

Georgian Civil Aviation Agency

Aviation Safety Plan of Georgia 2022-2024

Georgian Civil Aviation Agency
4-28-2022

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Executive Summary

The Georgian Aviation Safety Plan 2022-2024 was compiled by a dedicated GCAA Project Team. The Georgian Aviation Safety Plan 2022-2024, being the first edition of the Plan, considers EUR RASP 2022-2024 and ICAO GASP.

Foreword State safety policy

Aviation in Georgia has been steadily growing for the last decades, and we hope that this trend will continue in the future. This presents significant opportunities for the development of infrastructure and an attractive investment environment. Emerging national and foreign carriers make a significant contribution to our economy.

Annex 19 to the Chicago Convention sets the standards for a State Safety Programme, placing the responsibility on Georgia to implement such a programme. To produce a State Safety Programme, Georgia needs to scrutinize its own legislation, policies, and processes to uncover issues that should be resolved to improve the way aviation safety is managed in the state.

The State Safety Programme belongs to Georgia as a State and does not fall under the responsibility of a single entity. However, activities related to the development of the State Safety Programme and National Aviation Safety Plan need to be coordinated between different entities. Since the Civil Aviation Agency has regulatory responsibility for civil aviation safety in Georgia, the Ministry of Economy and Sustainable Development has agreed that the coordination of implementation and operation Georgian Aviation Safety Programme document should be undertaken by the GCAA, as an SSP placeholder organization.

It is clear that most essential elements of the required safety framework are well established; however, several shortcomings have been identified and we will be working on their improvement to ensure that safety is not compromised.

We aim to enhance aviation safety, and we shall work in close cooperation with our colleagues and stakeholders on a national and international level to achieve this goal.

Levan Karanadze

GCAA Director General

1. Introduction

1.1. Overview of the NASP

The 2022 – 2024 Georgian Aviation Safety Plan is composed of 6 Chapters, complemented by two Appendices.

The executive summary provides the main highlights of this edition. It is followed by the GCAA Safety Policy, which describes the commitment of GCAA to manage safety at all levels.

Chapter 1 - The introductory chapter, lays down the overview of the NASP, Relationship between the NASP and the State safety programme (SSP), Roles and responsibilities for the development, implementation and monitoring of NASP of Georgia, safety issues identified at national level, National safety goals and targets and overview of operational context, for which NASP is developed.

Chapter 2 – Purpose of Georgia’s Aviation Safety Plan lays down Georgia’s strategic direction for the management of aviation safety, as well as the duration of the NASP, the relationship between the NASP, RASP and GASP as well as other documents and plans, such as the GANP, the electronic Air Navigation Plan (eANP) and the GAsEP.

Chapter 3 - The State’s strategic approach to managing aviation safety describes how the NASP is developed and endorsed, defines the governance of the NASP, including the frequency of its review and update. This chapter also sets forth the national safety goals, targets and indicators, how the SEIs (further “Actions”) help to achieve the national safety goals, and focus on emerging issues that GCAA lacks information for detailed analysis.

Chapter 4 - Operational Safety Risks contains the summary of incidents, accidents and serious incidents that have occurred in the territory of Georgia, in the airspace over high seas where Georgia executes services and Georgian registered aircraft, during the given period. The chapter also states the national High Risk Categories (HRC) and their priorities, as well as other national operational safety risks identified and their priorities. Chapter 4 gives a description of a set Actions to mitigate the risks associated with the HRCs and the taxonomy used.

Chapter 5 - Other safety issues contains a summary of the State’s effective safety oversight capabilities, a list of other safety issues and their prioritization, as well as how they were identified and set of Actions developed to address them.

Chapter 6 – Monitoring implementation addresses how Georgia will monitor the implementation of the Actions listed in the NASP, how corrections and adjustments to the NASP and Actions will be made, how each national safety target will be monitored, how stakeholders will be periodically informed on the implementation status of the Actions, contact information for inquiries or further information.

Appendix 1 contains Safety Actions.

Appendix 2 defines a list of abbreviations used in the NASP.

1.2. Relationship between the NASP and the State safety programme (SSP)

Through an effective SSP, Georgia identifies and mitigates national operational safety risks. The SSP provides safety information to the NASP. The SSP allows Georgia to manage its aviation activities in a coherent and proactive manner, measure the safety performance of its civil aviation system, monitor the implementation of the Actions established in NASP’s and address any identified hazards and deficiencies. The NASP is one of the key documents produced as part of Georgia’s SSP documentation. It is the means by which Georgia defines and drives the implementation of Actions generated by the SSP process and drawn from the ICAO GASP and the EURNAT RASP. It also allows Georgia to determine initiatives to strengthen the SSP or otherwise needed to achieve its safety objectives. Safety intelligence gathered through the SSP also contributes to other national plans, such as the air navigation plan.

1.3. Entities responsible for the development, implementation and monitoring

GCAA, as the main entity for introduction and promulgation of aviation regulations and oversight of aviation industry, will develop and continuously monitor the implementation of the NASP and measure safety performance of the civil aviation system, to ensure the intended results are achieved, using the mechanisms presented in Chapter 6 (Monitoring implementation) of this plan. In doing so, GCAA will collaborate with different state entities, as needed, and the national aviation industry. The NASP was developed in consultation with national operators and in alignment with the GASP and the EUR/NAT RASP.

1.4. National safety issues

The following high-risk categories were identified for the 2020-2022 edition of the GASP:

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

It is expected that those high risk categories will remain the same in the next edition of the GASP. Accordingly, the 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 will address the national safety issues listed above.

1.5. National safety goals and targets

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 and include additional national safety goals, targets and indicators established by Georgia.

NASP Target	SPI ID	SPI Text	Link to GASP and RASP
Goal 1: Achieve a continuous reduction of operational safety risks			GASP/RASP Goal 1
1.1 Maintain a decreasing trend of national and regional accident rate		Number of accidents involving commercial operations with aircraft of maximum mass of over 5700 kg and occurring in Georgia.	EUR.SPI.1.1.01
		Number of accidents involving commercial operations with aircraft of maximum mass of below 5700 kg and occurring in Georgia.	
		Number of accidents involving commercial operations with aircraft of maximum mass of over 5700 kg and occurring in Georgia per 100 000 departures (accident rate).	EUR.SPI.1.1.02
		Number of fatal accidents to aircraft of 5700 kg or more occurring in Georgia.	EUR.SPI.1.1.03
		Number of fatal accidents involving commercial operations with aircraft of maximum mass of over 5700 kg and occurring in Georgia per 1 000 000 departures (fatal accident rate).	EUR.SPI.1.1.04

		Number of fatalities in accidents to aircraft of 5700 kg or more occurring in Georgia.	EUR.SPI.1.1.05
		Percentage of accidents to aircraft of 2250 kg or more occurring in Georgia related to high-risk categories (HRCs)	EUR.SPI.1.1.07
		Number of accidents to aircraft of 2250 kg or more occurring in Georgia	EUR.SPI.1.1.08
		Percentage of incidents investigated and analyzed by service providers certified in Georgia vs number of incident reports.	
Goal 2: Strengthen safety oversight capabilities			GASP/RASP Goal 2
2.1 improve EI score for critical elements (CEs) of Georgia's safety oversight system (with focus on priority PQs) as follows: - by 2024 – 75 per cent - by 2026 – 85 per cent by 2030 – 95 per cent		Meet EI score as per the timelines	EUR.SPI.2.1.01
		Number of fully implemented priority Protocol Questions (PQ) related to a safety oversight system	EUR.SPI.2.1.02
		Percentage of required corrective action plans (CAPs) submitted by Georgia	EUR.SPI.2.1.03
Goal 3: Implement effective State Safety Programmes (SSPs)			GASP/RASP Goal 3
3.1 By 2023, implement the foundation of an SSP		Number of implemented the SSP foundational PQs	EUR.SPI.3.1.01
		Percentage of required CAPs related to the SSP foundational PQs completed (using OLF) by Georgia	EUR.SPI.3.1.03
3.3 Implement effective SSP as follows: - by 2025 – Present - by 2028 – Present and effective		Number of satisfactory SSP PQs that are assessed as present	EUR.SPI.3.3.01
		Number of satisfactory SSP PQs that are assessed as present and effective	EUR.SPI.3.3.02
Goal 4: Increase collaboration at the regional level to enhance safety			GASP/RASP Goal 4
4.3 By 2025, contribute information on operational safety risks, including SSP safety performance indicators (SPIs), and emerging issues, to regional aviation safety group (RASG).		Number of reports sent via the Secure Portal on Emerging Issues and Additional Categories of Operational Safety Risks and validated from EUR entities	EUR.SPI.4.3.03
Goal 5: Expand the use of industry programmes and safety information sharing networks by service providers			GASP/RASP Goal 5
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		Number of Georgian service providers using globally harmonized metrics for their SPIs	EUR.SPI.5.1.01
Goal 6: Ensure the appropriate infrastructure is available to support safe operations			GASP/RASP Goal 6
6.1 By 2025, maintain an increasing trend of air navigation and aerodrome infrastructure that meets relevant ICAO Standards		Number of air navigation deficiencies for Georgia against the EUR regional air navigation plans	EUR.SPI.6.1.01
		Number of implemented PQs linked to the basic building blocks	EUR.SPI.6.1.03
Goal 7: Digitalize and standardize GCAA core processes			N/A

7.1 Improve GCAA Certification and Oversight Processes by means of modern technologies by 2025		Number of trainings conducted for the implementation of modernized processes.	N/A
		Number of departments where modernized processes are implemented.	N/A

1.6. Operational Context

There are 7 certified aerodromes in Georgia, including 3 international aerodromes. The airspace of Georgia is classified into Class C and G. There were 57 666 overflights and 30 240 take off/landings in Georgia over the period of 2020 to 2021 and passenger flow reached 2 237 038 pax. There are currently 12 air operator certificates (AOCs) issued by GCAA, and of those there are 7 issued to operators conducting international commercial air transport operations. Georgia also has 3 operators, which operate domestic air taxi services, primarily on turboprop aircraft, as well as 2 helicopter operators. There are 0 heliports in Georgia. Number of approved training organizations is 2, approved Aeromedical Centers – 1, ANSP – 1.

2. Purpose of Georgia's Aviation Safety Plan

The NASP is the master planning document containing the strategic direction of Georgia for the management of aviation safety for a period of 3 years (2022 to 2024). This plan lists national safety issues, sets national aviation safety goals and targets, and presents a series of safety Actions to address identified safety deficiencies and achieve the national safety goals and targets.

The NASP has been developed using international safety goals and targets and HRCs from both the GASP (www.icao.int/gasp) and the EUR/NAT RASP (<https://www.icao.int/eurat/>). The Actions listed in the NASP support the improvement of safety at the wider regional and international levels and include several actions to address specific operational safety risks and recommended SEIs for individual States set out in the EUR/NAT RASP (<https://www.icao.int/eurat/>).

Georgia has adopted these Actions and has included them in this plan. Cross-references are provided to the EUR/NAT RASP for individual Safety Actions where relevant.

3. Georgia's Strategic Approach to Managing Aviation Safety

The NASP presents the Actions derived from the SSP, including Georgia's safety risk management process and safety data collection and processing systems, as well as the work undertaken by service providers in the development and implementation of their safety management systems (SMS). This plan is developed and maintained by Civil Aviation Agency of Georgia, in coordination with all stakeholders and is updated annually.

The Actions in this plan are implemented through GCAA's existing safety oversight capabilities and the service providers' SMS. SEIs derived from the ICAO global aviation safety roadmap were identified to achieve the national safety goals and targets presented in the NASP. 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 1 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. It is important that GCAA remain vigilant on emerging issues to identify potential operational safety risks, collect relevant data and proactively develop mitigations to address them. The NASP addresses the following emerging issues, which were identified by GCAA for further analysis:

1. Operation of the Unmanned Aerial Vehicles in the vicinity of aerodromes;
2. Usage of laser and lights emitters that may endanger the safe operation of Civil Aviation;
3. Transportation of Dangerous Goods, in particular, lithium batteries;
4. Aerodrome design (taxiways);
5. Operating airfields in the vicinity of aerodrome;

4. Operational Safety Risks

The NASP includes SEIs that address national operational safety risks, derived from lessons learned from operational 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. Separate sections are provided to address commercial air transport and general aviation to make the information more accessible to stakeholders.

The summary of accidents and serious incidents that occurred in Georgia, and those for aircraft registered in Georgia, involved in commercial air transport and aircraft involved in general aviation, is shown in the Annual Safety Report. GCAA's Annual Safety Report is available on the website <https://gcaa.ge/accident-and-incident-reports/>.

The following 5 high-risk categories of occurrences (HRCs) in the Regional context were considered of the utmost priority because of the number of fatalities and risk of fatalities associated with such events. They were identified based on analyses from mandatory and voluntary reporting systems, accident and incident investigation reports, the SSP, and safety oversight activities over the past 3 years, as well as on the basis of regional analysis conducted by RSOO and on the operational safety risks described in the GASP. These HRCs are in line with those listed in the GASP, as well as the RASP

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

Based on analyses from mandatory and voluntary reporting systems, accident and incident investigation reports received by GCAA, GCAA safety oversight activities over the past 3 years, as well as on the basis of ICAO CMA Results addition to the regional operational safety risks listed above, the following additional categories of operational safety risks have been identified:

1. Ground Handling (RAMP)
2. Aerodrome (ADRM)
3. Ground Collision (GCOL)
4. Collision with obstacle(s) during take-off and landing (CTOL)

The aviation occurrence categories from the 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. reporting, analysis and follow-up of occurrences in civil aviation

To address the national operational safety risks listed above, GCAA identified the following contributing factors leading to HRCs and will implement a series of SEIs, some of which are derived from the ICAO OPS roadmap, contained in the GASP:

HRC 1: Ground Handling (RAMP)

1. Screening of dangerous goods

HRC 2: Ground Collision (GCOL)

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1. **Aerodrome infrastructure**
2. **Operation of vehicle**

HRC 3: Ground Collision (GCOL)

1. **Aerodrome design**
2. **Procedures**
3. **Removal of disabled aircraft**
4. **FOD Control**

HRC 4: Collision with obstacle(s) during take-off and landing (CTOL)

1. **Location of obstacles near take-off and landing Area.**

The full list of the SEIs is presented in the appendix to the NASP.

5. Other Safety Issues

In addition to the operational safety risks listed in the NASP, GCAA has identified other safety issues and initiatives selected for the NASP. These are given priority in the NASP since they are aimed at enhancing and strengthening GCAA'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. GCAA is committed to the effective implementation of these eight CEs, as part of its overall safety oversight responsibilities, which emphasize GCAA's commitment to safety in respect of its aviation activities.

The latest ICAO activities, which aim to measure the effective implementation of the eight CEs of Georgia's safety oversight system, as part of the ICAO Universal Safety Oversight Audit Programme (USOAP), have resulted in the following scores (figures given below are as of December 2021).

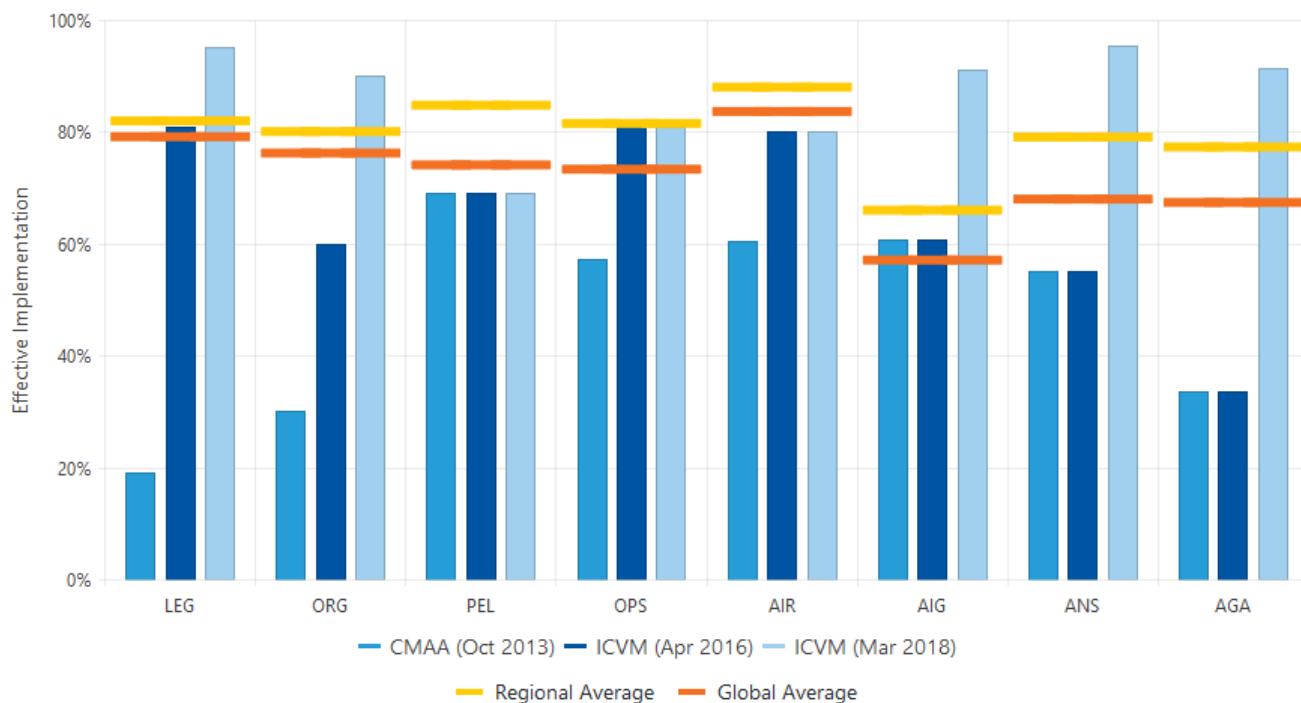
Overall EI score							
85.5%							
EI score by CE							
CE-1	CE-2	CE-3	CE-4	CE-5	CE-6	CE-7	CE-8
93.1	84.71	89.47	93.02	86.24	90.4	79.57	58.54
EI score by audit area ¹							
LEG	ORG	PEL	OPS	AIR	AIG	ANS	AGA
95.24	90	69.05	80.87	80	91.14	95.33	91.53

USOAP Activity Results

☒ Show Regional Average ☒ Show Global Average

CMAA (Oct 2013) x ICVM (Apr 2016) x ICVM (Mar 2018) x

x | v

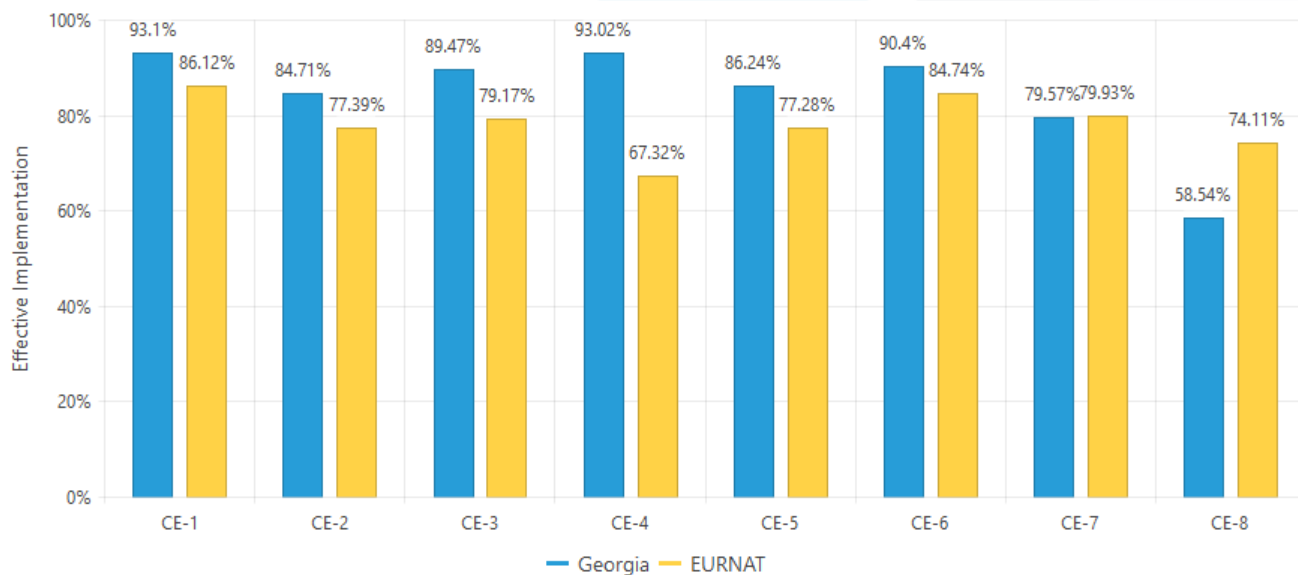


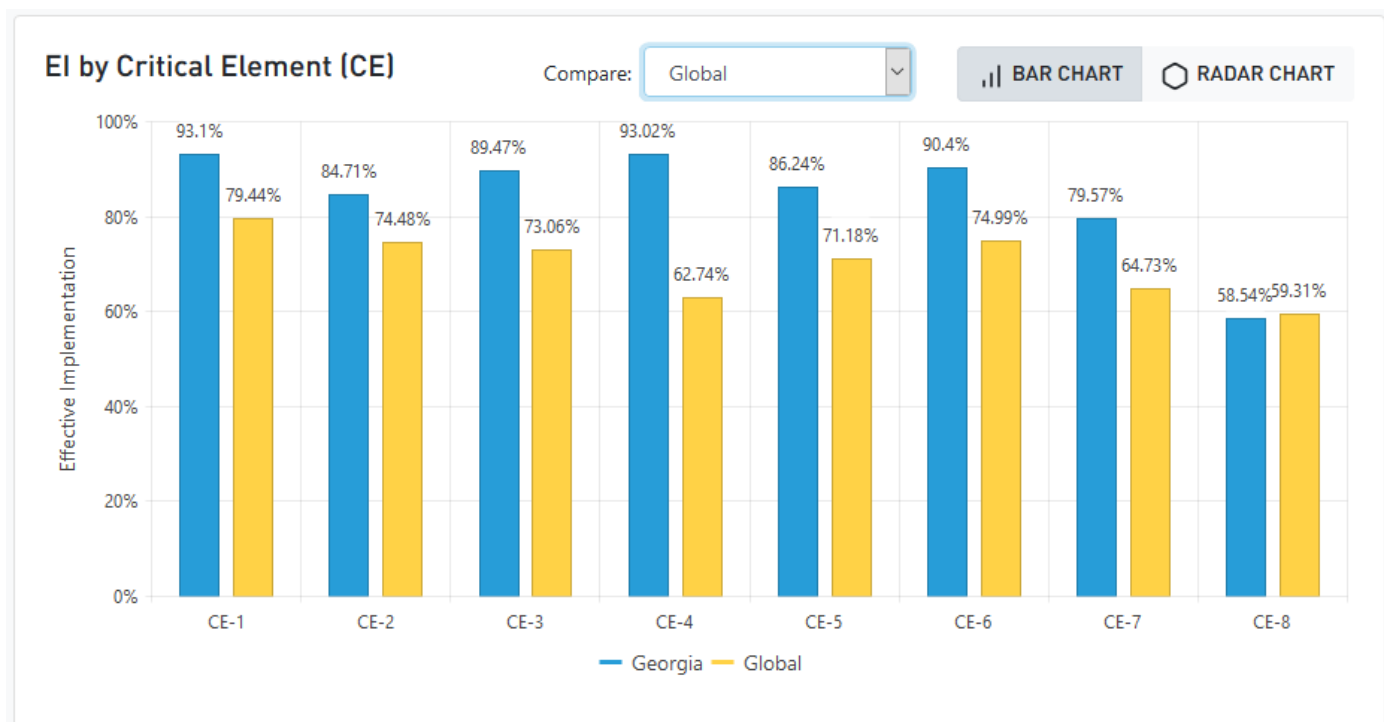
EI by Critical Element (CE)

Compare: Regional

BAR CHART

RADAR CHART





The safety oversight index (SOI) of a State is an ICAO indicator of its safety oversight capabilities. Every State audited by ICAO has an SOI. It is a number greater than zero, where “1” represents a level at which the safety oversight capabilities of a State would indicate the minimum expected capabilities considering the number of departures as an indication of the size of that State’s aviation system. The calculations conducted by ICAO of Georgia’s SOI have resulted in the following scores:

<i>Score in the area of Operations</i>	<i>Score in the area of Air Navigation</i>	<i>Score in the area of Support Functions</i>
1.36	2.23	1.95

The following safety issues in Georgia were considered of the utmost priority because they are systemic issues, which impact the effectiveness of safety risk controls. They were identified based on analysis from USOAP data, accident and incident investigation reports, the SSP, and safety oversight activities over the past 6 years, as well as on the basis of internal Audits conducted within GCAA. These issues are typically organizational 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 GCAA and those of service providers. These safety issues are in line with those listed in the 2022 -2025 of the GASP, as well as the Rasp.

Focus Area:

1. Lack of personnel licensing system at a national level – This was the area, where Georgia received the lowest EI score during the last USOAP, below Global and Regional averages;
2. Lack of airworthiness oversight system – This was the area, where Georgia received the lowest EI score during the last USOAP, below Regional average;
3. Lack of operation oversight system - This was the area, where Georgia received the lowest EI score during the last USOAP, below Regional average;
4. CE 7 Surveillance Obligations - EI of this CE in Georgia is below Regional average, as of December 2021.
5. CE 8 Resolution of Safety Issues – EI of this CE in Georgia is below Regional and Global average, as of December 2021.

6. Competency of technical personnel – focus area was detected by means of internal audits. This is the area which needs further improvement.
7. Ineffective incident investigation – focus area was detected by means of occurrence reports analysis. The number of analyzed occurrences falls far below the number which require analysis.
8. Inadequate technical guidance – Internal audits identified lack of technical guidance for the inspectors, due to which some processes are not carried out in a standardized manner.
9. Implementation of Safety Management Systems (SMS) by service providers – oversight has shown that service providers are at a different maturity level of SMS.

To address the issues listed above, GCAA will implement a series of SEIs, some of which are derived from the Doc 10161, *Global Aviation Safety Roadmap*. The full list of the SEIs is presented in the Appendix 1 to the NASP.

6. Monitoring implementation

In addition to the above, GCAA will review the NASP every 3 years or earlier, if required, to keep the identified operational safety risks, safety issues and selected SEIs updated and relevant. The GCAA will periodically review the safety performance of the initiatives listed in the NASP to ensure the achievement of national safety goals and targets. If required, GCAA will seek the support of international organizations to ensure the timely implementation of SEIs to address safety deficiencies and mitigate risks. Through close monitoring of the SEIs, GCAA will make adjustments to the NASP and its initiatives, if needed, and update the NASP accordingly.

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

In the event that the national safety goals and targets are not met, the root causes will be identified. If GCAA 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.

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

The GCAA is responsible for the development, implementation and monitoring of the NASP, in collaboration with the national aviation industry. The NASP was developed in consultation with national operators and other stakeholders, and in alignment with the EUR/NAT RASP and GASP.

Appendix 1: Safety Enhancement Initiatives (Safety Actions)

This appendix groups all safety enhancement Initiatives. SEIs are further grouped by Key Risk Areas.

1. Systemic safety

This area addresses system-wide problems that affect aviation as a whole. In most scenarios, these problems are related to human factors, human performance limitations, competence of personnel, socio-economic factors or to deficiencies in organisational processes and procedures, whether at authority or industry level.

1.1. Safety management

Safety management is a strategic priority. Despite the fact that last years have clearly brought continued improvements in safety across every operational domain, recent accidents occurring worldwide underline the complex nature of aviation safety, the importance of hazard identification and associated risk mitigation, and the significance of addressing human factor/human performance aspects.

The SMS principles will be strengthened through SMS implementation supported by ICAO Annex 19.

001.RMT.2022	Embodiment of safety management system (SMS) requirements into applicable State’s legislation	
The objective of this action to ensure the full transposition of ICAO Annex 19 for safety management and to support effective implementation by service providers.		
Status	new	
Reference(s)	Annex 19 DGCAA Order N 206 on General Safety Management System Requirements	
Dependencies	GASP Goal 3 EUR.RMT.0001	
Affected stakeholders	GCAA, Air Operator Certificate Holders, Pilots, Approved Maintenance Organisations, Approved Pilot Training Organisations, Operators of certified aerodromes, Air Navigation Service Providers	
Owner	GCAA /GCAA SMS Implementation Group	
EXPECTED OUTPUT		
Deliverable(s)	Timeline	
Amended regulatory framework	2022Q4	
CHANGES SINCE LAST EDITION		
MONITORING		
Monitoring activities	Related SPIs	
n/a	n/a	

002.RMT.2022	Implement requirements and guidance material on occurrence reporting	
Development of the necessary requirements and guidance material for the service providers and the CAA personnel on establishing and effective operation of the mandatory and voluntary reporting systems in line with Annex 19 Chapter 5 and Appendix 3 and considering applicable EU legislation. Regulation shall include details on the analysis of incidents, collection and retention of evidences by the service provider after the incident.		
Status	new	
Reference(s)	Regulation (EU) 376/2014	
	Annex 19	
	DGCAA Order N 17 on Occurrence Reporting Rules	
Dependencies	GASP Goal 3	
	EUR.RMT.0002	
Affected stakeholders	GCAA, Air Operator Certificate Holders, Pilots, Approved Maintenance Organisations, Approved Pilot Training Organisations, Operators of certified aerodromes, Air Navigation Service Providers	
Owner	GCAA - GCAA SMS Implementation Group	
EXPECTED OUTPUT		
Deliverable(s)	Timeline	
Amended regulatory framework	2022Q4	
CHANGES SINCE LAST EDITION		
MONITORING		
Monitoring activities	Related SPIs	
n/a	n/a	

1.2. Human factors and human performance

Human factors and the impact on human performance, as well as medical fitness are strategic priorities. As new technologies and/or operating concepts emerge on the market and the complexity of the system continues increasing, it is of key importance to properly assess human factors and human performance, in terms of both limitations and its contribution to delivering safety, as part of the safety management implementation.

003.RMT.2022	Implement HF competency framework for regulatory staff and enhance HF training for all categories of regulatory staff
<i>Ensure that regulatory staff have the right skills, knowledge and attitude to deal with HF issues and promote HF principles in regulations, oversight, enforcement and safety promotion.</i>	
<i>For that purpose GCAA will:</i>	
<ul style="list-style-type: none">- <i>implement a HF competency framework for regulatory staff</i>- <i>implement competency assessment of regulatory staff before and after training.</i>- <i>make available guidance for the appropriate level of HF competency for HF trainers.</i>	

This action mitigates against risks generated through the inadequate understanding, regulation and oversight of human factors.

Status	<i>new</i>
Reference(s)	<i>ICAO Human Performance Manual (ICAO Doc 10151)</i> <i>ICAO Safety Management Manual (ICAO Doc 9859)</i>
Dependencies	<i>GASP Goal 3</i> EUR.RMT.0009
Affected stakeholders	<i>All</i>
Owner	<i>GCAA – WG - ADM, QMD, FIN, Training Manager</i>
EXPECTED OUTPUT	
Deliverable(s)	Timeline
<i>Competency framework implemented</i>	<i>2024Q4</i>
CHANGES SINCE LAST EDITION	
MONITORING	
Monitoring activities	Related SPIs
<i>n/a</i>	<i>n/a</i>

004.RMT.2022	Update and harmonisation of flight time limitation (FTL) rules for CAT by aeroplane for air taxi operations and single-pilot operations taking into account operational experience and recent scientific evidence
<i>Develop harmonised FTL rules for air taxi and single-pilot operations.</i>	
Status	<i>new</i>
Reference(s)	<i>ICAO Annex 6 Part I</i> <i>EU Commission IR on FTL rules for air taxi operations</i>
Dependencies	<i>GASP Goal 1</i> EUR.RMT.0011
Affected stakeholders	<i>Aircraft Operators - CAT - Aeroplanes 6 Part I, Pilots</i>
Owner	<i>GCAA – FSD</i>
EXPECTED OUTPUT	
Deliverable(s)	Timeline
<i>Regulatory framework in place</i>	<i>2024Q4</i>
CHANGES SINCE LAST EDITION	
<i>n/a</i>	
MONITORING	
Monitoring activities	Related SPIs

n/a	n/a
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005.RMT.2022	Flight time limitation (FTL) rules for helicopter commercial operations
<i>Establish harmonised FTL rules for helicopter commercial air transport operations (CAT) and commercial specialised operations (SPO – ‘Aerial Work’).</i>	
Status	<i>new</i>
Reference(s)	<i>ICAO Annex 6 Part II and Part III EU Commission IR on FTL rules for helicopter commercial operations</i>
Dependencies	<i>GASP Goal 1 EUR.RMT.0012</i>
Affected stakeholders	<i>Aircraft Operators - CAT - Helicopters 6 Part III, Aircraft Operators - Aerial Work 6 - Helicopters, Aircraft Operators - International Recreational Aviation - non commercial operations Operators of large or turbojet helicopters 6 Part II Section, Pilots</i>
Owner	<i>GCAA – FSD, UGA</i>
EXPECTED OUTPUT	
Deliverable(s)	Timeline
<i>Regulatory framework in place</i>	<i>2024Q4</i>
CHANGES SINCE LAST EDITION	
<i>n/a</i>	
MONITORING	
Monitoring activities	Related SPIs
<i>n/a</i>	<i>n/a</i>

006.RMT.2022	Flight Time Limitations (FTL) rules for aeroplane commercial operations other than CAT
<i>Establish harmonised rules for flight time limitations in aeroplane commercial operations other than CAT.</i>	
Status	<i>new</i>
Reference(s)	<i>ICAO Annex 6 EU Commission IR on FTL rules for aeroplane commercial operations other than CAT</i>
Dependencies	<i>GASP Goal 1 EUR.RMT.0013</i>
Affected stakeholders	<i>Pilots and commercial aeroplane operators other than CAT</i>
Owner	<i>GCAA – FSD, UGA</i>
EXPECTED OUTPUT	

Deliverable(s)	Timeline
Regulatory framework in place	2024Q4

CHANGES SINCE LAST EDITION

Timeline updated to reflect changes made with EPAS 2022-2026.

MONITORING	
Monitoring activities	Related SPIs
n/a	n/a

007.RMT.2022	Implement preventive measures in the field of aircrew medical fitness
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GCAA will implement the following preventive measures:

- (1) carrying out a psychological assessment of the flight crew before commencing line flying;*
- (2) enabling, facilitating and ensuring access to a flight crew support programmes; and*
- (3) performing systematic drug and alcohol (D&A) testing of flight and cabin crew upon employment.*

Status	<i>new</i>
Reference(s)	<i>ICAO Annex I Regulation (EU) 2018/1042 of 23/07/2018 EASA ED Decision 2019/002/R of 28/01/2019</i>
Dependencies	<i>GASP Goal 1 EUR.RMT.0014</i>

Affected stakeholders	<i>CAAs, Aero-Medical Examiners 1, Aero-Medical Centres 1, Pilots</i>
Owner	<i>GCAA – FSD</i>

EXPECTED OUTPUT	
Deliverable(s)	Timeline
Regulatory framework and guidance material in place	2023Q4

CHANGES SINCE LAST EDITION

n/a

MONITORING	
Monitoring activities	Related SPIs
n/a	n/a

1.3. Aircraft tracking, rescue operations and accident investigation

Safety investigation authorities have frequently raised the issue of lack of data to support investigations of light aircraft accidents. This is also related to the fact that light aircraft are not required to carry a flight recorder. As regards large aircraft, the advent of new technologies, as well as findings during safety investigations highlight the need to update the installation specifications for flight recorders.

The safety actions in this area are aimed at improving the location of an aircraft in distress, improving the availability and quality of data recorded by flight recorders, assessing the need for in-flight recording for light aircraft and the need to introduce data link recording for in-service large aircraft.

008.RMT.2022	Amendment of requirements for flight recorders and underwater locating devices	
Amend relevant national regulations to comply with latest ICAO requirements for flight recorders and underwater locating devices		
Status	new	
Reference(s)	ICAO Annex 6 Regulation (EU) 2015/2338 of 11/12/2015	
Dependencies	GASP Goal 1 EUR.RMT.0015	
Affected stakeholders	Air Operator Certificate Holders	
Owner	GCAA – FSD	
EXPECTED OUTPUT		
Deliverable(s)	Timeline	
Regulatory framework amended	2023Q4	
CHANGES SINCE LAST EDITION		
n/a		
MONITORING		
Monitoring activities	Related SPIs	
n/a	n/a	

1.4. Impact of security on safety

The safety actions in this area are aimed at mitigating the security-related safety risks.

The safety actions in this area also include the mitigation of the risks posed by flying over zones where an armed conflict exists.

Managing the impact of security on safety is a strategic priority.

009.RMT.2022	Cybersecurity risks
<i>Create a regulatory system which efficiently contributes to the protection of the aviation system from cyber-attacks and their consequences. To achieve this objective it is proposed to introduce a regulation covering all the aviation domains (design, production, maintenance, operations, aircrew, ATM/ANS, ADRs), which include high-level, performance-based requirements, supported as applicable by relevant guidance material.</i>	
Status	<i>new</i>
Reference(s)	<i>EASA Opinion 03/2021 published on 11/06/2021</i>
Dependencies	<i>GASP Goal 3</i>

EUR.RMT.0016

Affected stakeholders GCAA, Approved Maintenance Training Organisations, Air Traffic Controller Training Organisations, Approved Pilot Training Organisations, Air Operator Certificate Holders, Approved Maintenance Organisations, Air Navigation Service Providers, and Operators of certified aerodromes

Owner GCAA – SEC (UGA- Proposed by UGA)

EXPECTED OUTPUT

Deliverable(s)	Timeline
Regulatory framework in place	2022Q4

CHANGES SINCE LAST EDITION

n/a

MONITORING

Monitoring activities	Related SPIs
n/a	n/a

010.RMT.2022 მგზავრის რეგისტრირებულ ბარგში ლითიუმის ბატარეის ან ლითიუმის ბატარეის შემცველი მოწყობილობის მოხვედრის პრევენცია

საქართველოს საერთაშორისო აეროპორტებში, რეგისტრირებული ბარგის შემოწმებისას, ლითიუმის ბატარეის აღმოჩენის კონტროლის ეფექტური მექანიზმის შემუშავება.

Status new

Reference(s) ICAO annex 18

Dependencies GASP Goal 1

Affected stakeholders Operators of certified aerodromes

Owner GCAA – SEC, ATD

EXPECTED OUTPUT

Deliverable(s)	Timeline
Regulatory framework and amended procedure in place	2023Q1

CHANGES SINCE LAST EDITION

n/a

MONITORING

Monitoring activities	Related SPIs
n/a	n/a

1.5. Oversight capabilities

The safety actions in this area focus on strengthening the safety oversight capabilities of States. Annex 19 introduced the concept of risk-based oversight with the objective of addressing safety issues with a consideration to efficiency.

011.RMT.2022	Regulation and Oversight of Search and Rescue services
<i>Review and improve existing regulatory requirements and guidance material for the establishment and safety oversight of Search and Rescue services</i>	
Status	<i>new</i>
Reference(s)	ICAO Annex 12 DGCAA Order N 166 on the Rules of Oversight of Civil Aviation Activities and Stakeholders
Dependencies	GASP Goal 2 EUR.RMT.0019
Affected stakeholders	GCAA, Providers of Search and Rescue services
Owner	GCAA - ANS
EXPECTED OUTPUT	
Deliverable(s)	Timeline
<i>Regulatory framework amended</i>	<i>2023Q4</i>
CHANGES SINCE LAST EDITION	
<i>n/a</i>	
MONITORING	
Monitoring activities	Related SPIs
<i>n/a</i>	<i>n/a</i>

012.RMT.2022	Oversight capabilities/focus areas
<i>To further strengthen the oversight capabilities, GCAA will address the following systemic focus areas:</i>	
<i>(a) Availability of adequate personnel to ensure availability of such personnel to discharge their safety oversight responsibilities;</i>	
<i>(b) Organizations' (safety) management system in all sectors – GCAA will foster its ability to assess and oversee the organizations' (safety) management system in all sectors. This will focus in particular on safety culture, the governance structure of the organization, the interaction between the risk identification/assessment process and the organization's monitoring process, the use of inspection findings, and safety information such as occurrences, incidents, and accidents. This should lead GCAA to adapt and improve its oversight system.</i>	
Status	<i>new</i>
Reference(s)	ICAO Annex 19 DGCAA Order N 166 on the Rules of Oversight of Civil Aviation Activities and Stakeholders

<i>DGCAA Order N 206 on General Safety Management System Requirements</i> <i>DGCAA Order N 17 on Occurrence Reporting Rules</i>	
<i>GASP Goal 2 and 3</i>	
Dependencies	EUR.RMT.0020
Affected stakeholders	GCAA
Owner	GCAA – QMD, ADM, ATD, AGA, ANS, SEC, UGA, AIR, FSD
EXPECTED OUTPUT	
Deliverable(s)	Timeline
<i>Updated regulations and procedures</i>	<i>2023Q4</i>
CHANGES SINCE LAST EDITION	
<i>n/a</i>	
MONITORING	
Monitoring activities	Related SPIs
<i>n/a</i>	<i>n/a</i>

1.6. Competence of personnel

Competence of personnel is a strategic priority. As new technologies and operating concepts emerge on the market and the complexity of the system continues increasing, it is of key importance to have the right competencies and adapt training methods to cope with new challenges. It is equally important for aviation personnel to take advantage of the opportunities presented by new technologies to enhance safety.

013.RMT.2022	ICAO requirements for proficiency in languages used for radiotelephony communications language proficiency (ILPR) - rulemaking
<i>Review, update existing or develop new regulatory requirements and/or guidance material to ensure high quality of aviation language assessment and harmonised implementation of the ELP for relevant categories of licence holders.</i>	
Status	<i>new</i>
Reference(s)	<i>ICAO Annex 1, Annex 6, Annex 10, Annex 11</i>
Dependencies	<i>GASP Goal 2</i> EUR.RMT.0021
Affected stakeholders	<i>GCAA, Approved Pilot Training Organisations, Air Navigation Service Providers, Air Traffic Controllers, Pilots and Student Pilots, Ground Handling Personnel, involved in radiotelephony communication</i>
Owner	<i>GCAA – ANS, FSD</i>
EXPECTED OUTPUT	
Deliverable(s)	Timeline
<i>Regulatory framework amended</i>	<i>2023Q4</i>
CHANGES SINCE LAST EDITION	
<i>n/a</i>	
MONITORING	
Monitoring activities	Related SPIs

n/a	n/a
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014.RMT.2022	Extend Competency-based Training and Assessment to all licences and ratings and extension of Threat and Error Management (TEM) principle to all licences and ratings
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The principles of CBTA shall be transferred to all licences and ratings, and the multi-crew pilot licence (MPL) should be reviewed in order to address the input from the ICAO MPL symposium and the European MPL Advisory Board. Some action items for the GA, such as modular training and CBT, should be addressed as well.

Status	<i>new</i>
Reference(s)	<i>EU Commission IR</i>
Dependencies	<i>GASP Goal 1 EUR.RMT.0023</i>

Affected stakeholders	<i>GCAA, Approved Pilot Training Organisations, Air Operator Certificate Holders. Pilots, Instructors (Flight Crew), Examiners (Flight Crew)</i>
Owner	<i>GCAA – FSD</i>

EXPECTED OUTPUT	
Deliverable(s)	Timeline
<i>Regulatory framework amended</i>	<i>2024Q4</i>

CHANGES SINCE LAST EDITION	
<i>n/a</i>	

MONITORING	
Monitoring activities	Related SPIs
<i>n/a</i>	<i>n/a</i>

015.RMT.2022	Improve flight simulation training devices (FSTDs) fidelity
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Update applicable legislation to take into consideration elements from ICAO Doc 9625 for the use of FSTDs in flight training.

Subtask 1 - increase the fidelity of the provisions to support the approach-to-stall training, as well as of the new upset prevention and recovery training (UPRT) requirements

Subtask 2 - review the technical requirements for training devices to reflect their actual capability and technology advancement.

Subtask 3 - address any relevant and appropriate emerging issues including the feasibility for developing FSTD requirements for Power-lift/Tilt rotor aircraft.

Status	<i>new</i>
Reference(s)	<i>EU Commission IR</i>

Dependencies	GASP Goal 1 EUR.RMT.0024	
Affected stakeholders	Approved Pilot Training Organisations, Air Operator Certificate Holders. Pilots, Instructors (Flight Crew), Examiners (Flight Crew), Approved Pilot Training Organisations	
Owner	GCAA – FSD	
EXPECTED OUTPUT		
Deliverable(s)	Timeline	
Regulatory framework amended – Subtask 1	2023Q2	
Regulatory framework amended – Subtask 2	2024	
Regulatory framework amended – Subtask 3	2028	
CHANGES SINCE LAST EDITION		
n/a		
MONITORING		
Monitoring activities	Related SPIs	
n/a	n/a	

016.RMT.2022	Balloon and sailplane licensing requirements	
Address topics identified by the industry balloon and sailplane experts on the aircrew and on the medical side with regards to the balloon and sailplane operations licensing requirements		
Status	new	
Reference(s)	ED Decision 2020/003/R	
Dependencies	GASP Goal 1 EUR.RMT.0026	
Affected stakeholders	GCAA, Aircraft Operators – Sailplanes, Aircraft Operators - Balloons, Pilots, Instructors (Flight Crew), Examiners (Flight Crew)	
Owner	GCAA – FSD, UGA	
EXPECTED OUTPUT		
Deliverable(s)	Timeline	
Regulatory framework in place	2024Q1	
CHANGES SINCE LAST EDITION		
n/a		
MONITORING		
Monitoring activities	Related SPIs	
n/a	n/a	

1.7. Flight operations - CAT

This chapter groups all actions in the area of CAT by aircraft (airlines and air taxi, passengers/cargo, aeroplanes of all mass categories), non-commercial operations with complex motor-powered aircraft (NCC), as well as specialised operations (SPO) involving aeroplanes of all mass categories

017.RMT.2022	Review of aeroplane performance requirements for operations	
Develop regulatory material to provide improved clarity, technical accuracy, flexibility or a combination of these benefits for the operational requirements on aeroplane performance in air operations with the aim of reducing the number of accidents and serious incidents where aeroplane performance is a causal factor.		
Status	new	
Reference(s)	Regulation (EU) 2019/1387	
Dependencies	GASP Goal 1 EUR.RMT.0032	
Affected stakeholders	CAAs, Aircraft Operators - CAT - Aeroplanes	
Owner	GCAA - FSD	
EXPECTED OUTPUT		
Deliverable(s)	Timeline	
Regulatory framework in place	2023Q2	
CHANGES SINCE LAST EDITION		
n/a		
MONITORING		
Monitoring activities	Related SPIs	
n/a	n/a	

018.RMT.2022	TAWS operation in IFR and VFR and TAWS for turbine-powered aeroplanes under 5 700 kg MTOM able to carry six to nine passengers
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Develop a regulatory framework for:

- *mitigation of the risks of accidents categorised as CFIT in turbine-powered aeroplanes having a maximum certified take-off mass (MCTOM) below 5 700 kg or a maximum operational passenger seating configuration (MOPSC) of more than five and not more than nine; and*
- *improvement of the terrain awareness warning system (TAWS) efficiency in reducing CFIT accidents.*

Status	<i>new</i>
Reference(s)	<i>Regulation (EU) 2018/1042 of 23/07/2018</i>
Dependencies	<i>GASP Goal 1</i> EUR.RMT.0035
Affected stakeholders	<i>GCAA, Air Operator Certificate Holders</i>
Owner	<i>GCAA – FSD, UGA</i>
EXPECTED OUTPUT	
Deliverable(s)	Timeline
<i>Regulatory framework in place</i>	<i>2024Q4</i>
CHANGES SINCE LAST EDITION	
<i>n/a</i>	
MONITORING	
Monitoring activities	Related SPIs
<i>n/a</i>	<i>n/a</i>

019.RMT.2022	Requirements for relief pilots
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Address the provisions for the use of relief pilots as regards experience, training, checking and crew resource management.

Status	<i>new</i>
Reference(s)	<i>EU 1178/2011, No 965/2012</i>
Dependencies	<i>GASP Goal 1 & GASP Goal 2</i> EUR.RMT.0036
Affected stakeholders	<i>Approved Pilot Training Organisations and Air Operator Certificate Holders, Pilots</i>
Owner	<i>GCAA – FSD, UGA</i>
EXPECTED OUTPUT	
Deliverable(s)	Timeline

Regulatory framework in place	2023Q4
CHANGES SINCE LAST EDITION	
n/a	
MONITORING	
Monitoring activities	Related SPIs
n/a	n/a

020.RMT.2022	Non-commercial operations of aircraft listed in the operations specifications (OpSpecs) by an AOC holder
<ul style="list-style-type: none"> • Identify the categories of flights considered to be non-commercial flights conducted by air operator certificate (AOC) holders; • Standardise the unofficial terms used in order to have a clear understanding of the different categories of non-commercial flights; • Specify standards for non-commercial operations of AOC holders related to the preparation, programme and operational framework, as appropriate; • Establish the minimum requirements for qualifications and training of the crews for each type of non-commercial flights conducted by AOC holders, as appropriate; • Harmonise implementation. 	
Status	new
Reference(s)	Regulation (EU) 2019/1384 of 24/07/2019 ED Decision 2019/019/R of 17/09/2019
Dependencies	GASP Goal 1 EUR.RMT.0037
Affected stakeholders	Air Operator Certificate Holders
Owner	GCAA – FSD, UGA
EXPECTED OUTPUT	
Deliverable(s)	Timeline
Regulatory framework in place	2023Q4
CHANGES SINCE LAST EDITION	
n/a	
MONITORING	
Monitoring activities	Related SPIs
n/a	n/a

021.RMT.2022	Transposition of provisions on electronic flight bag from ICAO Annex 6
<i>Transpose ICAO SARPS in applicable regulations and update them in line with the latest EFB developments</i>	
Status	<i>new</i>
Reference(s)	<i>Regulation (EU) 2018/1975 of 14/12/2018 EASA ED Decision 2019/008/R of 27/02/2019</i>
Dependencies	<i>GASP Goal 1</i> EUR.RMT.0042
Affected stakeholders	<i>Air Operator Certificate Holders</i>
Owner	<i>GCAA-FSD</i>
EXPECTED OUTPUT	
Deliverable(s)	Timeline
<i>Regulatory framework in place</i>	<i>2022Q4</i>
CHANGES SINCE LAST EDITION	
<i>n/a</i>	
MONITORING	
Monitoring activities	Related SPIs
<i>n/a</i>	<i>n/a</i>

1.8. Flight operations – rotorcraft

This chapter groups all the actions in the area of rotorcraft operations and provides links to rotorcraft-related actions in the domains of crew training, design, manufacture and maintenance.

022.RMT.2022	Single-engine helicopter operations
<i>Review the applicable regulations and guidance material in order to re-evaluate:</i> — <i>Restrictions on piston engine helicopters to operate over hostile environment;</i> — <i>Restrictions on single-engine helicopters to operate over congested environment.</i>	
Status	<i>new</i>
Reference(s)	<i>EU Commission IR</i>
Dependencies	<i>GASP Goal 1</i> EUR.RMT.0050
Affected stakeholders	<i>Aircraft Operators - CAT - Helicopters 6 Part III</i>
Owner	<i>GCAA – FSD, UGA</i>
EXPECTED OUTPUT	
Deliverable(s)	Timeline

<i>Regulatory framework amended</i>	<i>2025Q4</i>
CHANGES SINCE LAST EDITION	
<i>n/a</i>	
MONITORING	
Monitoring activities	Related SPIs
<i>n/a</i>	<i>n/a</i>

023.RMT.2022	Controlled flight into terrain (CFIT) prevention with helicopter terrain avoidance warning systems (HTAWS)
<p><i>Mandating HTAWS is expected to prevent between 8.5 and 11.5 CFIT accidents with fatalities or severe injuries within 10 years (medium safety improvement). This task will consider mandating the installation of HTAWS on board the helicopter for certain operations. This should only mandate HTAWS to be retrofitted to the current fleet if HTAWS standards are improved. An appropriate impact assessment for retrofit will need to be further developed. The cost effectiveness analysis should be performed to identify operations that should not to be considered for the mandate.</i></p>	
Status	<i>new</i>
Reference(s)	<i>EU Commission IR</i>
Dependencies	<i>GASP Goal 1 EUR.RMT.0052</i>
Affected stakeholders	<i>Aircraft Operators - CAT – Helicopter operations 6 Part III</i>
Owner	<i>GCAA - FSD</i>
EXPECTED OUTPUT	
Deliverable(s)	Timeline
<i>Regulatory framework in place</i>	<i>2025Q4</i>
CHANGES SINCE LAST EDITION	
<i>n/a</i>	
MONITORING	
Monitoring activities	Related SPIs
<i>n/a</i>	<i>n/a</i>

1.9. Flight operations - Aerial work/Specialised operations (SPO)

This chapter groups all the actions in the area of Operators other than CAT or NCC, e.g. conducting aeroplane SPO. No safety issues were detected in this domain during previous years.

1.10. Flight operations - General Aviation/leisure flying

This Chapter covers GA non-commercial operations involving aeroplanes with MTOMs below 5 700 kg, as well as all operations with balloons and sailplanes. No safety issues were detected in this domain during previous years.

1.11. Design and production

This chapter includes all the actions that are relevant to design and production. No safety issues have been detected in this domain.

1.12. Maintenance and continuing airworthiness

This chapter includes all the actions that are relevant to maintenance and continuing airworthiness management.

024.RMT.2022	Technical records
<i>Clarification of criteria for preventing incomplete records. Incomplete records may lead to a wrong assessment of the airworthiness status of the product with a consequent safety risk, development of back-to-birth concept, components traceability, and use of radio frequency identification devices (RFID).</i>	
Status	<i>new</i>
Reference(s)	<i>Regulation (EU) 2019/1383 of 08/07/2019</i> <i>EASA ED Decision 2020/002/R of 13/03/2020</i>
Dependencies	<i>GASP Goal 1</i> EUR.RMT.0069
Affected stakeholders	<i>Air Operator Certificate Holders, Approved Maintenance Organisations</i>
Owner	<i>GCAA - AIR</i>
EXPECTED OUTPUT	
Deliverable(s)	Timeline
<i>Regulatory framework amended</i>	<i>2022Q4</i>
CHANGES SINCE LAST EDITION	
<i>n/a</i>	
MONITORING	
Monitoring activities	Related SPIs
<i>n/a</i>	<i>n/a</i>

025.RMT.2022	Maintenance check flights (MCFs)
<i>Establish operational requirements and crew competence criteria for the performance of maintenance check flights to reduce the probability of incidents and accidents of this type of flights. This will apply not only for AOC holders, but also for any operator performing these flights.</i>	
Status	<i>new</i>
Reference(s)	<i>Regulation (EU) 2019/1384 of 04/09/2019 Regulation (EU) No 965/2012 EASA ED Decision 2019/019/R of 17/09/2019</i>
Dependencies	<i>GASP Goal 1 EUR.RMT.0070</i>
Affected stakeholders	<i>Aircraft Operators, Approved Maintenance Organisations</i>
Owner	<i>GCAA – AIR, FSD, UGA</i>
EXPECTED OUTPUT	
Deliverable(s)	Timeline
<i>Regulatory framework in place</i>	<i>2023Q4</i>
CHANGES SINCE LAST EDITION	
<i>n/a</i>	
MONITORING	
Monitoring activities	Related SPIs
<i>n/a</i>	<i>n/a</i>

1.13. Air traffic management

There is still a lack of harmonised rules based on ICAO SARPs in order to ensure compliance with the essential requirements that apply to ATM/ANS. Rules must ensure that ATM/ANS systems and their constituents are successfully designed, manufactured and installed. If not, the achievement of the overall objectives of ATM/ANS may be compromised.

026.RMT.2022	Technical requirements and operating procedures for airspace design, including flight procedure design
<i>Development of the necessary organisational and technical requirements on airspace design. Basically, the scope of the task is to establish the requirements for the design of flight procedures and ATS routes, to support the implementation of PBN operations and evaluate the need for extension to other airspace structures and flight procedure design. This will include an analysis of the need to include procedures for airspace design in the ATM/ANS certification scheme.</i>	
Status	<i>new</i>

Reference(s)	Regulation (EU) 2018/1048 of 18/072018	
	ATM Master Plan Level 3 – Plan (2019): NAV03.1 – RNAV1 in TMA Operations	
	ATM Master Plan Level 3 – Plan (2019): NAV03.2 – RNP1 in TMA Operations	
	ATM Master Plan Level 3 – Plan (2019): NAV10 – RNP Approach procedures to instrument RWY	
Dependencies	GASP Goal 2	
	GASP Goal 6	
	EUR.RMT.0072	
Affected stakeholders	CAAs, Air Operator Certificate Holders , Providers of Air Navigation Services, Operators of certified aerodromes	
Owner	GCAA - ANS	
EXPECTED OUTPUT		
Deliverable(s)	Timeline	
Regulatory framework in place	2023Q4	
CHANGES SINCE LAST EDITION		
n/a		
MONITORING		
Monitoring activities	Related SPIs	
n/a	n/a	
027.RMT.2022	Harmonisation of requirements for air traffic services	
Transposition of the relevant ICAO provisions on ATSS contained in Annex 11 and other applicable ICAO Annexes and documents. The objective is to establish a mechanism to ensure a sufficient level of harmonisation throughout the EUR region, through a combination of mandatory and flexible requirements, with proportionate and cost-efficient rules.		
Status	new	
Reference(s)	Regulation (EU) 2020/469 of 14/02/2020 EASA ED Decisions 2020/007/R and 2020/017/R	
Dependencies	GASP Goal 1 GASP Goal 2 EUR.RMT.0073	
Affected stakeholders	CAAs, Aircraft Operators, Providers of Air Navigation Services, Air Traffic Controllers, Operators of certified aerodromes, Pilots and Trade Unions	
Owner	GCAA - ANS	
EXPECTED OUTPUT		
Deliverable(s)	Timeline	
Harmonization mechanism in place	2023Q4	
CHANGES SINCE LAST EDITION		

n/a	
MONITORING	
Monitoring activities	Related SPIs
n/a	n/a

028.RMT.2022	Assessment of changes to functional systems by service providers in ATM/ANS and the oversight of these changes by CAAs
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Development of the necessary requirements and guidance material for the service providers and the CAAs.

Status	<i>new</i>
Reference(s)	<i>Regulation (EU) 2017/373 of 01/03/2017 EASA ED Decisions 2017/001/R of 08/03/2017 and 2019/022/R of 30/10/2019</i>
Dependencies	<i>GASP Goal 6 EUR.RMT.0074</i>
Affected stakeholders	<i>GCAA, Air Navigation Services Providers</i>
Owner	<i>GCAA - ANS</i>

EXPECTED OUTPUT	
Deliverable(s)	Timeline
<i>Regulatory framework amended, Guidance material available</i>	<i>2023Q4</i>

CHANGES SINCE LAST EDITION	
n/a	
MONITORING	
Monitoring activities	Related SPIs
n/a	n/a

1.14. Aerodromes

This Chapter addresses aerodrome design and operations, as well as aerodrome operators. Actions in this Chapter address safety in terms of developing and maintaining a legal framework commensurate with the complexity of ADR activities and management of potential risks.

029.RMT.2022	Certification requirements for VFR heliports located at the international aerodromes
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Ensure a high uniform level of safety at aerodromes aligning applicable regulations with ICAO Annex 14, Volume II, Heliports; develop necessary certification standards and guidance material for design and, if necessary, for operation and oversight of visual flight rules (VFR) heliports co-located at the international aerodromes.

Status	<i>new</i>
Reference(s)	<i>Regulation (EU) No 139/2014 of 12/02/2014 EASA ED Decision 2019/012/R of 23/05/2019</i>
Dependencies	<i>GASP Goal 2 GASP Goal 6 EUR.RMT.0077</i>
Affected stakeholders	<i>Operators of certified aerodromes</i>
Owner	<i>GCAA - AGA</i>
EXPECTED OUTPUT	
Deliverable(s)	Timeline
<i>Certification standards and Guidance material in place</i>	<i>2022Q4</i>
CHANGES SINCE LAST EDITION	
<i>n/a</i>	
MONITORING	
Monitoring activities	Related SPIs
<i>n/a</i>	<i>n/a</i>

030.RMT.2022 Runway safety

Global Action Plans for the Prevention of Runway Incursions (GAPPRI) and Excursions (GAPPRE) contain several recommendations to CAAs, aerodrome operators and EASA in order to mitigate the risks. Those actions should be reviewed to be included into relevant regulatory provisions. This includes revision and update of relevant regulations and guidance material to incorporate relevant changes of Annex 14 and PANS ADRs.

Note:

EASA ED Decision 2021/003/R amends the Acceptable Means of Compliance (AMC) and Guidance Material (GM) to Annex I (Definitions), Annex II (Part-ADR.AR), Annex III (Part-ADR.OR) and Annex IV (Part-ADR.OPS) to Regulation (EU) 139/2014

EASA ED Decision 2021/004/R updates the certification specifications (CSs) and guidance material (GM) for aerodrome design (CS-ADR-DSN) in line with the International Civil Aviation Organization (ICAO) developments and other technical improvements, and maintains a high and uniform level of safety in terms of aerodrome design

Status	<i>new</i>
Reference(s)	<i>GASP SEIs (States) – Mitigate contributing factors to the risks of RE and RI; ATM Master Plan Level 3 – Plan (2019): SAF11 – Improve runway safety by preventing runway excursions ATM Master Plan Level 3 – Plan (2019): INF07 – Electronic Terrain and Obstacle Data (e-TOD) EASA ED Decision 2021/003/R of 04/03/2021 EASA ED Decision 2021/004/R of 04/03/2021</i>
Dependencies	<i>GASP Goal 1</i>

EUR.RMT.0078

Affected stakeholders CAAs, Air Operator Certificate Holders 6, Recreational Aviation – aeroplane - non commercial operations, Air Navigation Services Providers, and Operators of certified aerodromes

Owner GCAA - AGA

EXPECTED OUTPUT

Deliverable(s)	Timeline
Regulatory framework amended	2022Q4

CHANGES SINCE LAST EDITION

n/a

MONITORING

Monitoring activities	Related SPIs
n/a	n/a

031.RMT.2022 აეროდრომების მახლობლად ლაზერული გამოსხივების რეგულირება

შესაბამისი წესის შემუშავება, რომელიც უზრუნველყოფს ფრენების დაცული არეების განსაზღვრის მეთოდოლოგიის და კონტროლის ღონისძიებების დადგენას

Status new

Reference(s)

- საქართველოს მთავრობის 2018 წლის 16 თებერვლის #87 დადგენილება, ტექნიკური რეგლამენტი - „სამოქალაქო ავიაციის აეროდრომების/ვერტოდრომების პროექტირებისა და ექსპლუატაციის ძირითადი პირობები“ მუხლი 56 პ. 2.
- 2021 წლის მოვლენათა შეტყობინების ანალიზის ანგარიში

Dependencies GASP Goal 1

Affected stakeholders Operators of certified aerodromes

Owner GCAA – ANS, AGA

EXPECTED OUTPUT

Deliverable(s)	Timeline
ნორმატიული აქტი	2023Q4

CHANGES SINCE LAST EDITION

n/a

MONITORING

Monitoring activities	Related SPIs
n/a	n/a

032.RMT.2022 აეროდრომის ტერიტორიაზე უცხო სხეულების ნარჩენების (FOD) კონტროლი

აეროდრომების ექსპლუატანტებისთვის დამატებითი მოთხოვნების დადგენა ხელოვნურ საფარზე უცხო სხეულების კონტროლის კუთხით.

Status	new	
Reference(s)	- ICAO Doc 9981 PANS ADR -2021 წლის მოვლენათა შეტყობინების ანალიზის ანგარიში	
Dependencies	GASP Goal 1	
Affected stakeholders	GCAA, Operators of certified aerodromes	
Owner	GCAA - AGA	
EXPECTED OUTPUT		
Deliverable(s)	Timeline	
ნორმატიული აქტი	2023Q4	
CHANGES SINCE LAST EDITION		
n/a		
MONITORING		
Monitoring activities	Related SPIs	
n/a	n/a	

033.RMT.2022 აეროდრომის ექსპლუატანტებისთვის ცვლილებების მართვა

აეროდრომის ექსპლუატანტებისთვის ცვლილებების მართვის მოთხოვნების დადგენა, შესაბამისი საკანონმდებლო ჩარჩოს შემუშავების გზით

Status	new	
Reference(s)	-2021 წლის მოვლენათა შეტყობინების ანალიზის ანგარიში	
Dependencies	GASP Goal 1	
Affected stakeholders	GCAA, Operators of certified aerodromes	
Owner	GCAA - AGA	
EXPECTED OUTPUT		
Deliverable(s)	Timeline	
ნორმატიული აქტი	2022Q4	
CHANGES SINCE LAST EDITION		
n/a		
MONITORING		
Monitoring activities	Related SPIs	
n/a	n/a	

034.RMT.2022 აეროდრომის/ვერტოდრომის ექსპლუატანტის დელეგირებული ფუნქციების ზედამხედველობის და აღსრულების პროცესის დახვეწა

„სამოქალაქო აეროდრომის/ვერტოდრომის სერტიფიცირებისა და საფრენი მოედნების, რეგისტრაციის და აღრიცხვის წესში“ შესაბამისი ცვლილების ასახვა, დელეგირებული ფუნქციების ზედამხედველობის დახვეწის მიზნით

Status new

Reference(s) -2021 წლის მოვლენათა შეტყობინების ანალიზის ანგარიში

Dependencies GASP Goal 2

Affected stakeholders GCAA, Operators of certified aerodromes

Owner GCAA - AGA

EXPECTED OUTPUT

Deliverable(s) **Timeline**

განახლებული ნორმატიული აქტი 2023Q4

CHANGES SINCE LAST EDITION

n/a

MONITORING

Monitoring activities **Related SPIs**

n/a n/a

1.15. Ground handling

This Chapter addresses all ground handling related aspects, with the exception of aerodrome design and operations, as well as aerodrome operators, being dealt with in the previous Chapter. This risk area includes all ground handling and apron management-related issues (aircraft loading, de-icing, refuelling, ground damage, etc.) as well as collision of the aircraft with other aircraft, obstacles or vehicles while the aircraft is moving on the ground, either under its own power or being towed. It does not include collisions on the runway. Baggage and cargo loading in passenger aircraft is the top safety issue. The second issue that will be assessed in the European Safety Risk Management process will be ground staff movement around aircraft.

035.RMT.2022 Development of requirements for groundhandling and promoting safety management

Develop a regulatory framework and guidance for the safety of ground handling.

This shall consider operational requirements, organisational requirements and authority requirements, as deemed necessary.

Promote safety management in groundhandling, e.g. on the basis of Industry standards, by providing guidance and best practice.

Encourage collaborative safety management among all parties involved in aerodrome operations

Status new

Reference(s) EU Commission IR

Dependencies	GASP Goal 1	
	GASP Goal 2	
	EUR.RMT.0082	
Affected stakeholders	CAAs, Air Operator Certificate Holders , Operators of certified aerodromes, Groundhandling Services Providers and groundhandling staff	
Owner	GCAA - AGA	
EXPECTED OUTPUT		
Deliverable(s)	Timeline	
Regulatory framework in place	2024Q2	
CHANGES SINCE LAST EDITION		
n/a		
MONITORING		
Monitoring activities	Related SPIs	
n/a	n/a	

1.16. Unmanned aircraft systems (UAS)

This chapter includes all the actions that are relevant to ensure the safe integration of civil unmanned aircraft systems into the aviation system, while enabling standardised UAS operations as well as more complex operations of UAS such as operations in an urban environment (e.g. urban air mobility).

036.RMT.2022	Introduction of a regulatory framework for the operation of drones	
<i>Development of regulatory framework for the three categories of RPAS defined:</i>		
<i>— Open category: Low-risk operation not requiring authorisation or declaration before flight</i>		
<i>— Specific operation category: Medium-risk operation requiring authorisation or declaration before flight</i>		
<i>— Certified category: High-risk operation requiring certification process</i>		
Status	new	
Reference(s)	2019/945 12/03/2019	
	2019/947 24/05/2019	
	2021/1338 11/08/2021	
	EU Commission IRs	
Dependencies	GASP Goal 1 EUR.RMT.0083	
Affected stakeholders	GCAA, UAS operators (individuals and organisations), UAS manufacturers, manned aviation community, model aircraft community, Providers of Air Navigation/Air Traffic Management Services, Operators of certified aerodromes, all airspace users	
Owner	GCAA – UGA	
EXPECTED OUTPUT		

Deliverable(s)	Timeline
<i>Regulatory framework in place for all categories</i>	<i>2025Q4</i>
CHANGES SINCE LAST EDITION	
<i>n/a</i>	
MONITORING	
Monitoring activities	Related SPIs
<i>n/a</i>	<i>n/a</i>

1.17. New technologies and concepts

This Chapter addresses the safe integration of new technologies and innovative solutions into the aviation system, with the exception of civil drones, which are addressed in the previous Chapter.

037.RMT.2022	Digital Licence for Aviation Pilots (dLAP)
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The objective of this action is to establish mandatory requirements regarding the introduction of a digital licence into existing pilot licensing systems and regulations and to support the implementation of the required IT infrastructure, catering for data security, data protection, interoperability, mutual recognition, as appropriate.

The feasibility of a shared IT system should be explored for non-EASA EUR States.

The action addresses amendment 178 to ICAO Annex 1 regarding implementation of an electronic personnel licensing system envisaged for applicability from 03/11/2022. It arises from the ICAO Electronic Personnel Licence Task Force (cf. AN-WP/9522 of 13/10/2021).

Status	<i>new</i>
Reference(s)	<i>State Letter AN 12/1.1.25-20/112 ICAO Annex 1</i>
Dependencies	EUR.RMT.0096
Affected stakeholders	<i>Pilots, GCAA.</i>
Owner	<i>GCAA - FSD</i>

EXPECTED OUTPUT	
Deliverable(s)	Timeline
<i>Mandatory requirements for digital pilot licenses</i>	<i>2024/Q4</i>
<i>System for issuing and maintaining digital pilot licenses</i>	<i>2024 Q4</i>

CHANGES SINCE LAST EDITION	
<i>n/a</i>	
MONITORING	
Monitoring activities	Related SPIs

n/a	n/a
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038.RMT.2022	All Weather Operations
<p><i>Review and update the all-weather operations (AWO) rules in all aviation domains, as regards:</i></p> <ul style="list-style-type: none"> — <i>possibility of applying safety performance principle in redrafting of current rules with the aim of allowing a better integration of new and future technologies supporting AWO operations, as e.g. enhanced flight vision systems (EFVS), synthetic vision systems (SVS), synthetic vision guidance systems (SVGS), combined vision systems (CVS), head-up displays (HUD);</i> — <i>conventional low visibility operations (LVO), such as instrument landing system (ILS)-based CAT II and CAT III approach operations or low visibility take-offs;</i> — <i>other than AWO, such as CAT I operations using ILS, GLS or SBAS, or approach operations to higher minima using area navigation (RNAV)(GNSS), non-directional beacons (NDBs) or VHF omnidirectional ranges (VORs);</i> — <i>miscellaneous items, such as the improvement of existing rules text and the transposition of the new ICAO approach classification;</i> — <i>introduction of operations with operational credits not being yet part of ICAO regulatory system.</i> 	
Status	<i>new</i>
Reference(s)	<i>EU Commission IR</i>
Dependencies	<i>GASP Goal 1</i> <i>GASP Goal 2</i> EUR.RMT.0087
Affected stakeholders	<i>Approved Pilot Training Organisations, Air Operator Certificate Holders, Air Navigation Service Providers, and Operators of certified aerodromes</i>
Owner	<i>GCAA – ANS, FSD, AGA</i>
EXPECTED OUTPUT	
Deliverable(s)	Timeline
<i>Regulatory framework in place</i>	<i>2023Q2</i>
CHANGES SINCE LAST EDITION	
<i>n/a</i>	
MONITORING	
Monitoring activities	Related SPIs
<i>n/a</i>	<i>n/a</i>

Appendix 2: Definitions and abbreviations

ADM	Administrative Department ადმინისტრაციული დეპარტამენტი
AGA	Aerodromes and Airports Department აეროდრომების და აეროპორტების დეპარტამენტი
AIR	Aircraft Airworthiness and Registration Department საჰაერო ხომალდების ვარგისობისა და რეგისტრაციის დეპარტამენტი
ANS	Air Navigation Service Department სააერონავიგაციო მომსახურების დეპარტამენტი
ATD	Air Transportation Department გადაყვანა-გადაზიდვების დეპარტამენტი
ATS	Air traffic services
CE	Critical element
CFIT	Controlled flight into terrain
CICTT	CAST/ICAO Common Taxonomy Team
CMA	Continuous monitoring approach
EI	Effective implementation
FSD	Flight Standards, Certification and Inspection Department ფრენის სტანდარტების, სერტიფიცირებისა და ინსპექტირების დეპარტამენტი
GANP	Global Air Navigation Plan
GASeP	Global Aviation Security Plan
GASP	Global Aviation Safety Plan
LOC-I	Loss of control in-flight
OLF	Online Framework
PQ	Protocol question
QMD	Quality Management Department/ხარისხის მართვის დეპარტამენტი
RASP	Regional aviation safety plan
REG	Rulemaking, International Standards and EU Regulations Transposition Department საერთაშორისო სტანდარტებისა და ევროკავშირის რეგულაციების დანერგვის დეპარტამენტი
SARPs	Standards and Recommended Practices
SEC	Aviation Security Department საავიაციო უშიშროების დეპარტამენტი
SEI	Safety enhancement initiative
SMS	Safety management system
SPI	Safety performance indicator
SSP	State safety programme
UGA	Unmanned Aircraft Systems and General Aviation Department უპილოტო საჰაერო სისტემების და საერთო დანიშნულების ავიაციის დეპარტამენტი