP components



NOTE: These themes support internal coordination. They do not replace the four SSP components or the 16 ICAO SSP PQs.

— Self-Assessment Method

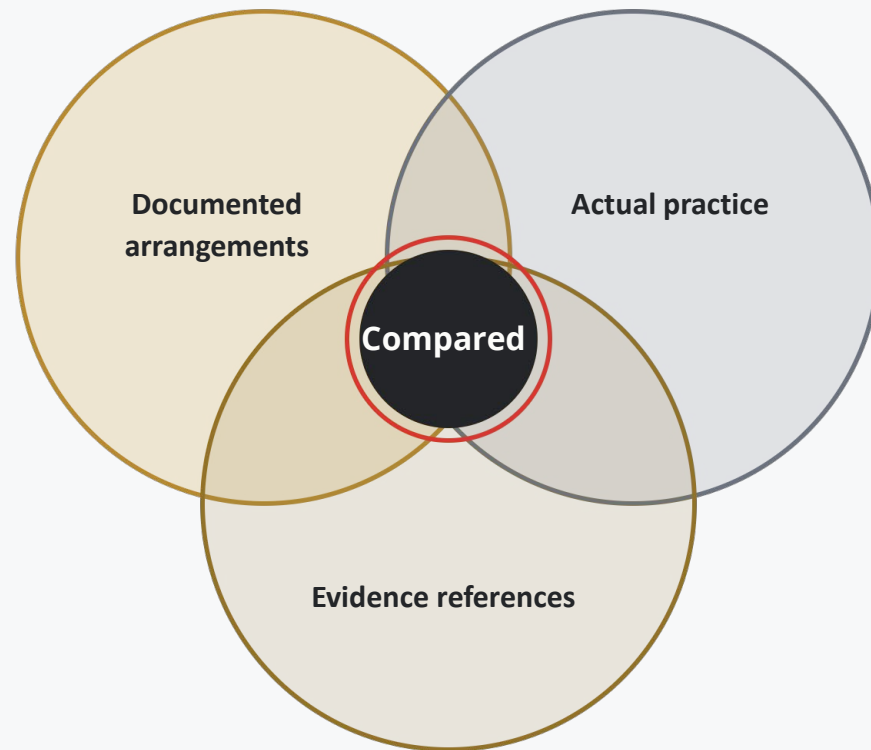
Self Assessment completed; formal PQ reconciliation and evidence review are in progress

1 Safety policy, objectives and resources

2 Safety risk management

3 Safety assurance

4 Safety promotion



One controlled record per PQ

	State self-assessment status	
	Available evidence	
	Implementation or evidence gap	
	Responsible authority and owner	
	Approved target date	

First-line assessment by the responsible function



Independent central review



A PQ can be assessed as satisfactory only when every required element is implemented and supported by evidence.

Policy, Objectives and Resources

Core governance arrangements exist. The current focus is confirmed roles, resources and competence.

The review covered authority roles, safety policy and objectives, coordination, resources and competence for assigned SSP responsibilities.

✓ Evidence available

- State authority participation is operating
- Senior governance arrangements exist

🔍 Focus

- Approved roles across authorities and groups
- Recorded policy review and dissemination
- Competency requirements and training records



01 Governance
02 Competence

Safety Data and Safety Intelligence

Reporting and protection arrangements exist. The current focus is integrated analysis and use of results.

The review covered reporting, other operational data sources, protection, analysis and the production of State safety intelligence.

✓ Evidence available

- Mandatory and voluntary reporting operate
- Protection arrangements are documented
- Operational data sources are identified

🔍 Focus

- Data are integrated across sources
- Analysis produces State safety intelligence
- Decisions are traceable to analysis



State Safety Risk Management

The State has defined SRM procedures. The current focus is systematic application and monitoring.

The review covered national hazard identification, safety risk assessment, prioritization, mitigated and effectiveness monitoring.



Evidence available

- State SRM methodology and procedures have been developed



Focus

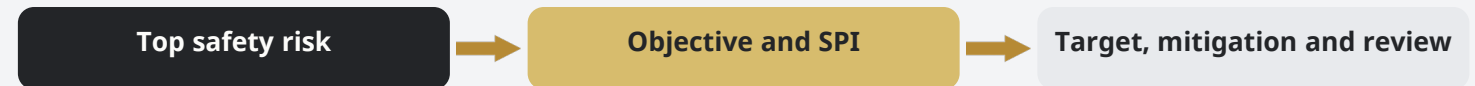
- National safety risk profile
- Assessment, acceptance and mitigations records
- Owners, dates and effectiveness reviews



Safety Performance and Assurance

Objectives and SPIs are established. The current focus is the complete safety performance chain.

The review covered the link between top safety risks, objectives, SPIs and targets, mitigation actions and effectiveness monitoring.



Evidence available

- Safety objectives are documented
- Safety performance indicators are identified



Focus

- Each SPI links to a risk and objective
- Targets and mitigation owners are defined
- Effectiveness is reviewed periodically



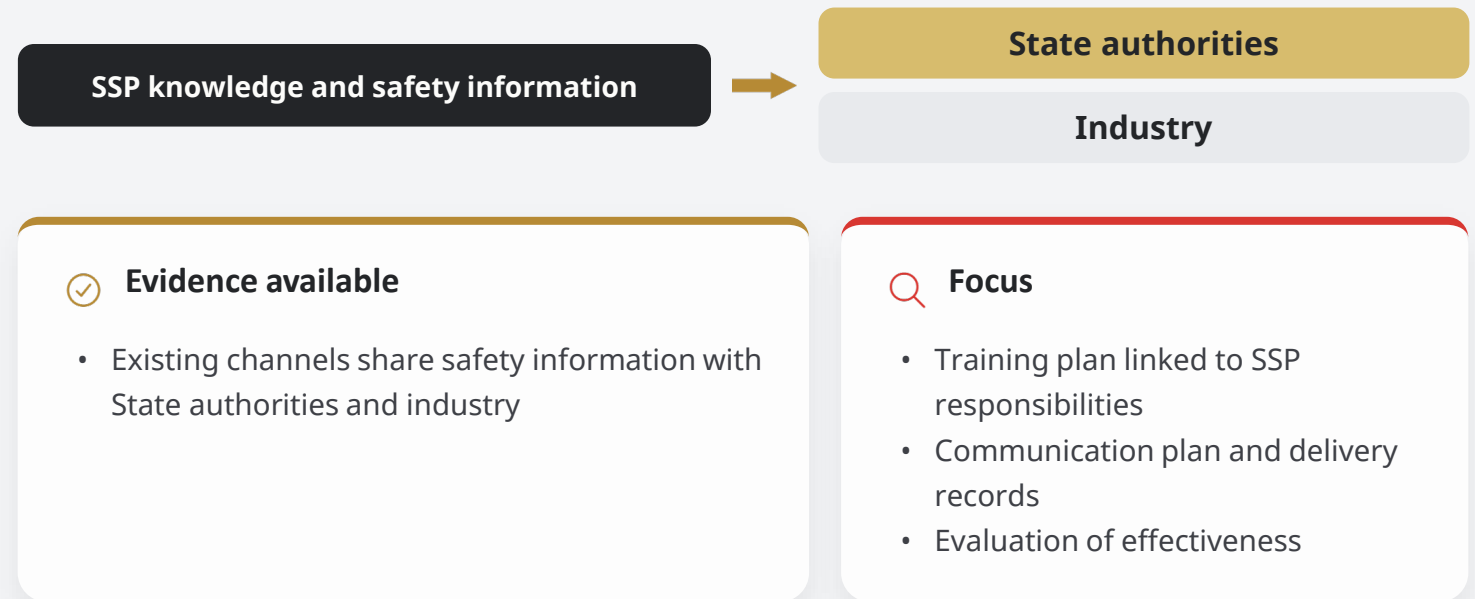
Safety Promotion



06 Safety Promotion

Communication channels operate. The current focus is planned training and documented evaluation.

The review covered SSP training, internal communication, industry engagement, delivery records and effectiveness evaluation.



— Lessons Learned

The Self Assessment provides a sound foundation. Formal completion requires PQ traceability and controlled records.



Assess each PQ against its exact wording

Complete every item in the Guidance for Review of Evidence.



Use risk-based target dates

Assign an owner, an approved date and closure evidence to each gap.



Record evidence as work is performed

Periodic records demonstrate consistent and sustained implementation.



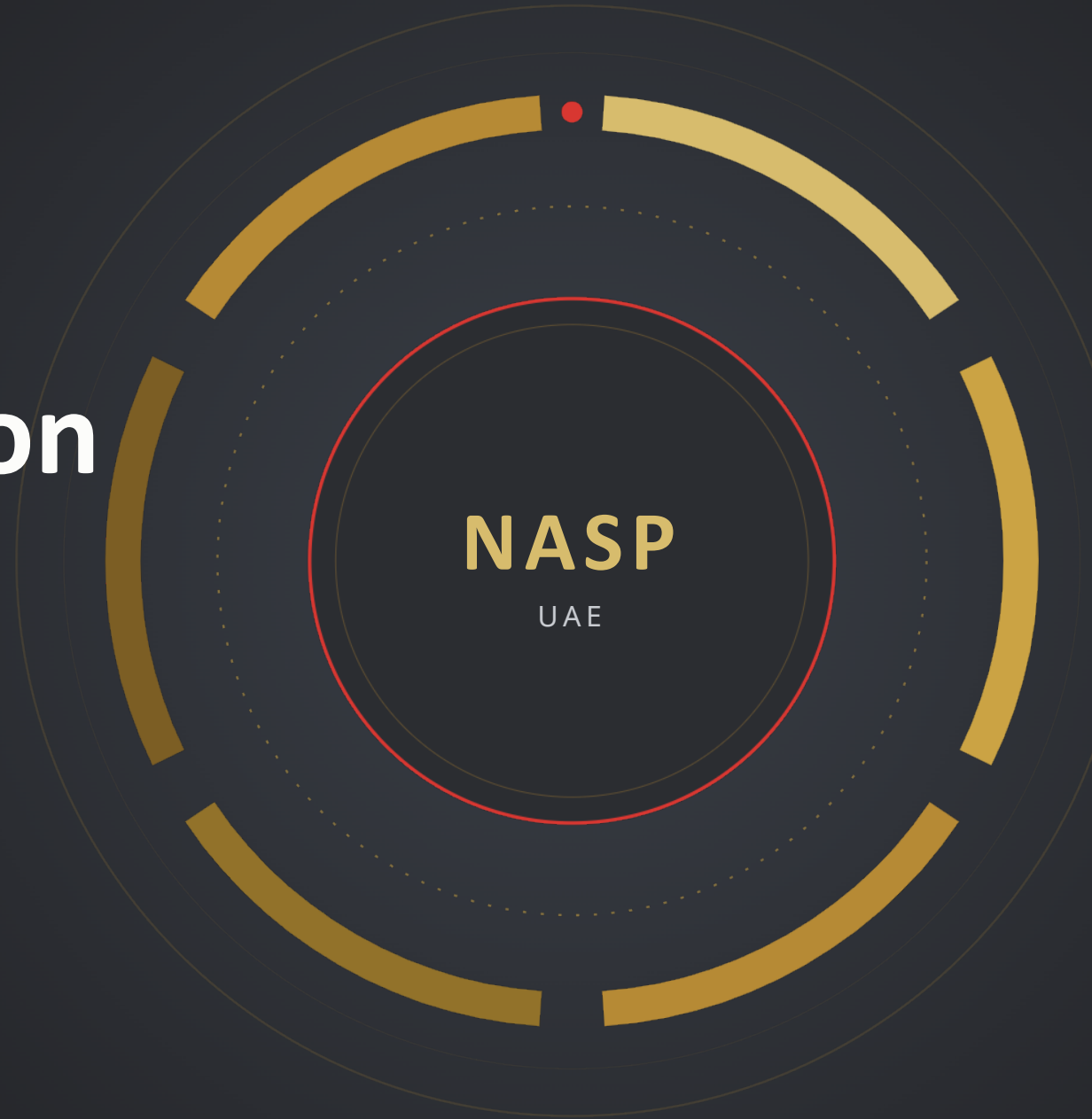
Assess implementation and effectiveness

Policies show design. Applied procedures and results demonstrate implementation.

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UAE National Aviation Safety Plan

United Arab Emirates



— UAE NASP 2024 to 2026

Completing the current national aviation safety planning cycle

2024

ESTABLISHED

NASP 2024 to 2026 issued

National framework addressing national safety issues and aligning with the global plans.

2024 to 2026

APPROACHING END OF CYCLE

UAE NASP 2024 to 2026

3

national goals

5

high risk categories

10

SEIs

CFIT · LOC-I · MAC · RE · RI

Aligned with GASP 2023 to 2025 and MID-RASP

2027 to 2029

IN DEVELOPMENT

UAE NASP 2027 to 2029

Next three year cycle, aligned with GASP 2026 to 2028 (5th edition) and MID-RASP 2026 to 2028 (3rd edition)

DEVELOPMENT APPROACH OF THE UAE NASP 2024 TO 2026



Alignment with global standards

Aligned with the ICAO Global Aviation Safety Plan (GASP) and the Regional Aviation Safety Plan (RASP)



Comprehensive scope

The UAE NASP covers all aviation domains, addressing the issues across the aviation industry



Data driven approach

Proactive, evidence based risk identification and mitigation strategies

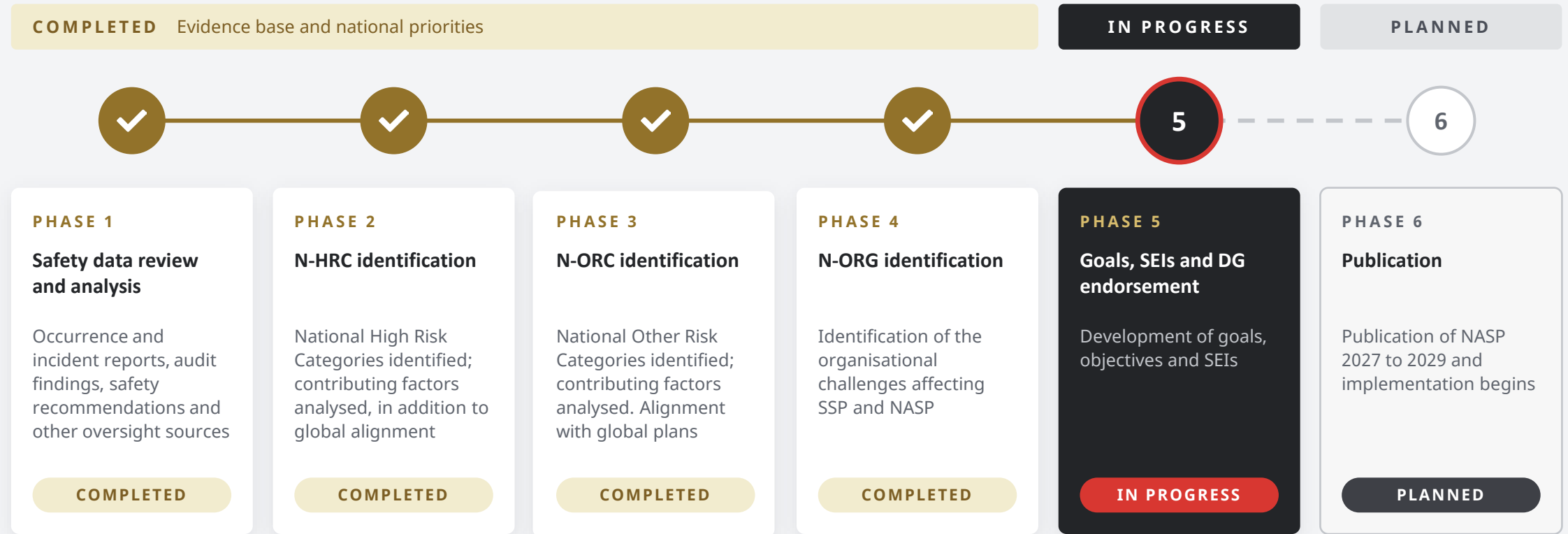


Execution framework

Clear roadmaps for operational and organisational safety enhancements

UAE NASP 2027 to 2029

The next cycle: four phases completed, one in progress and one planned



The evidence based identification of national safety priorities is complete. Current work focuses on finalising the NASP goals and Safety Enhancement Initiatives, ahead of the endorsement and publication by year end 2026.

Thank You

General Civil Aviation Authority
Aviation Safety Affairs Sector