

## Appendix 2 – Safety Action Plan

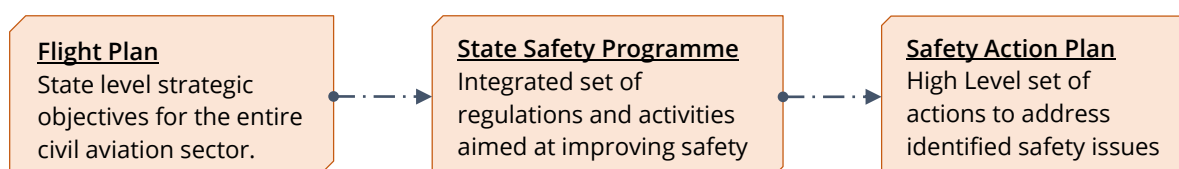
PLAN » Doc 10131, Doc 9859 para 8.3.6.20-23, GASP Part II Chapter 2

### AP2.1 Introduction

This Safety Action Plan presents our high level actions aimed at enhancing aviation safety in the Maldives. This initial set of actions are applicable for the period 2020-2022.

Our Safety Action Plan stems from 'Flight Plan 2020-2025' which addresses all aspects of air transport at the State-level with the objective of providing a clear and comprehensive planning and implementation strategy for the future development of the entire civil aviation sector. The Safety Action Plan contains in-depth information specific to aviation safety aspects addressed in the Flight Plan. [Refer 1.10](#).

The Safety Action Plan is part our State Safety Programme as it is the documented outcome of the many processes within our oversight entities to identify and address safety issues that affect our aviation system.



### AP2.2 Strategic Approach

The strategic priorities that underpin the safety actions identified in the Safety Action Plan are derived from our 'Flight Plan'. Safety forms the cornerstone of the 'Flight Plan' and will continue to be our highest priority.

While the strategic priorities that form the basis of the safety action flow from the 'Flight Plan', the categorisation and prioritisation of individual tasks are based on the organizational challenges and operational safety risks, as presented in the ICAO global aviation safety roadmap, as well as issues specific to the Maldives identified through our developing State Safety Programme.

These actions are tied to the safety objectives identified in [section 1.2](#) as well performance indicators identified in [Appendix 1](#). The objectives focus our action on areas that matter most and the SPIs permit us to measure progress.

### AP2.3 Operational Context

The Maldives is an island nation composed of 1192 coral islands scattered over 900 km of the Indian Ocean making it one of the most geographically dispersed countries in the world. 99.6% of our territorial area consists of water. These are key reasons why aviation is critical for the Maldives.

The direct contribution of aviation to our economy stands at 10.6%, the highest in the Asia Pacific region. We had approximately 2 million international passenger movements and 1.8 million domestic passenger movements in the year 2019. Four commercial air

transport operators provide air transport within the Maldives while one of them provides air transport services both within the Maldives and internationally. These operators use an aircraft fleet of approximately 100 aircraft most of which are turboprop aircraft. There are 15 domestic airports and approximately 100 floating platforms. Our airspace is classified into Class A, D and G.

The ICAO universal safety oversight audit programme is one of the yardsticks used to measure safety of aviation within the Maldives. The Maldives scored 66.83% in the last audit. The detailed breakdown can be viewed on the ICAO [interactive viewer](#). The second yardstick is the number of accidents and serious incidents. The Maldives reported 6 accidents and 9 serious incidents in the period 2014-2019, none of which were fatal.

Key challenges to aviation in the Maldives highlighted by the ICAO audits and accident reports include geography, infrastructure and an acute lack of competent technical personnel. This plan is aimed at mitigating these risks.

#### **AP2.4 Implementation**

The Safety Action Plan is more than a plan. It is a reporting tool for the collection of information to support our State Safety Programme and provide information flow to the ICAO Global Aviation Safety Plan.

The CAA will use the safety performance indicators listed in Appendix 1 to measure the implementation of the Safety Action Plan. The Journey Log, our annual safety report, will be used to report, to the stakeholders and the general public, our progress.

In the event the national safety goals and targets are not met, the root causes will be presented. This may lead to an unscheduled revision of this Plan.

**AP2.5 Summary of the Safety Action Plan items**

This table the high level actions that will be undertaken by the Maldives to address our safety issues.

OBJECTIVE	#	ACTION ITEM	'20	'21	'22	SPIs
Strengthening of safety oversight capabilities	A-O-01	Amend Act 2/2001 to include all ICAO CE- 1 items and to maintain a sustainable and stable source of income. [GASP Roadmap 1C, 1D, 2A, 2C, 3A, 3C, 4A, 4C, 13A]	x			SO-01, SO-03
	A-O-02	Implement ICAO SARPS applicable to the Maldives on schedule. [GASP Roadmap 1C, 1D, 2A, 2C, 3A, 3C, 4A, 4C, 7D, 7E, 13A]	x	x	x	SO-02
	A-O-03	Close all findings issued against the Maldives under the USOAP Audit of 2014. [GASP Roadmap 7A, 7B, 7E]	x	x		SO-04
	A-O-04	Close all findings issued against the Maldives under SARI standardisation audits. [GASP Roadmap SEI-6/11]	x			SM-02
	A-O-05	Migrate surveillance activities under the AIR, OPS, AGA and ANS domains to the management software to improve audit management and data sharing. [GASP Roadmap 2B]	x	x		-
	A-O-06	Obtain no less than 90% of the staff required to enable effective safety oversight. [GASP Roadmap SIE-4 ]	x	x		SO-03
	A-O-07	Train all staff performing safety oversight functions in accordance with the minimum competency requirements specified in the Standard Operating Procedures. [GASP Roadmap SEI-5]	x	x	x	SO-03
	A-O-08	Train all staff performing safety oversight functions on risk and performance based oversight. [GASP Roadmap SEI-5, 19A]	x	x		SO-03

OBJECTIVE	#	ACTION ITEM	'20	'21	'22	SPIs
Strengthening of safety oversight capabilities	A-O-09	Revise the CAA compensation scheme. [GASP Roadmap 5C, 5E]	x	x		SO-03
	A-O-10	Complete and submit the ICAO SAAQ and self-assessment checklists at least once a year. [GASP Roadmap 7B, 7C, 7E, 12B, 12C]	x	x	x	SM-02
	A-O-11	Digitise training record management to better identify and track qualifications and trainings. [GASP Roadmap SEI-5]	x			SM-02
	A-O-12	Consistently participate in the SARI working groups on rule making [GASP Roadmap SEI-6/11]	x	x	x	SO-02
Implementation of an effective State Safety Programme	A-S-01	Complete the implementation of the State Safety Programme in accordance with the GASP objectives. [GASP Roadmap SEI-13A to 21C]	x	x	x	SM-01
	A-S-02	Develop transition plan regarding those organisations where an SMS is yet to be implemented [GASP Roadmap SEI-13E]	x			SM-03
	A-S-03	Develop sector level risk profiles to inform the CAA oversight planning. [GASP Roadmap SEI-17E]	x	x		SM-02
	A-S-04	Establish and populate a Risk Register at the State level. [GASP Roadmap SEI-17E]	x	x		SM-02
	A-S-05	Develop methodology to measure effectiveness of SMS and the SSP. [GASP Roadmap]	x	x		SM-02
	A-S-06	Harmonise internally the assessment methodology to measure the SMS effectiveness [GASP Roadmap SEI-13F]	x	x		SM-02
	A-S-07	Provide training to staff performing safety oversight on the use of the Event Risk Classification (ERC) Scheme [GASP Roadmap SEI-21B]	x	x		SM-02

OBJECTIVE	#	ACTION ITEM	'20	'21	'22	SPIs
Implementation of an effective State Safety Programme	A-S-08	Promote the use of the Event Risk Classification (ERC) Scheme by regulated entities [GASP Roadmap SEI-13F]	x			SM-02
	A-S-09	Publish the Annual Safety Report, Journey Log. [GASP Roadmap SEI-16D, 17A, 21C]	x	x	x	SM-01, SM-02
	A-S-10	Update the State Safety Programme document, Safety Performance Indicators and the Safety Action Plan at least once a year. [GASP Roadmap SEI-16C]	x	x	x	SM-02
Ensuring appropriate infrastructure is available for safe operations	A-I-01	Promote the implementation of core aerodrome and ANS infrastructure defined in the Global Air Navigation Plan [GASP Goal 6]	x	x	x	INF-01, INF-02
	A-I-02	Continue to develop “soft infrastructure” under the AviatorsNG programme. [GASP Goal 6]	x	x	x	INF-03
Continuous reduction of operational safety risks	A-R-01	Audit the effectiveness of the local runway safety teams (including effectiveness of SMS in reducing RI precursor events). [GASP Roadmap RE1A]	x	x		OPS-50
	A-R-02	Review airspace design issues at airprox/infringement hotspots with a view to implementing measures to reduce such events. [GASP Roadmap MAC3]	x	x		OPS-30
	A-R-03	Implement Performance Based Navigation (PBN) as dictated by the ICAO PBN plan. [GASP Roadmap MAC3]	x	x	x	OPS-30
	A-R-04	Certify all Maldivian registered aircraft for ADS-B out capability. [GASP Roadmap MAC3]	x			OPS-30
	A-R-05	Ensure all Maldivian registered air equipped with TAWS in accordance with ICAO Annex 6 [GASP Roadmap CFIT1A]	x			OPS-10

OBJECTIVE	#	ACTION ITEM	'20	'21	'22	SPIs
Continuous reduction of operational safety risks	A-R-06	Review (and implement if necessary) continuous descent final approaches [GASP Roadmap MAC1B]	x	x		OPS-30
	A-R-07	Review (and implement if necessary) minimum safe altitude warning (MSAW) systems [GASP Roadmap CFIT1F]	x	x		OPS-10
	A-R-08	Promote the use of GPS-derived position data to feed TAWS [GASP Roadmap CFIT1H]	x	x		OPS-10
	A-R-09	Amend regulations to require upset prevention and recovery training in all full flight simulator type conversion and recurrent training programmes [GASP Roadmap LOC1A]	x	x		OPS-20
	A-R-10	Ensure all Maldivian registered air equipped with ACAS in accordance with ICAO Annex 6. [GASP Roadmap MAC1A]	x	x		OPS-30
	A-R-11	Certify all aerodromes in accordance with MCAR-139. [GASP Roadmap RE1E]	x	x	x	OPS-40
	A-R-12	Require development of procedures to systematically reduce the rate of unstabilised approaches to runways. [GASP Roadmap RE1G]	x	x		OPS-40