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I AVIACIONIT
CIVIL SHQIPTAR

2026 – 2028

Albanian National Aviation Safety Plan

SECTION 1. INTRODUCTION

1.1 Overview of the NASP

Albania 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 Albania and its industries. The NASP promotes the effective implementation of Albania's safety oversight system, a risk-based approach to managing safety, as well as a coordinated approach to collaboration between Albania and other States, regions and industry. All stakeholders are encouraged to support and implement the NASP as the strategy for the continuous improvement of aviation safety.

The NASP of Albania is in alignment with the International Civil Aviation Organization (ICAO) *Global Aviation Safety Plan* (GASP, Doc 10004) and the *European Regional Aviation Safety Plan (EUR RASP)*.

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Executive Director of Civil Aviation Authority

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1.2 Structure of the NASP

This NASP presents the strategic direction for the management of aviation safety at the national level for a period of three years, 2026-2028. It comprises six sections. In addition to the introduction, sections include: the purpose of the NASP, the national operational safety risks, the national organizational challenges, Albania's strategic direction for the management of aviation safety, and a description of how the implementation of the safety enhancement initiatives (SEIs) listed in the NASP is going to be monitored.

Consistent with Albania's State Safety Policy, the ACAA and all aviation stakeholders reaffirm their commitment to the highest level of safety performance, effective risk management, and continuous improvement of the State Safety Programme. The National Aviation Safety Plan (NASP) builds upon these foundations, translating strategic priorities into concrete safety objectives, actions, and performance indicators to ensure that the continued growth of Albania's aviation sector is matched by an equally robust and forward-looking safety oversight system.

1.3 Relationship between the NASP and the State safety programme (SSP)

This NASP addresses operational safety risks presented in the ICAO GASP and the EUR RASP, in the absence of mature safety data analysis capabilities in Albania. Initiatives listed in this NASP also address organizational challenges and aim to enhance organizational capabilities related to effective safety oversight, including those related to safety data analysis.

Albania first issued its State Safety Programme in 2022. The State has recognised that its SSP document needs to be updated and has identified the need to review the document in line with ICAO Annex 19 provisions. In the absence of the up-to-date SSP document, Albania defines and drives the implementation of SEIs determined through its State Self-Assessment processes and drawn from the ICAO Global Aviation Safety Roadmap (Doc 10161) and the EUR RASP (2026 – 2028). This allows Albania to determine initiatives to strengthen its processes, which includes the SSP.

1.4 Process for the NASP development, implementation and monitoring

Albanian Civil Aviation Authority is responsible for the development, implementation and monitoring of the NASP, in collaboration with National Authority of Air Incident and Accident Investigation of Albania and with the national aviation industry. The NASP was developed in consultation with national operators such as Tirana International Airport, Albcontrol, Air Albania, Search and Rescue Service Provider and other key aviation stakeholders, and in alignment with the 2026-2028 edition of the GASP and the EUR RASP. Its implementation requires a collaborative approach to achieve the national safety strategy. To ensure its relevance, this plan is maintained by the Albanian Civil Aviation Authority, in coordination with key aviation stakeholders and is updated at least every three years.

1.5 National safety issues, goals and targets

1.5.1 National Safety Issues.

The State has conducted a comprehensive self-assessment to identify critical national safety concerns within the aviation sector. These findings serve as the foundation for establishing strategic objectives and measurable targets to be pursued over the next three years. The National Aviation Safety Plan (NASP) provides a clear framework to address these challenges and promote continuous improvement, thereby advancing aviation safety and performance to a higher standard. Based on the results of this assessment, the following key issues have been identified:

The NASP addresses the following national safety issues:

1. **Lack of specialized expertise in the aviation growing domains and domain-specific expertise to effectively oversee increasing areas of civil aviation:** *Albania has a rapidly growing industry. Although the current expertise matches the current needs of the industry, the current expertise is not sufficient to match the anticipated growth and modernisation. Therefore, there is a need to build capacity and expertise to match the growing industry needs.*

2. **Lack of qualified human resources to conduct certification and oversight in OPS/PEL, ANS and AIG:** *Albania has identified a challenge in the lack of adequate resources to conduct certification and oversight in the specific areas such as OPS/PEL, ANS and AIG. The challenge lies within attracting the right expertise due to skills drain in the system*.

3. **Lack of timely adoption of ICAO SARPS amendments:** *A deficiency has been identified in the process of adoption of ICAO SARPS amendment in a timely manner, because our legislation needs to be aligned with them and with other national and international regulations.*

4. **Inadequate long-term sustainability of financial and human resources to ensure continued compliance with safety oversight obligations amid evolving operational and workforce challenges**: *Although the State has adequate financial resources for the current system, a need has been identified to establish a strategy to continue to maintain financial sustainability in long term to meet future system demands.*

5. **Inability to plan or conduct SAR oversight activities due to missing regulatory provisions**: *A deficiency has been identified in the State's ability to effectively plan and conduct Search and Rescue (SAR) oversight activities due to the absence of transposed ICAO Annex provisions related to SAR in the national legislation. This regulatory gap limits the authority's capacity to systematically oversee SAR service providers, ensure compliance with international standards*.

6. **Lack of clarity of legislation to address all categories and all domains for General Aviation**: *It has been identified in the clarity and completeness of the legislative and regulatory framework governing General Aviation, as current provisions do not comprehensively address all aircraft categories and operational domains. This lack of clarity results in inconsistencies in the application of requirements, gaps in oversight, and challenges in ensuring proportional and effective regulation across diverse General Aviation activities. Consequently, the authority's ability to provide clear guidance, ensure uniform compliance, and adequately oversee General Aviation operations is limited*.
7. **Lack of automation of the core processes:** *A deficiency has been identified in the limited level of automation of the authority's core regulatory and oversight processes. The reliance on manual and paper-based procedures reduces efficiency, increases the risk of errors and inconsistencies, and limits the ability to effectively manage data, track compliance, and support risk-based oversight. This lack of automation constrains timely decision-making and the authority's capacity to adapt to increasing operational volumes and complexity within the aviation system*.
8. **Lack of an up-to-date national database for recording, processing, and analyzing occurrence reports** in accordance with the latest ICAO taxonomy.
9. **Lack of unified digital platform to manage UA operator and pilot registration:** *A system and process gap has been identified in the absence of a unified digital platform for the registration and management of unmanned aircraft (UA) operators and remote pilots. The current fragmented or manual approach limits the authority's ability to ensure accurate record-keeping, effective monitoring, and timely oversight of UA activities.*
10. **Lack of coordination and data exchange with foreign Airline Operators and all competent foreign authorities for oversight information exchange**: *A coordination and information-sharing gap has been identified in the mechanisms for systematic coordination and exchange of oversight and safety related information, with foreign airline operators and relevant competent foreign authorities. The absence of structured processes and data-sharing arrangements limits access to safety-critical information, constraining the authority's ability to perform comprehensive oversight, conduct effective safety trend analysis, and support data-driven safety management.*
11. **Lack of consistency and harmonisation of LSSIP with GANP:** *A gap has been identified in the consistency and harmonisation of the Local Single Sky Implementation Plan (LSSIP) with the Global Air Navigation Plan (GANP). Misalignment between national implementation planning and global air navigation objectives limits the effective prioritisation, coordination, and monitoring of air navigation initiatives.*
12. **Lack of coordination and harmonisation of Environment national objectives with LTAG**: *A deficiency has been identified in the alignment of national environmental objectives with ICAO's Long-Term Aspirational Goal (LTAG). The absence of coordinated planning and harmonised targets limits the State's ability to integrate global environmental commitments into national aviation policies and implementation frameworks.*
13. **Lack of State Safety Program implementation**: *A safety management gap has been identified due to lack of implementation of the State Safety Program (SSP). While the framework for the SSP may exist, its limited*

practical application reduces the State's capacity to systematically manage safety risks, integrate safety data across aviation domains, and ensure proactive oversight of service providers.

14. **Lack of commitment from municipalities in addressing identified safety issues at airfields:** *A stakeholder engagement gap has been identified due to limited commitment and participation from municipal authorities in addressing safety issues at local airfields. This lack of cooperation affects timely resolution of hazards, implementation of corrective measures, and maintenance of safety standards. As a result, the State's ability to ensure consistent oversight, mitigate operational risks, and uphold regulatory compliance at airfields is constrained.*
15. **Lack of integrated national aviation plan**: *A gap has been identified due to the absence of a comprehensive national aviation plan that integrates all sectors and regulatory objectives. This limits the State's ability to coordinate development, oversight, and investment activities, and to align national priorities with international obligations and performance-based initiatives*
16. **Inadequate reporting and data quality**: *A data management gap has been identified due to inconsistent reporting and quality of safety and operational data. This may reduce the reliability of information used for oversight, trend analysis, and risk-based decision-making, limiting the State's ability to proactively manage safety and ensure effective monitoring of the aviation system.*
17. **Inconsistent and incomplete wildlife activity and birdstrike reporting by aerodrome operators:** *Insufficient information-exchange mechanisms between aerodrome operators, ANSP, air operators, and the ACAA resulting in delayed, fragmented, or inconsistent sharing of wildlife and birdstrike hazard information.*

1.5.2. National Goals and Targets

To address the issues listed above and enhance aviation safety at the national level, the 2026-2028 NASP contains the following goals. Targets to the goals are outlined in section 5 of this document:

Goal 01 – Continuously monitor contributing factors to G-HRC and N-HRC or risk event: This goal aims to enhance the State's ability to identify, monitor, and manage the contributing factors to Global High Risk Categories (GHRC) and National High Risk Categories (HRC) risk events, as well as other safety occurrences. It focuses on improving the quality and reliability of safety data through better occurrence reporting, timely analysis of operational incidents, the goal seeks to strengthen coordination and information-sharing among key stakeholders to enable proactive, data-driven risk mitigation and enhance overall safety performance.

Goal 02 - Strengthen Institutional Competence for Effective Safety Oversight in Line with Aviation Sector Growth: This goal aims to ensure the availability and sustainability of both financial and human resources to meet current and future system demands, thereby guaranteeing adequate safety oversight. It also emphasizes the importance of aligning national regulations with international Standards and Recommended Practices (SARPs) to reinforce and sustain effective oversight.

Goal 03 - Establish a Unified Digital Ecosystem for Safety Data management and Oversight: This goal aims to create a unified digital ecosystem to improve safety data management and oversight. It focuses on automating certification and oversight processes, modernizing occurrence reporting, managing obstacle and safety-critical data, and integrating unmanned aircraft operations into a single, efficient, and traceable system.

Goal 04 - Strengthen National and International Coordination, establishing an Integrated Framework that enables collaboration and safety data and safety information exchange: This goal aims to strengthen national and international coordination by establishing an integrated framework for collaboration and safety information exchange. It focuses on formalizing agreements with foreign authorities and airline operators for timely and reliable oversight data, systematically collecting information on delegated air traffic services, coordinating with national ministries to integrate aviation environmental objectives with the State's environmental goals and LTAG commitments.

Goal 05 - Establish a Sustainable and Implemented State Safety Programme: This goal aims to ensure the effective implementation and sustainability of Albania's State Safety Programme (SSP). It focuses on fully deploying the SSP, publishing the National Aviation Safety Plan (NASP), promote safety, and ensure understanding of safety responsibilities and regulatory obligations.

Goal 06 - Strengthen Strategic Aviation Planning and Innovation Governance: This goal aims to enhance national aviation planning and governance by developing an integrated national plan to guide the adoption of emerging technologies.

1.6 Operational context

The aviation system incorporates all organizations that perform operational or safety-critical functions under ACAA's regulatory framework.

There are two certified aerodromes in Albania, including two international aerodromes: Tirana International Airport "Nënë Tereza", Kukës International Airport "Zayed". Meanwhile "Vlora International Airport" is in the certification process expected to be operational from 2026, together with other aerodromes in various stages of certification or approval.

In Albania, airspace within the Tirana Flight Information Region (FIR) is structured into controlled (Class C) and uncontrolled airspace (Class G) in accordance with ICAO and also a Control Zone (CTR) has been established around Tirana International Airport (Rinas) classified as Class D airspace. During 2020-2025 there are 269,997 movements,

There is currently one air operator certificate (AOCs) issued by Albania, conducting international commercial air transport operations. Air Albania was established in 2018 and is certified by the Albanian Civil Aviation Authority (ACAA) in accordance with Minister Order No. 80, date 30.06.2023: "For the approval of the regulation on technical requirements and administrative procedures for air operations", as amended.

Albania also has expanded operation of foreign air operators, primarily based in TIA International Airport, conducting international commercial operations. They are rapidly expanding, significantly increasing routes and capacity from TIA. This growth is supported by infrastructure improvements at TIA, and key players include major international airlines, the national carrier Air Albania, and ground handling service providers. Cargo operations are operated daily, and it is expected to be a promising type of operation.

SECTION 2. PURPOSE OF ALBANIAN's NATIONAL AVIATION SAFETY PLAN

The NASP is the master planning document containing the strategic direction of Albania for the management of aviation safety for a period of three years, 2026 to 2028. This plan lists national safety issues, sets national safety goals and targets, and presents a series of safety enhancement initiatives (SEIs) to achieve those goals.

The NASP has been developed using the safety goals and targets, the high-risk categories of occurrences (HRCs), and the organizational challenges from both the GASP (2026 – 2028 edition) and the EUR RASP (2026 – 2026 edition). The SEIs listed in the NASP form the action plan that supports the national safety strategy. Ultimately, they 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 RASP. Albania has adopted these SEIs and has included them in this plan. Cross-references are provided to the EUR RASP for individual SEIs where relevant.

Consistent with Albania's State Safety Policy, the ACAA and all aviation stakeholders reaffirm their commitment to the highest level of safety performance, effective risk management, and continuous improvement of the State Safety Programme. The National Aviation Safety Plan (NASP) builds upon these foundations, translating strategic priorities into concrete safety objectives, actions, and performance indicators to ensure that the continued growth of Albania's aviation sector is matched by an equally robust and forward-looking safety oversight system.

Looking ahead to 2028 and beyond, Albania's aviation community faces new and evolving challenges. These include the integration of emerging technologies such as unmanned aircraft systems (UAS), artificial intelligence, and advanced air mobility; the need to strengthen environmental sustainability and align with European Green Deal objectives; the development of a skilled and future-ready workforce through continuous training and capacity-building; and the management of steadily increasing demand for air transport and airport capacity. Addressing these challenges will require coordinated planning, innovation, and a continued focus on safety as the fundamental enabler of growth.

SECTION 3. NATIONAL OPERATIONAL SAFETY RISKS

The vision of the GASP is to achieve and maintain the goal of zero fatalities in commercial operations by 2030 and beyond. To do so, operational safety risks need to be identified and addressed. In line with the vision of the GASP, national operational safety risks are listed in this section of the NASP. They addressed through the action plan presented in Section 5 of this document.

Albania has not experienced aircraft accidents and serious incidents in commercial air transport and aircraft involved in general aviation in the past five years. Albania Annual Safety Report is available on the Albania website.

Year	***Fatal accidents***	***Non-fatal accidents***	***Serious incidents***
Commercial air transport occurrences in Albania			
2021-2024	0	0	0
2025	0	0	0
General aviation aircraft occurrences in Albania			
2021-2024	0	0	0
2025	0	0	0

Year	*Fatal accidents*	*Non-fatal accidents*	*Serious incidents*
Occurrences involving commercial air transport aircraft registered in Albania			
2021-2024	0	0	0
2025	0	0	0
Occurrences involving general aviation aircraft registered in Albania			
2021-2024	0	0	0
2025	0	0	0

The GASP and the EUR-RASP has identified global and regional safety issues. They were identified based on analyses from mandatory and voluntary reporting systems, accident and incident investigation reports, safety oversight activities over the past five years, as well as on the basis of regional analysis conducted by a focused group for analysing regional safety data under the responsibility of the RESG and on the global operational safety risks described in the GASP and listed as follows:

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

5) Runway incursion (RI)

Other Global Risk Categories of Occurrences

1) Abnormal runway contact
2) System and Component failure – Non powerplant
3) Turbulence

Although Albania has not experienced any aircraft accident or serious incidents in the past five years, the State remains committed to preserving this exemplary safety record. To achieve this, the State will continue to enhance its occurrence reporting systems, monitor contributing factors to G-HRC and R-HRC, and identify additional precursor events within its operational context.

Albania National Operational Risks

N-HRC 1: "Mid-Air Collision (MAC)" was given priority due its very high impact and to the convergence of multiple high-risk contributing factors across human, technical, and environmental.

From human factors perspective, inappropriate vectoring techniques during final sequencing, limited conflict detection caused by blind spot, and incorrect decision-making significantly increase the likelihood of loss of separation.

The risk is further compounded by un-stabilized approaches, driven by non-compliance by pilots and ATCOs with published landing procedures, which often result in late corrections, go-arounds, and compressed traffic spacing.
From a technical standpoint, the ageing ATM system gives little opportunity to improve the performance of safety nets, alongside communication vulnerabilities such as air-ground interference, ground-ground and OLDI line failures, reducing the reliability of coordination and timely alerting.

Additionally, adverse weather conditions increase controller workload and reduce situational awareness.
Given the potential consequences of a MAC and the presence of multiple interacting risk drivers, this N-HRC was assessed as high exposure and therefore prioritized for oversight and mitigation actions.

In addition to the N-HRCs listed above, other national risk categories of occurrences have been identified:

1) **Birdstrike and Wildlife hazard** - Persistent wildlife activity in the vicinity of aerodromes and inconsistent wildlife reporting create potential exposure to birdstrike risks. The lack of harmonised reporting reduces situational and weakens the effectiveness of preventive and mitigative measures. Consequently, emerging risks may not be identified in a timely manner, increasing exposure to birdstrike-related safety events.

2) **Workload** - was prioritised due to sustained periods of over-delivery caused by adverse weather conditions, tactical shortcuts, traffic diversions, and technical operations in degraded modes. These factors significantly increase task demand, coordination requirements, and time pressure.

3) **Airspace infringement** - unauthorised UAV entering controlled airspace. Such infringements create unpredictable traffic situations, reduce separation margins, and pose a direct collision risk to manned aircraft, particularly in terminal and approach areas.

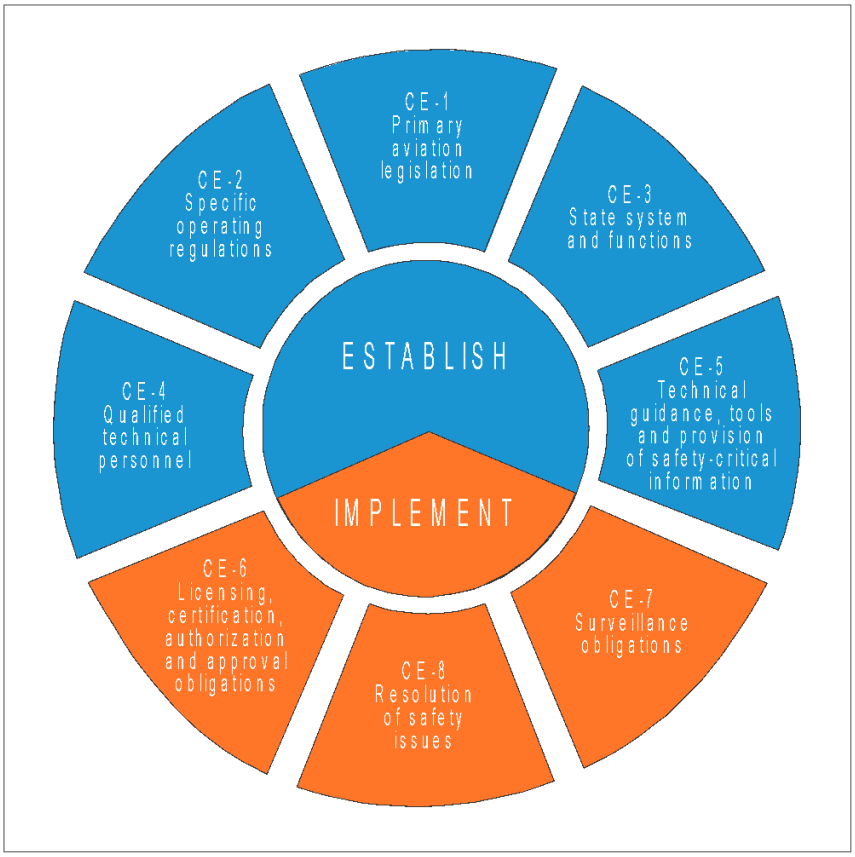
Albania has identified SEIs to address identified national operational issues detailed in Appendix A.

SECTION 4. NATIONAL ORGANIZATIONAL CHALLENGES

In addition to the national operational safety risks listed in the NASP, Republic of Albania has identified national organizational challenges, selected for the NASP. These are given priority in the NASP since they are aimed at enhancing and strengthening Albania'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 Albania is committed to the effective implementation of these eight CEs, as part of its overall safety oversight responsibilities, which emphasize Albania'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 NASP also encompasses the civil aviation areas, addressed through the audit areas (AAs)[1] defined by ICAO in the *Universal Safety Oversight Audit Programme Continuous Monitoring Manual* (Doc 9735). The latest ICAO activities performed during December 2024, which aimed to measure the effectiveness and sustainability of Albania's safety oversight system, as part of the Universal Safety Oversight Audit Programme (USOAP), have resulted in the following scores consolidated in a national "Heat Map":

[1] Eight audit areas pertaining to USOAP, that is, 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).

	LEG	ORG	PEL	OPS	AIR	AIG	ANS	AGA
CE-1	100%	N/A	N/A	100%	N/A	100%	100%	100%
CE-2	80%	N/A	91.70%	70%	88.50%	83.30%	83.30%	100%
CE-3	N/A	100%	100%	100%	83.30%	77.80%	100%	100%
CE-4	N/A	100%	100%	100%	80%	50%	92.90%	100%
CE-5	100%	100%	66.70%	88.90%	100%	78%	50%	100%
CE-6	N/A	N/A	93.30%	81.10%	96.60%	N/A	88.50%	97.80%
CE-7	N/A	N/A	70%	100%	100%	N/A	78.70%	92.30%
CE-8	N/A	N/A	57.10%	100%	100%	77.80%	85.70%	87.5%

*Note: Fields marked with N/A indicates Critical Element is not applicable to the domain and no assessment was performed.

In July 2022, the Republic of Albania underwent an ICAO Universal Safety Oversight Audit Programme (USOAP) CMA assessment that identified areas requiring enhancement within the State's safety oversight system. The overall Effective Implementation (EI) score of 46.5%, revealing structural and procedural challenges but also provided a solid baseline for systematic improvement.

Recognizing the importance of this outcome, ACAA initiated a comprehensive reform programme fully aligned with ICAO's Strategic Objective on Implementation Support and Capacity Building. The programme sought to strengthen institutional capability, regulatory effectiveness, and staff competence across all functional areas of safety oversight. It was implemented with continuous support and collaboration from ICAO, EASA, and partner civil aviation authorities and organizations, whose technical missions, workshops, and implementation packages played a key role in accelerating progress.

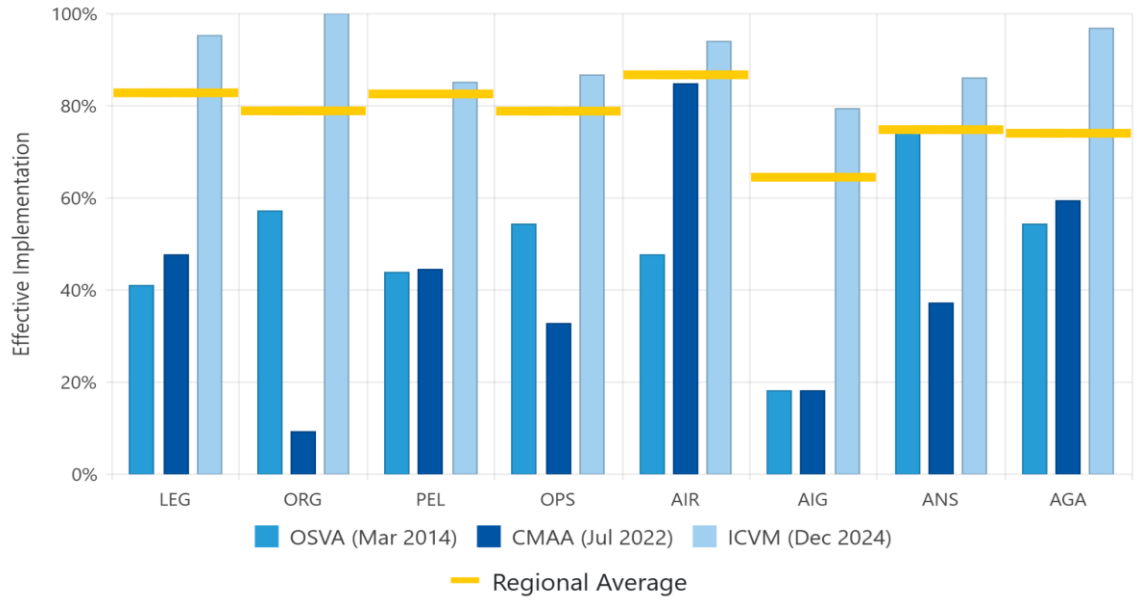
As a result of these coordinated efforts, the December **2024 ICAO Coordinated Validation Mission (ICVM) confirmed an overall EI score of 88.94% percent**, positioning Albania among the States with one of the most substantial recent improvements under the USOAP-CMA framework

The 2024 ICVM confirmed that these actions had substantially strengthened the national safety oversight system. Notable improvements were observed in certification, surveillance, and enforcement areas, underpinned by a stronger safety culture and enhanced cooperation among national and international partners.

Above all, this achievement reflects the dedication, professionalism, and integrity of the ACAA staff, whose commitment and technical excellence transformed the findings of the 2022 audit into an opportunity for lasting progress. Their efforts have established a solid foundation for the continuous improvement framework that supports the objectives of the National Aviation Safety Plan (NASP 2026–2028) and the long-term development of Albania's civil aviation system.

Between the base audit period and December 2024, the Albanian Civil Aviation Authority (ACAA) demonstrated a dramatic rise in its overall Effective Implementation (EI) under the ICAO USOAP-CMA, well above the regional

average in the Euro-North Atlantic (EURNAT) Regional Office. For context, the EURNAT region's average EI stood at approximately 63.6 % in 2023.



When comparing the most recent USOAP results by critical-element (CE) domains, Albania's scores by CE now exceed the EURNAT average by a meaningful margin; while the regional average for many CEs remains in the 60-70 % band, Albania's reform programme achieved results in the upper-80s and 90s (as signified by the overall 89 % EI).

The "other" organizational challenges in the Albania context are considered of the utmost priority because they impact the State's safety oversight and safety management capabilities and, consequently, aviation safety at the national level. They were identified based on analysis from USOAP data, accident and incident investigation reports, safety oversight activities over the past five years. 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 the impact of organizational aspects (such as organizational culture; policies and procedures; employee selection and training; and allocation of resources) on the safety oversight and safety management capabilities within Albanian Civil Aviation Authority, National Authority of Air Incident and Accident Investigation of Albania and those of service providers.

The state maintains in its Corrective Action Plan (CAP) to ensure that these issues are address

1) Limited specialized expertise to oversee expanding aviation domains.
2) Lack of a fully updated and clearly defined national legislative and regulatory framework, as well as insufficient structures and processes for the effective implementation of the State Safety Programme (SSP) - while Albania has established a State Safety Program, its implementation is not completed.
3) Lack of integrated national aviation plan - to serve as a guide for the implementation of government policy in the sector. The CAMP must be aligned with the policy of civil aeronautics of the State, which provides of the high-level priority objectives for the development of all areas of the aviation system, that allow the establishment of the specific strategic objectives for the Albanian aviation.

SECTION 5. ALBANIA'S STRATEGIC DIRECTION FOR THE MANAGEMENT OF AVIATION SAFETY

The NASP includes the following national safety goals and targets for the management of aviation safety, as well as a series of indicators to monitor the progress made towards their achievement. They are tied to the goals, targets and indicators listed in the GASP, EUR RASP and EPAS and include additional national safety goals, targets and indicators.

Goal	*Target*	*Link to GASP*
Goal 01: Continuously monitor contributing factors to GHRC and HRC or risk event	Promote reporting and improve data quality	*Goal 1: Achieve a continuous reduction of operational safety risks*
	Monitor contributing factors to MAC accidents and incidents such as Separation Minima Infringement and Go around reports	
	Improve the quality, timeliness, and consistency of wildlife and birdstrike reporting by aerodrome operators, ensuring that wildlife activity and birdstrike events are systematically reported, classified, and analysed.	
	By Q4 2027, strengthen coordination and information exchange mechanisms between key stakeholders (aerodrome operators, ANSP, air operators, and ACAA) to ensure timely sharing of wildlife hazard information and coordinated risk mitigation actions.	
Goal 02: Strengthen Institutional Competence for Effective Safety Oversight, matching the aviation sector growth	By 2028, the ACAA shall ensure that all personnel possess the necessary domain-specific expertise and capabilities to effectively oversee current and emerging areas of civil aviation, including aerodromes, ENV/SAF, MET, FPD, AIG information security, aeronautical information data quality, data-driven safety oversight, and new technologies.	*Goal 2: Strengthen States' safety oversight capabilities*
	By end of 2028, the ACAA shall have filled vacancies in OPS/PEL, ANS, AIG based on the recruitment procedure or subcontracting	
	ACAA will align its national rulemaking plan with ICAO SARPs and EU regulation and file differences accordingly	
	By 2027, ACAA shall develop and implement a sustainability strategy that ensures stable financial planning, retention, and continuous development of qualified technical personnel to maintain compliance with safety oversight obligations and sustain performance across all functional areas.	
	By Q4 2026 ACAA to ensure effective oversight of SAR Provider.	
	By 2028 ACAA will review and update the national legislative framework to ensure the clear classification and regulation of all GA activities,	

Goal	*Target*	*Link to GASP*
	enabling consistent oversight and efficient operational approval processes.	
Goal 03: Establish a Unified Digital Ecosystem for Safety Data management and Oversight	By Q4 of 2027, the ACAA shall implement an automated digital system for core certification and oversight processes to ensure consistent, efficient, and traceable management of tasks across all functional areas.	GASP Goal 2 – Strengthen States' safety oversight capabilities
	By Q4 2026, the ACAA shall validate and deploy a digital platform that enables the insertion, updating, visualization, control, and publication of obstacle data around airports to support effective monitoring and resolution of safety-critical issues.	Goal 6: Expand the use of industry evaluation programmes and safety data sharing programmes
	By Q4 2026, the ACAA shall implement a digital occurrence reporting system that aligns with the latest ICAO taxonomy and enables effective recording, processing, analysis, and synchronization of data with operators' systems and the E2 platform.	Goal 6: Expand the use of industry evaluation programmes and safety data sharing programmes
	By Q1 2027, ACAA will develop and deploy a digital integrated system for UA operators/pilots and information maps, that enables registration, training, examination and information in allowed restricted and prohibited zones to operate UA	GASP Goal 2 – Strengthen States' safety oversight capabilities
Goal 04: Strengthen National and International Coordination, establishing an Integrated Framework that enables collaboration and safety data and safety information exchange	By Q2 2028, the ACAA shall develop and formalize agreements with all competent foreign authorities for oversight information exchange and with foreign airline operators operating in Albania for safety data exchange, ensuring timely, reliable, and effective support to national safety oversight.	Goal 4: Strengthen collaboration at the regional and national levels to address safety issues
	Every Q4 of each year, the ACAA shall ensure information on the oversight performed for the delegated ATS.	
	By Q1 2027, the ACAA shall establish a mechanism to ensure coordination of the Ministry of Environment and the Ministry of Infrastructure and Energy, in order to integrate aviation environmental objectives into the State's overall environmental goals and LTAG commitments.	
	By Q2 2026, CAA will ensure that the ANSP will establish a formal agreement with the airline operator's representative	

Goal	*Target*	*Link to GASP*
Goal 05: Establish a Sustainable and Implemented State Safety Programme	By Q4 2027 Albania will ensure the implementation of State Safety Program	Goal 5: Strengthen aviation safety planning
	By Q4 2026, the ACAA shall conduct awareness and coordination meetings with local municipalities operating airfields to ensure understanding of their safety responsibilities and regulatory obligations.	
Goal 06: Strengthen Strategic Aviation Planning and Innovation Governance	By Q1 2027 ACAA will develop an integrated national plan to guide the adoption of emerging technologies	Goal 5: Strengthen aviation safety planning
	By 2027 LSSIP Albania will be in line with GANP objectives	

The NASP includes an action plan (Appendix A), composed of a list of prioritized SEIs, that support the national safety strategy. The list of prioritized SEIs will help to achieve the national safety goals by addressing the national safety issues identified in this plan, with specific actions for each of the national operational safety risks and organizational challenges identified in Sections 3 and 4, respectively. These SEIs include actions such as policy development, capacity building activities, safety data analysis, safety risk assessments and safety promotion. The NASP 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. 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 to the NASP.

The SEIs in this plan are implemented through Albania's existing safety oversight capabilities and the service providers' safety management systems (SMS).

The NASP also addresses emerging issues, which may stem from new concepts of operations, new technologies, changes to public policies, new business models or ideas that might impact safety in the future, for which insufficient data exists to complete a typical data-driven analysis. Due to the lack of data, emerging issues cannot automatically be considered as operational safety risks. It is important that Albania remain vigilant on emerging issues to identify hazards, collect and share relevant data, and proactively develop mitigations to address any associated risks. The NASP addresses the following emerging issues, based on the regional emerging issues, for further analysis:

1) **GNSS Interference -** Recent increases in GNSS jamming and spoofing have significantly threatened the integrity of Positioning, Navigation, and Timing (PNT) services worldwide. GNSS systems (e.g. GPS, Galileo), due to weak signals and limited authentication, are vulnerable to signal blocking (jamming) and false signal generation (spoofing).
   These disruptions pose a major risk to civil aviation, affecting communication, navigation, surveillance, and flight operations across aircraft operators, ANSPs, airports, and manufacturers, with particular impact in the EUR Region.
   At the same time, States are transitioning to a Performance-Based Navigation (PBN) environment. In the EU, Regulation (EU) 2018/1048 mandates PBN implementation through defined milestones (2020, 2024, and 2030), with conventional navigation procedures largely withdrawn after 6 June 2030.
   As PBN becomes the primary means of navigation in all flight phases, the increasing GNSS interference highlights the need for effective ATM/ANS contingency measures to ensure safe operations when GNSS-based PBN cannot be used.

2) **Lithium batteries -** Lithium batteries carried in the cabin of commercial air operators present a significant safety risk due to their potential to overheat, ignite, or trigger an uncontrolled overheating reaction, resulting in in-flight fires that are difficult to contain. The increasing number of passenger portable electronic devices, power banks, and e-cigarettes, particularly when damaged, improperly handled, or non-compliant with applicable restrictions, may further escalate this risk and endanger passengers, crew, and aircraft systems. Although cabin carriage enables earlier detection and crew intervention, such events may still lead to serious operational disruptions, emergency diversions, or severe safety consequences if passenger awareness and mitigation measures are not effectively applied.

3) **Drones** - Unauthorized drone operations in Albania present a growing safety and security risk, particularly when conducted in airport vicinities and restricted or sensitive areas, where they can interfere with manned aviation, disrupt air traffic, and endanger lives. The risk is heightened by the potential modification of drones to carry weapons, explosives, chemical agents, or other harmful payloads, which could be used for intentional attacks or sabotage. Operating drones over crowds without authorization poses a serious threat of injury or loss of life due to collisions, loss of control, or deliberate misuse. Such activities can also result in damage to critical infrastructure, private property, and harm to third parties, leading to legal, economic, and reputational consequences. Furthermore, the absence of an effective enforcement authority, such as dedicated oversight by the State Police, combined with lower number of registration and monitoring mechanisms, significantly hampers the detection, deterrence, and response to illegal drone operations.

SECTION 6. MONITORING IMPLEMENTATION

Albania 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 appendix to this plan.

In addition to the above, Albania will review the NASP every three years or earlier, if required, to keep the identified operational safety risks, organizational challenges and selected SEIs updated and relevant. Albanian Civil Aviation Authority will periodically review the safety performance of the initiatives listed in the NASP to ensure the achievement of national safety goals. If required, Albania will seek the support of the industry and available expertise to ensure the timely to ensure the timely implementation of SEIs to address national safety issues. Through close monitoring of the SEIs, Albania will make adjustments to the NASP and its initiatives, if needed, and update the NASP accordingly.

Albania will use the indicators listed in Section 5 of this plan to measure safety performance of the national civil aviation system and monitor each national safety target. A periodic yearly 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 contributing factors will be presented. If Albania 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.

Albania adopted a standardized approach to provide information at the regional level and to report to ICAO Regional Office by official letter or e-mail. This allows the region to receive information and assess safety issues using common methodologies.

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

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Appendix A: DETAILED SEIs: NATIONAL OPERATIONAL SAFETY RISKS

Operational challenge 1: Contribute towards decreasing trend to global aviation risk issues								
Goal 01: Continuously monitor contributing factors to GHRC and HRC or risk event **Target 1.1: Promote reporting and improve data quality** **Target 1.2 Monitor contributing factors to MAC accidents and incidents such as Separation Minima Infringement and go-around reports** **Target 1.3 Improve the quality, timeliness, and consistency of wildlife and birdstrike reporting by aerodrome operators, ensuring that wildlife activity and birdstrike events are systematically reported, classified, and analysed.** **Target 1.4 By Q4 2027, strengthen coordination and information exchange mechanisms between key stakeholders (aerodrome operators, ANSP, air operators, and ACAA) to ensure timely sharing of wildlife hazard information and coordinated risk mitigation actions.**								
Safety enhancement initiative	*Action*	*Timeline*	*Responsible entity*	*Stakeholders*	*Metrics (indicators)*	*Priority*	*Monitoring activity*	Relation to EUR RASP or EPAS tasks
SEI-1.1 – Advancement of safety risk management at the national level	*a. Conduct safety promotion to the industry to increase occurrence reporting and their reporting quality*	*2026-2028*	*ACAA*	*ACAA, Aerodrome, ANSP, other relevant stakeholders*	*-95% of reporting comply with ICAO taxonomy* *-80% of reports accepted for when received* *-Increase of the reporting from Aerodrome operator by 10% by 2026, additional 10% during 2027 and 8% during 2028* *-Number of reports by ANSP to be increased by 10% during 2027 based on 2026 statistics.* *-99% of reports should be reported within the time*	*Medium*	*oversight activities, SPI*	EPAS MST.0043 Improvement of data quality in occurrence reporting

					frame required by the regulation.			
SEI-1.2 Mitigate contributing factors to MAC accidents and incidents	*1a. Promote the improvement of air traffic control (ATC) systems, procedures and tools to enhance conflict management,* *1b. Promote the improvement of Meteorological systems- thunderstorm detection* *1c. Promote the improvement of communications systems and procedures* *1d. Validate the effectiveness of the SEIs through the analysis of MORs and VORs and accident/incident investigations* *1e. Identify additional contributing factors, for example:* *-Traffic conditions - traffic density, complexity, mixture of aircraft types and capabilities, etc.* *- ATC performance related to workload, competence, teamwork, procedures, commitment, etc., as well as the influence of air navigation services providers' (ANSP) safety management* *- ATC systems - flight data processing, communication, short*	*2027-2028*	*ACAA*	*ACAA ANSP*	*-At least one Workshop to include the promotion for ATC systems, procedures and tools, Improvement of meteorological systems, improvement of communications systems and procedures* *- Inclusion of the effectiveness of the SEI in the annual safety report* *-100% of contributing factors analysed by ACAA* *-100% of the cases related to safety nets investigated to the system level* *- At least 1 improvement per year* *-At least one meeting per year between ACAA and ANSP for the evaluation of their SEIs*	*Medium*	*Promotion material, change requests, Reports, Minutes of Meeting*	

	term conflict alert (STCA), etc., as well as the interaction with the human operators and the aircraft systems, and the procurement policy of the ANSP *1f. Investigation and analysis of the consistency of safety nets to provide early and dependable warning, and to reduce nuisance alerts* *1g. Improve ATC systems, procedures and tools to enhance conflict management - this can include predictability of aircraft trajectories, so that conflicts can be predicted and resolved at an earlier stage, using medium-term conflict detection (MTCD) and similar systems* *1h. Improvement of Metrological systems - thunderstorm detection* *1i. Improve communications systems and procedures, such as Air-Ground, Ground-Ground, radio coverage* *1j. Validate the effectiveness of the SEIs through the analysis of ATC reports (apply safety management methodologies)* *1k. Conduct continuous evaluations of the performance of the SEIs*							

SEI-1.3 Enhancement of Wildlife Reporting and Stakeholder Coordination	*1l. The ACAA shall facilitate and promote multi-stakeholder workshops involving aerodrome operators, ANSP, air operators, and entities responsible for construction and land-use activities in the vicinity of aerodromes, with the aim of improving coordination and information exchange, and promoting harmonised wildlife reporting and mitigation practices.* *1m. ACAA will perform data quality checks on wildlife and birdstrike reports.* *1n. Investigation of all incidents related to wildlife activities and implementation of corrective action measures proposed* *1o. Conduct continuous evaluations of the performance of the SEIs -*	*2027-2028*	*ACAA Aerodrome Operator*	*ACAA, Aerodrome, ANSP, other relevant stakeholders*	*1. One workshop per year delivered by the Aerodrome Operator* *2. Quality checks on receipt of the occurrence report* *3. - 100% of cases to be investigated and 95% of the CAP to be implemented on time* *4. at least in one meeting per year of RST*	*Medium*	*Safety Bulletins, Workshops, Surveillance activities*	

DETAILED SEIs: NATIONAL ORGANIZATIONAL CHALLENGES

Organizational challenge 1: Limited specialized expertise to oversee expanding aviation domains and keep the national rulemaking framework aligned with international standards.
Goal 02: Strengthen Institutional Competence for Effective Safety Oversight, matching the aviation sector growth
Target 2.1: By 2028, the ACAA shall ensure that all personnel possess the necessary domain-specific expertise and capabilities to effectively oversee current and sector growth of civil aviation, including aerodromes, ENV/SAF, MET, FPD, AIG information security, aeronautical information data quality, data-driven safety oversight, and new technologies.
Target 2.2: By end of 2028, the ACAA shall have filled vacancies in OPS/PEL, ANS, AIG based on the recruitment procedure or subcontracting
Target 2.3: ACAA will align it national rulemaking plan with EASA EPAS and file differences accordingly
Target 2.4:By 2027, ACAA shall develop and implement a sustainability strategy that ensures stable financial planning, retention, and continuous development of qualified technical personnel to maintain compliance with safety oversight obligations and sustain performance across all functional areas.
Target 2.5: By Q4 2026 ACAA to ensure effective oversight of SAR Provider.

Target 2.6: By 2028 ACAA will review and update the national legislative framework to ensure the clear classification and regulation of all GA activities, enabling consistent oversight and efficient operational approval processes.								
Safety enhancement initiative	***Action***	***Timeline***	***Responsible entity***	***Stakeholders***	***Metrics (indicators)***	***Priority***	***Monitoring activity***	**Related to**
SEI-2.1 Strategic allocation of resources to enable effective safety oversight	*2A - Establish and implement a sustainability strategy that ensures stable financial planning, effective retention, and the continuous development of qualified technical personnel, thereby maintaining compliance with safety oversight obligations and sustaining performance across all functional areas.*	*2026 to 2027*	*ACAA, AKISA*	*ACAA, AKISA, RSOO*	*Organizational and Financial Assessment completed by Q2 2026.* *- Long-Term Financial Plan developed and approved by Q4 2026.* *- Sustainability objectives integrated into the ACAA Strategic Plan by Q4 2026.* *- Sustainability performance monitored and reported by Q4 2027, and on an ongoing basis thereafter.*	*Medium*	*Financial Plan, performance monitoring report*	*EUR RASP EUR.SMT.0020 Enhance Safety Oversight capacity EPAS MST.0032 Oversight capabilities / focus areas*
SEI-2.2- Implementation of a mechanism to ensure that each safety oversight authority has sufficient qualified technical personnel to meet its national and international obligations	*2B — Make use of RSOOs or equivalent means, to secure qualified technical personnel to perform those functions which cannot be performed by the State acting on its own* *2C— Assess changing needs for qualified technical personnel requirements, and*	*2026 to 2027*	*ACAA, AKISA*	*ACAA, AKISA*	*• Subcontracted experts for priority activities by Q1 2027 where recruitment process is not completed.* *- Updated recruitment system to make provision for enhanced retention strategy* *• Percentage of training sessions held as per the TNA results* *• Percentage of*	*High*	*USOAP/CMA results following next audit*	EUR RASP EUR.SMT.0020 Enhance Safety Oversight capacity EPAS MST.0032 Oversight capabilities / focus areas

	develop and implement procedures to update recruitment and retention of personnel needs *2D — Regularly review the actual number of staff and ensure that sufficient personnel are available to accomplish all required activities including: the development of regulations, procedures and other guidance material; training; and reporting and analyses of safety deficiencies*				*personnel completing training as identified in the TNA* *• Percentage of personnel retained more than 12 months after recruitment*			
SEI-2.3 - Training for technical personnel to support effective safety oversight	*2E– Conduct a TNA to Identify the training necessary to accomplish all required activities and for the growing industry/new development in industry activities, on an ongoing basis* *2F- Implement required qualifications and practical experience for domain-specific expertise and capabilities*	*2026-2028*	*ACAA, AKISA*	*ACAA, AKISA*	*- Completed Training Needs Analysis (TNA) across all departments by the end of Q2 2026.* *- Revised and final approval of training Program and associated Training Plan by the end of Q2 2026.* *- Training delivery completed by: 80% by Q1 2027, and 100% by Q4 2028.* *- Additional authorisations (if applicable) completed by: 80% by Q1 2027, and 100% by Q4 2028.*	*High*	*Training records, credentials*	

SEI-2.4 - Harmonisation of national legislation with ICAO and EU	*2G- Complete and submit the compliance checklists on electronic filing of differences system* *2H- update ACAA rulemaking plan in accordance with EPAS* *2I- Assessment of the current legislative framework and identify enhancements for the oversight and management of the general aviation sector*	*2026-2028*	*ACAA*	*ACAA, MIE*	*- 90% of identified differences are filled on time.* *- 80% of the plan is aligned with the EASA EPAS.* *- Identification of all areas of ambiguity and lack of clarity identified within the existing legislative framework affecting operators and authorities in the management and approval of General Aviation (GA) activities.* *.* *-Established coordination with the Ministry of Infrastructure and Energy, to review and update the national legislative framework to ensure clear classification and regulation of all GA activities.* *- Implementation of the new regulation through the performance of certification and oversight activities for the identified areas*	*Medium*	*EFOD, Minister order and oversight plans*	

SEI-2.5- Implementation of processes and procedures for oversight of SAR	*2J- Verify that the procedures and guidance material established are sufficiently detailed, are customized to the system in place and help the effective oversight of SAR*	*2026-2027*	*ACAA*	*ACAA, SAR*	*- Annex 12 transposed into national legislation by Q2 2026.* *- Amendment of the Oversight plan and Updated SAR checklist in line with new requirements by Q3 2026.* *- 100% of oversight activities conducted in accordance with the updated requirements by Q4 2026.*	*Medium*	*ANS Inspectors Manual and GM, Oversight program*	

Organizational challenge 2: Lack of automation of the core processes								
Goal 03: Establish a Unified Digital Ecosystem for Safety Data management and Oversight **Target 3.1: By Q4 of 2027, the ACAA shall implement an automated digital system for certification and oversight processes to ensure consistent, efficient, and traceable management of tasks across all functional areas.** **Target 3.2: By Q4 2026, the ACAA shall validate and deploy a digital platform that enables the insertion, updating, visualization, control, and publication of obstacle data around airports to support effective monitoring and resolution of safety-critical issues.** **Target 3.3: By Q4 2026, the ACAA shall implement a digital occurrence reporting system that aligns with the latest ICAO taxonomy and enables effective recording, processing, analysis, and synchronization of data with operators' systems and the E2 platform.** **Target 3.4: By Q1 2027, ACAA shall develop and deploy a digital integrated system for UA operators/pilots and information maps, that enables registration, training, examination and information in allowed restricted and prohibited zones to operate UA**								
Safety enhancement initiative	*Action*	*Timeline*	*Responsible entity*	*Stakeholders*	*Metrics (indicators)*	*Priority*	*Monitoring activity*	
SEI-3.1 Digitalisation of the ACAA processes	3A-Coordination of the procurement process to develop the digitalised system for ACAA processes based on the requirements of the law	Q2 of 2026 to Q4 2027	ACAA	ACAA, AKSHI	- Finalisation of the procurement process by Q2 of 2026 - Verification of system customization	Medium	*Periodic reports from contract maintenance group*	

	for procurement 3B - implementation of digitalised ACAA processes				deliverables, testing reports, and approval records. - Verification of system deployment, functionality testing, and operational readiness reports. - Verification of data entered against ETOD requirements and system audit reports.			
SEI-3.2- Digitalisation of publication of obstacles	3C- Coordination with relevant stakeholders to obtain terrain and obstacle data and aeronautical information 3D - Data entry and implementation of the provided data into the digitalised system. 3E - Publication in AIP of relevant aeronautical information	Q2 of 2026 to Q4 2027	ACAA	ACAA, ASIG, Aerodrome operators	Data entry in the new system in compliance with ETOD areas by Q2 2026 - Data entry of the dynamic data by Q4 2026 - Publication of new obstacles if required as per AIRAC calendar accordingly"	Medium	*Periodic reports from contract maintenance group*	
SEI-3.3- Establishment and use of an occurrence reporting database	*3F- Establish an occurrence reporting database, in a standardized format, to facilitate the effective collection, analysis of occurrences.* *3G- Use a taxonomy, in the occurrence reporting database, that is*	*2026*	*ACAA*	*ACAA, Industry, EASA*	*- Finalise the Service agreement with EASA Q1 2026* *- Familiarisation with the new system Q2 2026* *- Data entry of all occurrences by Q3 2026* *- Training and safety promotion of the*	High	*Signed service agreement. Access/credential to the new system*	

	compatible with Accident/Incident Data Reporting (ADREP) system/European Co-ordination Centre for Aviation Incident Reporting Systems (ECCAIRS) *3H - Training of the users for the use of the new system*				*stakeholders for the use of the new system Q3 2026* *- Occurrence reporting through the new system Q4 2026*			

Organizational challenge 3: Lack of national and international coordination and inadequate mechanisms for comprehensive safety-related data exchange.								
Goal 04: Strengthen National and International Coordination by Establishing an Integrated Framework for Collaboration and Safety Data/Information Exchange **Target 4.1: By 2028, the ACAA shall develop and formalize agreements with all competent foreign authorities for oversight information exchange and with foreign airline operators operating in Albania for safety data exchange, ensuring timely, reliable, and effective support to national safety oversight.** **Target 4.2: Every Q4 of each year, the ACAA shall ensure information on the oversight performed for the delegated ATS.** **Target 4.3: By Q1 2027, the ACAA shall establish a mechanism to ensure coordination of the Ministry of Environment and the Ministry of Infrastructure and Energy, in order to integrate aviation environmental objectives into the State's overall environmental goals and LTAG commitments.**								
Safety enhancement initiative	*Action*	*Timeline*	*Responsible entity*	*Stakeholders*	*Metrics (indicators)*	*Priority*	*Monitoring activity*	
SEI-4.1 - Strategic collaboration with key aviation stakeholders to establish effective safety oversight systems	4A- Work with States' competent authorities to address and exchange safety information in a timely manner 4B – Work with stakeholders to exchange, safety reports and other means (which	2028	ACAA	ACAA, foreign CAAs, ANSP, Home-based airline	- Identification of competent foreign authorities requiring oversight information-exchange agreements and all foreign operators requiring safety data-exchange agreements and define the scope of data to be shared.	Medium	MoU with relevant stakeholders, Minutes of Meeting	

	may require protection of safety information, when working collaboratively with industry)				- At least one coordination meetings with identified authorities and begin the negotiation of information-exchange agreements and will establish or designate a channel/system for the exchange of safety information with foreign operators - Conclusion of at least 70% of the required agreements and establish the mechanism for timely receipt of oversight data and will conclude agreements with at least 50% of foreign operators and ensure regular transmission of safety data. - Formalisation of the 90% of the agreements with competent foreign authorities, ensuring information is exchanged within agreed timelines and will formalize agreements with 80% of foreign operators operating in Albania and demonstrate regular,			

					timely receipt of safety data supporting safety oversight. – - ACAA will conduct two meetings per year related to the agreement. – - ACAA will ensure the exchange of information related to safety issues in the relevant airspace.			
SEI-4.2 - initiate process to ensure coordination between aviation and environmental authorities	*4F- Map aviation environmental objectives and LTAG commitments* *4G- Initiate an interministerial coordination mechanism* *4H- integrate aviation environment requirements into national env legislation*	*2027*	*ACAA*	*ACAA, MIE, ME*	*- Development of the mapping document with the identified activities to be addressed.* *- 100% of identified environmental objectives to be addressed to the Ministry* *- Establishment of the communication with the ministry* *-Minimum of one awareness workshop related to LTAG goals with relevant stakeholders.*	Medium	*Mapping document, promotion campaign*	

Organizational challenge 4: Lack of a fully updated and clearly defined national legislative and regulatory framework, as well as insufficient structures and processes for the effective implementation of the State Safety Programme (SSP)
Goal 05: Establish a Sustainable and Implemented State Safety Programme **Target 5.1: By Q4 2027 Albania will ensure the implementation of State Safety Program**

Target 5.2: By Q4 2026, the ACAA shall conduct awareness and coordination meetings with local municipalities operating airfields to ensure understanding of their safety responsibilities and regulatory obligations.								
Safety enhancement initiative	*Action*	*Timeline*	*Responsible entity*	*Stakeholders*	*Metrics (indicators)*	*Priority*	*Monitoring activity*	
SEI-5.1 – Start the establishment of SSP at the national level	5A- Collect results of the SSP PQ self-assessments (completed via the ICAO USOAP CMA Online Framework) 5B- Plan to address the elements identified as missing or deficient during the SSP PQ self-assessment 5C Identify areas where collaboration or support are needed as part of the SSP implementation plan 5D Establish a process to provide training on SSP to relevant staff. 5E- Follow-up on progress and attain updated SSP PQ self-assessments	2026-2027	ACAA, AKISA	ACAA, AKISA	- Self-assessment of the new ICAO SSP 2024 protocol questions to determine the current level of SSP implementation and maturity. - Identified gaps from the self-assessment and defined milestones for full compliance with ICAO Annex 19 including the update of the State Safety Program - Consultation with relevant organisation and approval of the new SSP document - Approved new SSP training program, including training modules for SSP implementation, safety risk management, and safety performance monitoring. - Provide safety promotion on SSP	*High*	*USOAP OLF, gap analysis, DCM for the new SSP, training program*	EPAS MST.0001 Member States to give priority to the work on SSPs

					topics to monitor the implementation of the SSP			
SEI-5.2. Promote understanding of safety responsibilities and regulatory obligations	*5F - Identify areas where collaboration or support are needed to ensure that stakeholders understand and foster a positive safety culture that creates responsibility in addressing measures in quality and timely matter*	*continuously*	*ACAA*	*ACAA, stakeholders*	*-Awareness meeting with municipalities. - Minutes of meeting of participation, topics discussed and agreed actions. - A List of follow-up actions for each municipality.*	*Medium*	*Minutes of meeting, Report on the implementation of the actions*	SPT.0102 Development of new safety promotion material on high-profile aerodrome and ground handling safety issues
SEI-5.3. NASP development	*5G – Development of the NASP document, identifying organisational and operational challenges*	*2026*	*ACAA*	*ACAA, AKISA, Stakeholders*	*By Q1 of 2026 Albania will publish it National Aviation Safety Plan*	*High*	*NASP document*	

Organizational challenge 5: Lack of integrated national aviation plan								
Goal 06: Strengthen Strategic Aviation Planning and Innovation Governance **Target 6.1: By Q1 2027 ACAA will develop an integrated national plan to guide the adoption of emerging technologies** **Target 6.2: By 2027 LSSIP Albania will be in line with GANP objectives**								
Safety enhancement initiative	***Action***	***Timeline***	***Responsible entity***	***Stakeholders***	***Metrics (indicators)***	***Priority***	***Monitoring activity***	
SEI-6.1 National strategic aviation planning framework	6A- Establish a CAMP implementation team and plan 6B- Identify and obtain resources from national and appropriate authorities' leadership and stakeholders within the State to support the	2026-2027	ACAA	ACAA, industry	-100% completion and formal approval of the defined scope, structure, and methodology by Q2 2026 for the development of the Civil Aviation Master Plan (CAMP).	High	-Methodology document - CAMP draft document	

	establishment of CAMP 6C- Work with key aviation stakeholders for the development of CAMP 6D- Finalise and submit for approval the draft of CAMP				- Contract the necessary experts and initiate the drafting of the CAMP. - Initial draft of the CAMP and stakeholder consultations, incorporating feedback into a consolidated draft by Q1 2027. - Final CAMP draft and submission to the Government within the Q1 2027.			
SEI-6.2 - Strategic collaboration with key aviation stakeholders to start the update of the LSSIP in line with GANP	6E - Identify objectives as per stakeholder's area of responsibility 6F - Establish a plan for the objectives to be effectively implemented in a timely manner 6G- Finalise and distribute of the LSSIP document to the relevant stakeholders	2027	ACAA	ACAA, EUROCONTROL, ANSP, Aerodrome operator, Military	- Finalisation of the 2025 LSSIP document by Q2 2026, -Identification of objectives that should align with the GANP by Q2 2026. - By Q2 2027 Inclusion of all identified objectives in the new LSSIP with clearly defined implementation periods.	Medium	LSSIP document, GAP analysis	

Appendix B: ABBREVIATIONS AND ACRONYMS

AAs	Audit Areas
ACAA	Albanian Civil Aviation Authority
ADREP	Accident/Incident Data Reporting
AGA	Aerodrome and Ground Aids
AIG	Accident Investigation Group
AIR	Airworthiness
AKISA	National Authority of Air Incident and Accident Investigation of Albania
AKSHI	National Agency of Information Society
ANS	Air Navigation Services
ANSP	Air Navigation Services Provider
AOC	Aircraft Operator Certificate
ASIG	Authority for Geospatial Information
ATC	Air Traffic Control
ATCO	Air Traffic Control Officer
ATM	Air Traffic Management
CAMP	Civil Aviation Master Plan
CAP	Corrective Action Plan
CEs	Critical Elements
CFIT	Controlled Flight into Terrain
CTR	Control Zone
EASA	European Aviation Safety Agency
ECCAIRS/E2	European Coordination Centre for Accident and Incident Reporting System
EFOD	Electronic Filing of Difference
EI	Effective Implementation
ENV/SAF	Environment and Safety
EU	European Union
EURNAT	European and North Atlantic
EUR RASP	European Regional Aviation Safety Plan
EPAS	European Plan for Aviation Safety
FIR	Flight Information Region
FPD	Flight Procedure Design
GA	General Aviation
GANP	Global Air Navigation Plan
GASP	Global Aviation Safety Plan
G-HRC/ N-HRC	Global High-Risk Categories / National High-Risk Categories
GNSS	Global Aviation Satellite System
ICMV	ICAO Coordinated Validation Mission

ICAO	International Civil Aviation Organization
LEG	Legislation
LOC-I	Loss of Control in-flight
LSSIP	Local Single Sky Implementation Plan
LTAG	Long-Term Aspirational Goal
MAC	Mid-Air Collision
ME	Ministry of Environment
MET	Meteorology
MIE	Ministry of Infrastructure and Energy
MORs	Mandatory Occurrence Reports
MoU	Memorandum of Understanding
MTCD	Medium-Term conflict detection
NASP	National Aviation Safety Plan
OLDI	On-Line Data Interchange
OPS	Operations
ORG	Organization
PBN	Performance-Based Navigation
PEL	Personnel Licensing
PNT	Positioning, Navigation and Timing
RASG	Regional Aviation Safety Group
RASP	Regional Aviation Safety Plan
RE	Runway Excursion
RI	Runway Incursion
RSOO	Regional Safety Oversight Organization
RST	Runway Safety Team
SAR	Search and Rescue
SARPS	Standard and Recommended Practices
SEIs	Safety Enhancement Initiatives
SMS	Safety Management System
SPI	Safety Performance Indicators
SSP	State Safety Programme
STCA	Short Term Conflict Alert
TNA	Training Needs Analysis
USOAP/CMA	Universal Safety Oversight Audit Programme / Continuous Monitoring Approach
USOAP/OLF	Universal Safety Oversight Audit Programme / Online Framework
UA	Unmanned Aircraft
VORs	Voluntary Occurrence Reports

— END —