

NATIONAL AVIATION SAFETY PLAN OF REPUBLIC OF MOLDOVA



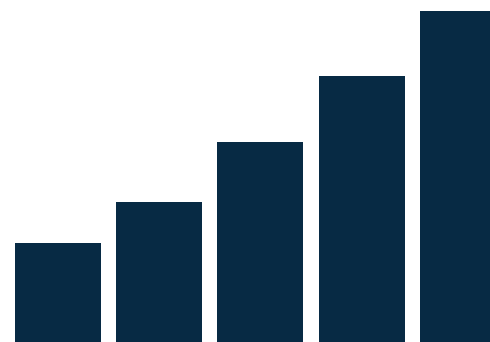
2024-2026

Edition 01



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Foreword

Republic of Moldova 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 Republic of Moldova and its industries. The NASP promotes the effective implementation of Republic of Moldova's safety oversight system, a risk-based approach to managing safety, as well as a coordinated approach to collaboration between Republic of Moldova 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 Republic of Moldova 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).

Vasile ŞARAMET
SSP Accountable Manager



1. INTRODUCTION

1.1 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. It comprises six sections. In addition to the introduction, sections include: the purpose of the NASP, Republic of Moldova's strategic direction for the management of aviation safety, the national operational safety risks identified for the 2024 – 2026 NASP, organizational challenges addressed in the NASP, and a description of how the implementation of the safety enhancement initiatives (SEIs) listed in the NASP is going to be monitored.

1.2 Relationship between the NASP and the State Safety Programme (SSP)

Through the safety data analysis (SDA) aspects of the State Safety Programme (SSP), as described in the ICAO SSP Implementation Assessment (SSPIA), Republic of Moldova has the ability to use its hazard identification and safety risk management process as a source of safety intelligence to identify hazards and safety deficiencies, and determine national operational safety risks and organizational challenges for inclusion in the NASP. The SSP provides safety information to the NASP. The SSP allows Republic of Moldova 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 NASP's SEIs and address national safety issues. The NASP is one of the key documents produced as part of Republic of Moldova's SSP documentation. It is the means by which Republic of Moldova defines and drives the implementation of SEIs determined through SSP processes and drawn from the ICAO *Global Aviation Safety Roadmap* (Doc 10161) and the EUR RASP 2023-2025. It also allows Republic of Moldova 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. Further information on Republic of Moldova's SSP can be found at <https://www.caa.md/en/ssp-4-203>.

1.3 Responsibility for the NASP development, implementation and monitoring

The CAA of Republic of Moldova is responsible for the development, implementation and monitoring of the NASP, in collaboration with Ministry of Infrastructure and Regional Development, Transport

Accidents and Incidents Investigation Bureau and with the national aviation industry. The NASP was developed in consultation with national operators and other key aviation stakeholders, and in alignment with the first edition of 2023 – 2025 of the GASP and the EUR RASP 2023 – 2025.

1.4 National safety issues, goals and targets

The NASP addresses the following national safety issues:

Number	Prioritized organizational (ORG) safety deficiencies
ORG.01	Lack of Accidents and Serious incidents investigation
ORG.02	Reduced capability to oversee SAR domain
ORG.03	Absence of an inclusive national safety database equipped with advanced data analysis capabilities and diverse data sources
ORG.04	Shortage of qualified aviation specialists
ORG.05	Limited financial resources for ANSP due to decreased traffic
ORG.06	Lack of procedural framework for non-commercial VFR aerodromes/ lands registration
ORG.07	Incomplete transposition of SARPs of ICAO Annex 10
ORG.08	Increasing age of current qualified aviation specialists
ORG.09	Partial Risk-based oversight
ORG.10	Lack of the guidance on the determination that the equivalent level of safety to the SARPS of AGA area has been met
ORG.11	Lack of the guidance on the use and evaluation of aeronautical studies/risk assessments and their review to justify an application for an exemption for AGA area
ORG.12	Lack of guidance and procedures for the transfer and acceptance of functions and duties according to an Article 83 bis agreement with another State, as far it concerns airworthiness
ORG.13	Lack of guidance and procedures to evaluate the capability of the State accepting the oversight responsibilities with respect to the airworthiness functions under the provisions of Article 83 bis of the Chicago Convention

Number	Prioritized operational (OPS) safety deficiencies
OPS.01	Electromagnetic interferences
OPS.02	Unauthorized use of airspace by RPAS
OPS.03	Laser incidents
OPS.04	Increased number of incidents/serious incidents in General Aviation/leisure flying

To address the issues listed above and enhance aviation safety at the national level, the 2023 – 2025

NASP contains the following goals and targets:

Goals	Targets
Achieve a Continuous Reduction of Operational Safety Risks	Maintain a decreasing trend of accident rate
Strengthen Moldova' Safety oversight capabilities	Improve Moldova's score for the ICAO SARPS effective implementation (EI) to 85% by 2026 or to 95% by 2030, after next ICAO USOAP CMA audit
	Maintain and continuously improve inspector's competence

Implement Effective State Safety Program	To have a present and effective SSP by 2028
	To implement the CAPs for SSP foundation PQs by 2025
	Continuously monitor the implementation and update the national aviation safety plan (NASP)
	To improve SMS implementation by service providers and increase of their SMS maturity level
Increase Collaboration at the Regional Level to Enhance Safety	To contribute with information on operational safety risks, including SSP safety performance indicators (SPIs), and emerging issues to RESG
Ensure the Appropriate Infrastructure is Available to Support Safe Operations	International Chisinau Airport ILS CAT III by 2026
	PBN implementation until 2030
	Ensure the safe operation of UAS
Digitize CAA core processes	Create the national safety database by 2025
	Implement a soft for safety oversight by 2026

1.5 Operational Context

There are two certified aerodromes in Republic of Moldova, which are international aerodromes. The airspace of Republic of Moldova is classified into Class C and G. There were 219775 (DEP/ARR) movements and 403715 total flights, including overflight flights in Republic of Moldova over the period of last 10 years, from 2014 to 2023. In the last 2 years, the number of DEP/ARR flights are similar to the total flights number, including overflight, due to small number of overflights. There are currently six air operator certificates (AOCs) issued by Republic of Moldova, and of those there are five issued to operators conducting international commercial air transport operations. There are no heliports in Republic of Moldova. Number of approved training organisations is 3, approved Aeromedical Centers – 1, ANSP – 1.

2. PURPOSE OF MOLDOVA'S NASP

The NASP is the master planning document containing the strategic direction of Republic of Moldova for the management of aviation safety for a period of 3 years (2024 to 2026). 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 and high-risk categories of occurrences (HRCs) from both the GASP (www.icao.int/gasp) and the EUR RASP. The SEIs listed in the NASP 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 ([link](#)). Republic of Moldova has adopted the appropriate and applicable SEIs and has included them in this plan. Cross-references are provided to the EUR RASP for individual SEIs where relevant.

3. STRATEGIC DIRECTION FOR AVIATION SAFETY MANAGEMENT

The NASP presents the SEIs mainly determined through SSP processes, including Republic of Moldova's hazard identification and safety risk management process and its SDCPS, 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 CAA of Republic of Moldova, in coordination with key aviation stakeholders and is updated at least every 3 years.

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 the EUR RASP and include additional national safety goals, targets and indicators.

<i>Goal</i>	<i>Target</i>	<i>Indicators</i>	<i>Link to GASP and EUR RASP</i>
Goal 1: Achieve a continuous reduction of operational safety risks	1.1 Maintain a decreasing trend of accident rate	1.1.1 Number of accidents involving scheduled commercial operations with aircraft of maximum mass of over 5700 kg and occurring in Moldova per thousand departures (accident rate) 1.1.2 Number of serious incidents involving scheduled commercial operations with aircraft of maximum mass of over 5700 kg and occurring in Moldova per thousand departures (serious incidents rate)	<i>Linked to Goal 1 of the GASP and EUR.SPI.1.1.02 of EUR RASP</i>

Goal 2: Strengthen Moldova's safety oversight capabilities	2.1 Improve Moldova's score for the ICAO SARPS effective implementation (EI) with 85% by 2026 or with 95% by 2030, after next ICAO USOAP CMA audit 2.2 Maintain and continuously improve inspector's competence	2.1.1 Overall Moldova's EI score 2.1.2 Percentage of required corrective action plans (CAPs) submitted 2.1.3 Percentage of completed CAPs 2.2.1 Number of inspectors with the training up to date	<i>Linked to Goal 2 of the GASP and EUR.SPI.2.1.01, EUR.SPI.2.1.03 and EUR.SPI.2.1.04 of EUR RASP</i>
Goal 3: Implement effective State safety programme (SSP)	3.1 To have a present and effective SSP by 2028 3.2 To implement the CAPs for SSP foundation PQs by 2025 3.3 Continuously monitor the implementation and update the national aviation safety plan (NASP) 3.4 To improve SMS implementation by service providers and increase of their SMS maturity level	3.1.1 SSP Maturity level 3.2.1 Overall SSP Foundation percentage 3.2.2 Number of implemented priority CAPs for SSP foundation 3.3.1 Number of NASP revisions 3.2.1 Number of implemented SEIs 3.4.1 The share of service providers with implemented SMS 3.4.2 The number occurrence reports sent to CAA 3.4.3 The share of internally investigated incidents by service providers out of total number of incidents reports	<i>Linked to Goal 3 of the GASP and EUR.SPI.3.1.01 and EUR.SPI.3.1.02 of EUR RASP</i>

Goal 4: Increase collaboration at the regional level	4.1 To contribute with information on operational safety risks, including SSP safety performance indicators (SPIs), and emerging issues to RESG	4.1.1 Number of reports communicated to through ICAO secure portal 4.1.2 Number of project teams within RESG which Moldova participated at	<i>Linked to Goal 4 of the GASP and EUR.SPI.4.3.03 of EUR RASP</i>
Goal 5: Ensure the appropriate infrastructure is available to support safe operations	5.1 By 2025, maintain air navigation and aerodrome infrastructure that meets relevant ICAO Standards 5.2 Ensure that the Chisinau International Airport achieves and maintains Category 3 status by 2026 5.3 PBN implementation by 2030 5.4 Ensure the safe operation of UAS	5.1.1 Number or percentage of infrastructure-related air navigation deficiencies by State, against the regional air navigation plans 5.1.2 Number of implemented infrastructure-related PQs linked to the basic building blocks 5.2.1 Chisinau International Airport category status 5.3.1 Compliance with the approved PBN transition plan (defined road map) 5.4.1 Number of drones incursions	<i>Linked to Goal 6 of the GASP and EUR.SPI.6.1.01 and EUR.SPI.6.1.013 of EUR RASP</i>
Goal 6: Digitize CAA core processes	6.1 Create the national safety database by 2025	6.1.1 Number of established safety database elements	<i>N/A</i>

	6.2 Implement a soft for safety oversight by 2026	6.2.1 Number of subdivisions with digitized processes	
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The SEIs in this plan are implemented through Republic of Moldova's existing safety oversight capabilities and the service providers' SMS. SEIs derived from the ICAO *Global Aviation Safety Roadmap* (Doc 10161) were identified to achieve the national safety goals 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 appendixes 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. Due to the lack of data, emerging issues cannot automatically be considered as operational safety risks. It is important that Republic of Moldova remain vigilant on emerging issues to identify hazards and safety deficiencies, collect relevant data and proactively develop mitigations to address any associated risks. The NASP addresses the following emerging issues, which were identified CAA Moldova for further analysis:

- 1) Electromagnetic interferences
- 2) Unauthorized use of airspace by RPAS
- 3) Laser incidents

4. NATIONAL OPERATIONAL SAFETY RISKS

The NASP includes SEIs that address national operational safety risks, derived from lessons learned from 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.

Republic of Moldova publishes an Annual Safety Report, available on the CAA Moldova website <https://www.caa.md/en/annual-safety-reports-4-65>. The summary of accidents and serious incidents that occurred in Republic of Moldova, and those for aircraft registered in Republic of Moldova involved in commercial air transport and aircraft involved in general aviation, is shown in the tables below.

<i>Year</i>	<i>Accidents</i>	<i>Fatal accidents</i>	<i>Non-fatal accidents</i>
Commercial scheduled flights			
2011 – 2023	0	0	0
2024	0	0	0
Commercial unscheduled flights, General aviation			
2011 – 2016	4	1	3
2017	1	1	0
2018	1	1	0
2019	0	0	0
2020	1	0	1
2021	2	0	2
2022	1	1	0
2023	0	0	0
2024	0	0	0

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 occurrences. They were identified based on analyses from mandatory and voluntary reporting systems, accident and incident investigation reports, as well as based on regional analysis conducted by RSOO and on the operational safety risks described in the GASP.

- 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).

The aviation occurrence categories from the Commercial Aviation Safety Team (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>.

To address the regional operational safety risks listed above, Republic of Moldova identified the following contributing factors leading to Regional HRCs and CAA, MIRD, TAIB will implement a series of SEIs, some of which are derived from the ICAO OPS roadmap, contained in the ICAO *Global Aviation Safety Roadmap* (Doc 10161):

HRC 1: Controlled Flight into Terrain (CFIT)

- 1) Procedure design and documentation
- 2) Pilot disorientation
- 3) Adverse weather conditions

HRC 2: Loss of Control in Flight (LOC-I)

- 1) Aeroplane systems-induced
- 2) Environmentally induced
- 3) Pilot/human-induced or any combination of these three

HRC 3: Mid Air Collision (MAC)

- 1) Traffic conditions
- 2) Air traffic controller workload
- 3) Aircraft equipment
- 4) Flight crew training

HRC 4: Runway Excursions (RE)

- 1) Contaminated runway

- 2) Unstable approach
- 3) Weather conditions

HRC 5: Runway Incursion (RI)

- 1) Aerodrome design
- 2) Poor signage and markings
- 3) Use of non-standard phraseology
- 4) Pilot and air traffic controller workload

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

5. ORGANIZATIONAL CHALLENGES

In addition to the national operational safety risks listed in the NASP, Republic of Moldova has identified organizational challenges and a series of SEIs, selected for the NASP, to address them. These are given priority in the NASP since they are aimed at enhancing and strengthening Republic of Moldova'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. Republic of Moldova is committed to the effective implementation of these eight CEs, as part of its overall safety oversight responsibilities, which emphasize Republic of Moldova's commitment to safety in respect of its aviation activities. The eight CEs are presented in Figure 1 below.

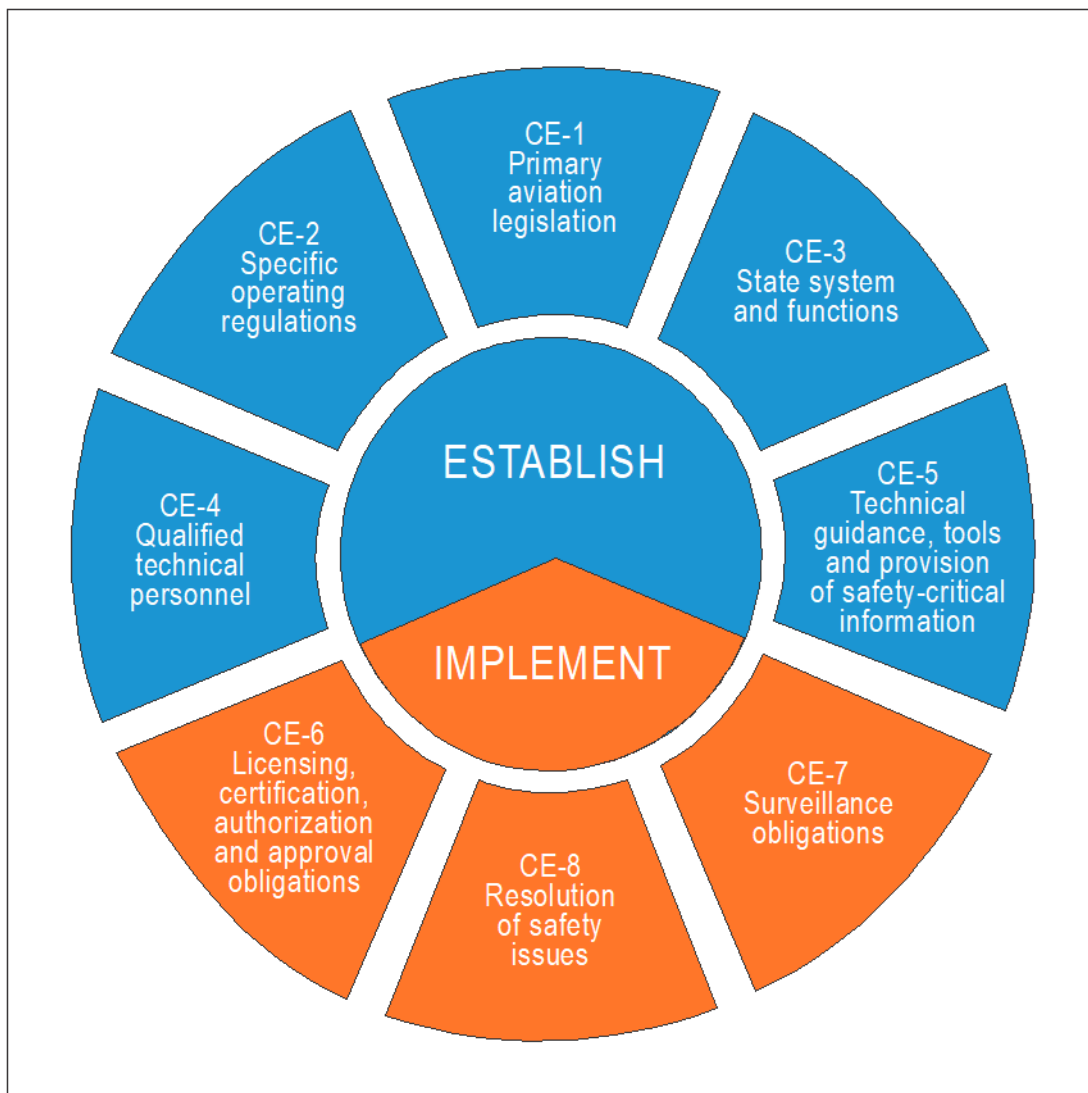


Figure 1. Critical elements of a State's safety oversight system

The latest ICAO activities, which aim to measure the effective implementation of the eight CEs of Republic of Moldova's safety oversight system, as part of the ICAO Universal Safety Oversight Audit Programme (USOAP), have resulted in the following scores, in comparison with regional ones:



The following 13 organizational challenges in the Republic of Moldova context were considered of the utmost priority because they impact the effectiveness of safety risk controls. They were identified based on analysis from USOAP data, accident and incident investigation reports, safety oversight activities over the past 3 years, the SSP processes. 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 organizational culture, policies and procedures within CAA, MIRD, TAIIB and those of service providers:

- 1) Lack of Accidents and Serious incidents investigation
- 2) Reduced capability to oversee SAR domain
- 3) Absence of an inclusive national safety database equipped with advanced data analysis capabilities and diverse data sources
- 4) Shortage of qualified aviation specialists
- 5) Limited financial resources for ANSP due to decreased traffic
- 6) Lack of procedural framework for non-commercial VFR aerodromes/ lands registration
- 7) Incomplete transposition of SARPs of ICAO Annex 10
- 8) Increasing age of current qualified aviation specialists
- 9) Partial Risk-based oversight
- 10) Lack of the guidance on the determination that the equivalent level of safety to the SARPS of AGA area has been met
- 11) Lack of the guidance on the use and evaluation of aeronautical studies/risk assessments and their review to justify an application for an exemption for AGA area
- 12) Lack of guidance and procedures for the transfer and acceptance of functions and duties according to an Article 83 bis agreement with another State, as far it concerns airworthiness
- 13) Lack of guidance and procedures to evaluate the capability of the State accepting the oversight responsibilities with respect to the airworthiness functions under the provisions of Article 83 bis of the Chicago Convention

To address the organizational challenges listed above, CAA, MIRD, TAIIB will implement a series of SEIs, some of which are derived from the ICAO ORG roadmap, contained in the ICAO *Global Aviation Safety Roadmap* (Doc 10161) and the European Regional Aviation Safety Plan (EUR RASP) 2023-2025. The full list of the SEIs is presented in the appendix to the NASP.

6. MONITORING IMPLEMENTATION

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

Republic of Moldova will use the indicators listed in Chapter 3 of this plan to measure safety performance of the national 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, as well as the implementation status of the SEIs.

If the national safety goals are not met, the root causes will be presented. If Republic of Moldova 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 following:

Civil Aviation Authority of Republic of Moldova
info@caa.gov.md
+373 22 823 500
Republic of Moldova, Chisinau, Dacia 80/2, MD-2026

APPENDIX A TO THE NASP

SEIs for Organizational challenges

<i>GASP Reference Goal Deficiency</i>	<i>Safety enhancement initiative</i>	<i>Action</i>	<i>Timeline</i>	<i>Responsible entity</i>	<i>Stakeholders</i>	<i>Metrics</i>	<i>Priority</i>	<i>Monitoring Activity</i>
SEI-1 Goal 2 ORG.01 ORG.07	1. Consistent implementation of ICAO SARPs at the national level (CE-1 to CE-5)	1.1. Increase the level of compliance with ICAO SARPs and the EI of CEs at the national level	Continuous	CAA	MIRD, TAIIB	EI score	High	USOAP OLF
SEI-3 Goal 1 Goal 2 ORG.01	2. Establishment of an independent accident and incident investigation authority, consistent with Annex 13 — Aircraft Accident and Incident Investigation	2.1. Establish an independent accident and incident investigation authority, as per Annex 13 requirements	2024	TAIIB	MIRD	EI score on AIG area	High	USOAP OLF
		2.2. Develop an effective system to promulgate technical guidance and tools, and provide safety-critical information needed for technical	2025	TAIIB	MIRD	Number of promulgated technical guidance tools	High	Monitor the existing technical guidance tools

		<p>personnel to effectively conduct accident and incident investigations (CE-5)</p> <p>2.3. Establish an effective system to attract, recruit, train and retain qualified and sufficient technical personnel to support accident and incident investigations (see SEI-5) (CE-3 and CE-4)</p>	2026	TAIIB	MIRD	<p>Number of recruited technical personnel</p> <p>Number of trained technical personnel</p>	High	Monitor the personnel and their training
<p>SEI-5</p> <p>Goal 1</p> <p>Goal 2</p> <p>Goal 3</p> <p>Goal 4</p> <p>ORG.04</p> <p>ORG.08</p>	3. Qualified technical personnel to support effective safety oversight	<p>3.1. Establish a compensation scheme for the attraction and retention of qualified technical personnel</p> <p>3.2. Make use of RSOOs, RAIOS, or equivalent means, to secure qualified technical personnel to perform those functions which cannot</p>	<p>2024</p> <p>Continuous</p>	<p>CAA HR</p> <p>CAA HR</p>	<p>MIRD</p> <p>MIRD, RSOOs, RAIOS</p>	<p>Fluctuation rate</p> <p>Number of secured qualified technical personnel, if needed</p>	<p>High</p> <p>Low</p>	<p>Monitor the tendency of fluctuation rate</p> <p>Monitor the assistance request and the execution</p>

		be performed by the State acting on its own						
		3.3. Establish human resource plans to support hiring and retention of the appropriate number of qualified technical personnel required	2026	CAA HR	MIRD	Approved human resource plan	Medium	Monitor the elaboration and approval of the plan
		3.4. Develop a process for assessing changing needs for qualified technical personnel requirements and develop procedures to update hiring, retention and training of personnel needs?	2026	CAA HR	MIRD	Number of developed procedures for changing needs assessment, update hiring, retention and training of personnel needs	Medium	Monitor the status of procedures elaboration
SEI-6 Goal 1 Goal 2 Goal 3 Goal 4	4. Strategic collaboration with key aviation stakeholders to enhance safety in a coordinated manner	4.1. Establish and implement a process for the development and promulgation of technical guidance, tools and the provision of safety-critical	2026	CAA LEG	MIRD, RSOO. States. ICAO EUR/NAT	Established process	Low	Monitor the process status

		<p>information, in collaboration with other States, RSOO, ICAO and/or other stakeholders, with the understanding that these materials need to be tailored to each State's national regulations and operational environments</p> <p>4.2. While working to improve safety oversight, work with RESG and/or RSOO to address national high-risk categories of occurrences</p>	Continuous	CAA SMC	MIRD, TAIB, Service providers, RESG, RSOO	<p>Number of RESG meetings with Moldova's participation</p> <p>Number of national HRC addressed</p>	High	<p>Monitor the participation rate at the RESG meetings</p> <p>Monitor the national HRC and their status</p>
SEI-7 Goal 2	5. Provision of the primary source of safety information to ICAO by completing, submitting and	<p>5.1. Update USOAP corrective action plan items</p> <p>5.2. Complete and submit the self-assessment checklist</p>	Continuous	CAA	MIRD, NCMC	<p>Number of updated CAPs</p> <p>Number of completed self-assessment checklists</p> <p>Completed State aviation</p>	High	<p>Monitor on OLF the updated CAPs, self-assessment checklists, State aviation activity questionnaire, EFOD</p>

	updating all relevant documents and records	<p>based on USOAP CMA PQs</p> <p>5.3. Complete and submit the State aviation activity questionnaire</p> <p>5.4. Complete and submit the compliance checklists on electronic filing of differences system</p> <p>5.5. Update documents and records, as required, in a timely manner</p>				<p>activity questionnaire</p> <p>Number of completed EFOD</p> <p>The rate of documents updated in time from all documents</p>		
SEI-8 Goal 2	6. Consistent implementation of ICAO SARPs at the national level (CE-6 to CE-8)	<p>6.1. Work at the national level to address significant safety concerns as a priority</p> <p>6.2. Increase the level of compliance with ICAO SARPs and the EI of CEs at the national level (all CEs,</p>	Continuous	CAA	MIRD, TAIIB	EI score	High	USOAP OLF

		emphasis on CE-6 to CE-8)						
SEI-9 Goal 1 Goal 2 ORG.01 ORG.07	7. Continued implementation of and compliance with ICAO SARPs at the national level	7.1. Establish a system to resolve safety issues identified via accident and incident investigations, surveillance activities, safety reports and other means	2026	CAA SMC	TAIIB CAA operational subdivisions	Number of resolved through identification of safety issues via accident and incident investigations, surveillance activities, safety reports and other means	High	Monitor the status of the system implementation Monitor the process of safety issues resolution
SEI-10 Goal 2 Goal 4	8. Strategic allocation of resources to enable effective safety oversight	8.1. Use SEI-1 and SEI-5 to identify resource requirements (CE-6 to CE-8) 8.2. Leverage regional groups such as the RESG to identify additional resources	2026 Continuous	CAA ESFMD CAA SMC	MIRD MIRD, RESG	Number of identified resource requirements Number of identified additional resources	Medium Medium	Monitor the annual budget planification Monitor available opportunities at regional level
SEI-11 Goal 1 Goal 2 Goal 3 Goal 4	9. Strategic collaboration with key aviation stakeholders to enhance safety in a coordinated manner	9.1. Based on the identified hazards and safety deficiencies, establish a mechanism to identify key aviation stakeholders and	2026	CAA SMC	MIRD, TAIIB	Number of action plans	High	Monitor mechanism establishment

		develop an action plan for the resolution of those safety issues (CE-6 to CE-8)						
		9.2. Use an RSOO or other competent State or organization to support a State that does not expect to meet GASP Goals 2 and 3	Continuous	CAA SMC	MIRD, TAIIB, RSOO	Number of support activities	Medium	Monitor the needs and available opportunities
		9.3. Provide assistance via RESG and/or RSOO to other States for the conduct of surveillance activities (CE-7)	Continuous	CAA SMC	MIRD, RESG, RSOO	Number of provided assistance activities	Low	Monitor the regional needs and available resources
		9.4. Use technical guidance, tools and safety-critical information, developed in collaboration with other States, RSOO, ICAO and/or other stakeholders, to enable	Continuous	CAA	MIRD. States, RSOO, ICAO EUR/NAT	Number of technical guidance, tools and safety-critical information utilized	Medium	Monitor available technical guidance, tools and safety-critical information and its utilization

		<p>technical personnel to perform their safety oversight functions effectively (CE-6 to CE-8)</p> <p>9.5. While working to improve safety oversight, continue to work with RESG and/or RSOO to address national high-risk categories of occurrences</p>	Continuous	CAA SMC	MIRD, Service providers, RESG, RSOO	Number of addressed national high-risk categories of occurrences	High	Monitor national high-risk categories of occurrences and collaboration with RESG
SEI-12 Goal 2	10. Continued provision of the primary source of safety information to ICAO by updating all relevant documents and records as progress is mad	<p>10.1. Update USOAP corrective action plan items</p> <p>10.2. Update and submit the self-assessment checklist based on USOAP CMA PQs</p> <p>10.3. Update and submit the State aviation activity questionnaire (SAAQ)</p> <p>10.4. Update and submit the compliance checklists</p>	Continuous	CAA	MIRD, NCMC	<p>Number of updated CAPs</p> <p>Number of completed self-assessment checklists</p> <p>Completed State aviation activity questionnaire</p> <p>Number of completed EFOD</p> <p>The rate of documents updated in time from all documents</p>	High	Monitor on OLF the updated CAPs, self-assessment checklists, State aviation activity questionnaire, EFOD

		(CCs) on the electronic filing of differences (EFOD) system						
SEI-14 Goal 3 Goal 4	11. Strategic allocation of resources to start SSP implementation	11.1. Establish a process for planning and allocation of resources to enable SSP implementation and identify areas where resources are needed 11.2. Obtain resources from national and appropriate authorities' leadership and stakeholders within the State to support SSP implementation 11.3. Work with the ICAO Regional Office to make use of available means (e.g. Technical Cooperation Bureau) to acquire assistance needed for	2025 2026 Continuous	CAA SMC, CAA ESFMD CAA SMC CAA ESFMD CAA SMC	MIRD MIRD MIRD	Number of identified resource requirement areas Amount of resources (financial, human, technical) obtained from authorities Number of assistance programs utilized	High High Medium	Monitor annual budget planning Monitor annual budget allocations Monitor available regional opportunities and their utilization

		SSP implementation 11.4. Work with RSOO, other States and other Organizations, as appropriate to train qualified technical personnel to fulfil their duties and responsibilities regarding SSP implementation	Continuous	CAA SMC	MIRD, States, RSOO	Number of technical personnel trained	Medium	Monitor available training opportunities and their utilization
SEI-16 Goal 3 Goal 4	12. Strategic collaboration with key aviation stakeholders to complete SSP implementation	12.1. Establish a system for the continuous improvement of the SSP, in collaboration with all key aviation stakeholders 12.2. Serve as a champion State to promote best practices among other States	Continuous 2026	CAA SMC CAA SMC	CAA, MIRD, TAIIB, Service providers CAA	Frequency of SSP reviews and updates Number of best practices promoted/shared with other States	High Medium	Monitor improvements needs and their realization Monitor internally the best practices
SEI-17 Goal 1 Goal 3 Goal 4	13. Availability of safety data and safety information to support safety	13.1. Establish safety data collection and processing systems (SDCPS) to capture,	2024	CAA SMC	CAA subdivisions Service providers	Number of occurrences reports collected and analyzed	High	Monitor the collection and processing of occurrence reports

Goal 6 ORG.03	management activities at the national level	store, aggregate and enable the analysis of safety data and safety information to support safety performance management activities						
SEI-18 Goal 1 Goal 3 Goal 4	14. Availability of safety data and safety information to support safety management activities at the national level	<p>14.1. Promote safety awareness and the two-way communication, sharing and exchange of safety-relevant information within the aviation organizations of the State and encourage sharing of safety information with Service providers within the State</p> <p>14.2. Contribute information on operational safety risks, including SSP safety performance indicators and emerging issues to the RESG</p>	<p>2026</p> <p>Continuous</p>	<p>CAA SMC</p> <p>CAA SMC</p>	<p>Service providers</p> <p>RESG</p>	<p>Number of safety awareness campaigns conducted</p> <p>Number of operational safety risks, safety performance indicators and emerging issues reported to RESG</p>	<p>Medium</p> <p>High</p>	<p>Monitor the sharing and exchange of safety-relevant information within the aviation organizations</p> <p>Monitor existing operational safety risks, safety performance indicators and emerging issues</p>

SEI-19 Goal 1 Goal 3 Goal 4 ORG.03	15. Acquisition of resources to increase the proactive use of risk modelling capabilities	15.1. Identify resources needed to support safety intelligence collection and processing, advanced data analysis, risk modelling and information-sharing capabilities	2024	CAA SMC, CAA ESFMD	MIRD	Number of resource needs identified for safety intelligence and risk modeling	High	Monitor the needs for effective safety intelligence collection and processing
		15.2. Attract, recruit, train, and retain qualified technical personnel to specialize in risk modelling	2026	CAA HR	MIRD	Number of technical personnel recruited for risk modelling	Medium	Monitor available candidates and attracting, recruiting and training process
		15.3. Ensure that the Civil Aviation Safety Inspector workforce is trained to perform safety oversight of service providers that have implemented SMS	Continuous	CAA HR	MIRD	Percentage of Civil Aviation Safety Inspectors trained in SMS	High	Monitor SMS training status of CAA inspectors
SEI-20 Goal 1 Goal 3 Goal 4	16. Strategic collaboration with key aviation stakeholders to support the	16.1. Identify areas where collaboration/support is needed to ensure that stakeholders understand	Continuous	CAA SMC	MIRD TAIIB Service providers	Number of identified areas Number of collaborations or support offered	Medium	Monitor the areas for improvement and support implementation

	proactive use of risk modelling capabilities	and foster a positive safety culture that creates high degree of trust and respect between personnel and management and promotes safety reporting						
		16.2. Establish a process via RESG and/or RSOO (or other regional bodies) for a mentoring system, including providing assistance to States/Service providers, as well as the sharing of best practices, to support positive safety culture development and the proactive use of risk modelling	2026	CAA SMC	RESG RSOO	Number of best practices shared and implemented	Medium	Monitor the status of the process for mentoring system
		16.3. Foster and participate in public-private partnerships similar to the commercial/general	2026	CAA SMC CAA OPS	Service providers	Number of partnerships established Number of system safety enhancements identified and implemented	Low	Monitor the public-private partnership status

		<p>aviation safety teams' concept to identify and implement system safety enhancements</p> <p>16.4. Collaborate with key aviation stakeholders to establish a mechanism for the regular sharing and exchange of safety information, analyses, safety risk discoveries/lessons learned and best practices within a confidential and non-punitive environment</p>	2026	CAA SMC	<p>MIRD TAIIB Service providers</p>	<p>Number and Frequency of safety information exchanges</p> <p>Percentage of stakeholders participating in the non-punitive information-sharing mechanism</p>	Medium	Monitor the mechanism establishment process and its outcomes
<p>SEI-21 Goal 1 Goal 3 Goal 4 ORG.03</p>	17. Advancement of safety risk management at the national level	<p>17.1. Establish data sharing connectivity and integration among the State's aviation safety databases, including the mandatory occurrences reporting system, voluntary safety reporting systems, safety audit</p>	2026	<p>CAA SMC CAA IT</p>	<p>MIRD CAA subdivisions</p>	<p>Number of databases integrated and connected</p>	High	Monitor the data sharing and connectivity process

		reports and aviation system statistics (traffic volume, weather information, EI scores, etc.)						
		17.2. Develop risk modelling capabilities to support monitoring system safety issues and accident/incident prevention	2026	CAA SMC	CAA subdivisions	Number of risk modelling tools developed or acquired	Medium	Monitor risk modelling development process
		17.3. Encourage information-sharing with Service providers	2026	CAA SMC	Service providers	Number of safety issues identified through risk modelling Percentage of service providers participating in information-sharing initiatives	Medium	Monitor information-sharing process
ORG.02	18. Increase capability to oversee SAR domain	18.1. Recruit, train a qualified inspector for SAR domain	2025	CAA ANS	CAA HR	Number of trained SAR inspectors	High	Monitor recruiting and training process
ORG.05	19. Increase financial resources for ANSP due to decreased traffic	19.1. Seek assistance to regional organizations	Continuous	ANSP	MIRD ANSP CAA EUROCONTROL	The amount of assistance received	High	Monitor the assistance process

ORG.06	20. Create procedural framework for non-commercial VFR aerodromes/ lands registration	20.1. Elaboration of procedural framework for non-commercial VFR aerodromes/ lands registration	2024	CAA AGA	CAA ANS	Elaborated procedure	High	Monitor procedure elaboration
ORG.09	21. Implement Risk-based oversight	21.1. Risk-based oversight implementation	2026	CAA	CAA subdivisions	Number of CAA subdivisions using risk-based oversight tools and instruments	High	Monitor Risk-based oversight implementation
ORG.10	22. Elaborate guidance on the determination that the equivalent level of safety to the SARPS of AGA area has been met	22.1. Draft guidance material on the determination that the equivalent level of safety to the SARPS of AGA area has been met	2026	CAA AGA	-	Number of elaborated guidance materials	High	Monitor guidance material elaboration process
ORG.11	23. Elaborate guidance on the use and evaluation of aeronautical studies/risk assessments and their review to	23.1. Elaborate guidance on the use and evaluation of aeronautical studies/risk assessments and their review to justify an application for an	2026	CAA AGA	-	Number of elaborated guidance materials	High	Monitor guidance material elaboration process

	justify an application for an exemption for AGA area	exemption for AGA area						
ORG.12	24. Elaborate guidance and procedures for the transfer and acceptance of functions and duties according to an Article 83 bis agreement with another State, as far it concerns airworthiness	24.1. Elaborate guidance material and procedures for the transfer and acceptance of functions and duties according to an Article 83 bis agreement with another State	2026	CAA AIR	States	Number of elaborated guidance materials	High	Monitor guidance material elaboration process

APPENDIX B TO THE NASP

SEIs for Operational Challenges

<i>EUR RASP Reference Goal Deficiency</i>	<i>Safety enhancement initiative</i>	<i>Action</i>	<i>Timeline</i>	<i>Responsible entity</i>	<i>Stakeholders</i>	<i>Metrics</i>	<i>Priority</i>	<i>Monitoring Activity</i>
EUR.SPT.0100 Goal 3 Goal 6	25. Establishment of harmonized safety data collection and processing systems (SDCPS) at State level	25.1. Develop national SDCPSs and safety data exchange mechanism enabling data driven decisions and regional data collection, exchange and analysis.	2024	CAA SMC	CAA subdivisions Service providers	Number of occurrences reports collected and analyzed	High	Monitor the collection and processing of occurrence reports
EUR.SPT.0004 Goal 3 Goal 4	26. Safety management implementation and international cooperation	26.1. Disseminate the safety promotion material to support effective SMS and SSP implementation	Continuous	CAA SMC	MIRD TAIIB CAA subdivisions Service providers	Number of disseminated information	High	Monitor latest SMICG deliverables and EASA material
EUR.SPT.0005 Goal 3	27. Implement	27.1. Ensure that inspectors have the right competencies to support the evolution	2025	CAA SMC	MIRD	Number of	High	Monitor SSP

	effective State Safety Programmes (SSP)	<p>towards risk- and performance-based oversight</p> <p>27.2. Ensure that policies and procedures are in place for risk- and performance-based oversight, including a description of how an SMS is accepted and regularly monitored</p> <p>27.3. Establish policies and procedures for safety data collection, analysis, exchange and protection</p> <p>27.4. Establish a process to determine safety performance indicators at State level addressing outcomes and processes</p> <p>27.5. Ensure that the SSP is regularly reviewed and that SSP effectiveness is regularly assessed.</p>			TAIIB CAA subdivisions Service providers	disseminated information		Implementation process
EUR.SPT.0043 Goal 1 Goal 3	28. Flight data analysis (FDA) precursors of main operational safety risks	<p>28.1. Inclusion of main operational safety risks such as RE, RI, LOC-I, CFIT and MAC into operators' FDA (FDM in EU terminology) programmes</p> <p>28.2. Support effective use of FDA as part of AOC holders' SMS, in particular by promoting the updated European Operators Flight Data Monitoring forum document</p>	2026	CAA OPS	Service providers	Number of included safety risks	High	Monitor operator's FDM
EUR.SPT.0061 Goal 1 OPS.04	29. Improvement in the dissemination of safety messages	29.1. Organize safety workshops and safety days/evenings for general aviation representatives	2026	CAA OPS CAA SMC	associations, flying clubs, flight instructors and/or pilots	Number of safety workshops and safety days/evenings organized	High	Monitor the safety information dissemination process

EUR.SPT.0062 Goal 3 OPS.04	30. Develop Just Culture in General Aviation/leisure flying	30.1. Encourage occurrence reporting and foster positive safety behaviors.	Continuous	CAA OPS CAA SMC	associations, flying clubs, flight instructors and/or pilots	Number of occurrences reports received from GA	High	Monitor the safety information dissemination process
EUR.SPT.0092	31. Safety promotion campaign to mitigate aircrew fatigue	31.1. Launch and implement safety promotion making use of practical guides, promotional material and e-learning content developed by EASA to address Aircrew Fatigue.	2026	CAA OPS CAA PR CAA SMC	operators FRM/rostering personnel and aircrew	Number of practical guides, promotional material and e-learning content	High	Monitor available EASA materials and campaign implementation
EUR.SPT.0099	32. Application of selected ISO QMS requirements for management systems of selected aviation service providers	32.1. Implementation of QMS requirements should be promoted through regular assessments of involved service providers as part of the State Safety Assurance component of SSP. A QMS assessment tool should be developed and used for those purposes.	2025	CAA subdivisions CAA SMC	Service providers	Number of service providers with QMS requirements implemented	High	Monitor the promotion of QMS requirements and its implementation
EUR.SPT.0090	33. Foster a common understanding, regulation and oversight of Human Factors	33.1. Make use of the Human Factors competency framework that will be developed by EASA with the support of its Human Factor Collaborative Analysis Group (HF CAG).	2025	CAA subdivisions	Service providers	Number of used Human Factors competency framework guidance and tools	High	Monitor the oversight of Human Factors process

EUR.RMT.0022 Goal 2	34. ICAO requirements for proficiency in languages used for radiotelephony communications language proficiency (ILPR) - safety promotion	34.1. Develop promotional material to encourage approved training organisations to conduct pilot training for CPL, ATPL and IR mainly in English language and/or that English language training be delivered in parallel with CPL, ATPL and IR training courses.	2025	CAA PEL CAA OPS	approved training organisations	Number of developed training materials	High	Monitor the promotion material development process
EUR.SPT.0089*	35. Private Pilot Licence (PPL)/Light Aircraft Pilot Licence (LAPL) learning objectives in the Meteorological Information part of the PPL/LAPL syllabus	35.1. Develop proportionate learning objectives in the 'Meteorological Information' part of the PPL and, where applicable, LAPL syllabus.	2025	CAA PEL CAA OPS	PPL/LAPL pilots, training organisations	Number of Learning objectives, with related question bank	High	Monitor the development of learning objectives process
EUR.SPT.0098	36. Reinforce the appropriate reactions of flight crew in response to an ACAS	36.1. Provide safety promotion material and clear messages to pilots on the need to follow the instructions of the ACAS in high-risk situations. Make use of material developed by EASA and EUROCONTROL.	2025	CAA OPS	Aircraft Operators, ATC Providers	Number of used EASA and EUROCONTROL materials and provided	High	Monitor the available materials and safety promotion

	resolution advisory (RA)							process
EUR.SPT.0046 Goal 1 OPS.01 OPS.02 OPS.03 OPS.04	37. Development of new Safety Promotion material on high profile commercial flight operations safety issues	37.1. Develop new Safety Promotion material on high profile commercial flight operations safety issues. Such high profile safety issues are to be determined from important risks identified from the Safety Risk Management process, accidents/ serious incidents and inputs from stakeholders.	Continuous	CAA SMC CAA subdivisions	MIRD TAIB	Number of developed safety promotion materials	High	Monitor the safety issues and the process for the development of safety promotion material which address them
EUR.SPT.0088 OPS.04	38. Improving the safety of parachuting operations (General Aviation – Aerial Work)	38.1. Launch a safety promotion campaign to improve the safety of parachuting aircraft operations by both highlighting the most common causes of accidents in this domain and providing good practices/ operational procedures that can help to mitigate the most important risks.	2025	CAA OPS CAA PR CAA SMC	SPO/NCO operators, training organisations, pilot license holders and students, ANSPs, ATCOs	Number of distributed safety promotion materials and organized events	High	Monitor the safety promotion campaign
EUR.SPT.0060 Goal 1	39. Promoting safety by improving technology	39.1. Encourage the installation and use of modern technology (e.g. weather information, moving maps, envelope protection, tablet applications, avoidance systems, angle of	Continuous	CAA OPS	Recreational Aviation: aeroplane, non-commercial operations	Number of aeroplanes with modern technology installed	High	Monitor the available modern technology and communication

		attack indicators, etc.)						process
EUR.SPT.0064 Goal 1	40. Weather awareness for pilots	40.1. Make use of available safety promotion material (video) addressing subjects such as weather awareness, flight preparation, management and debrief, the use of flight information services (FIS), the benefits of using modern technology including cockpit weather information systems (including GPS integrated, mobile/4G connected apps, etc.), communication with ATC, inadvertent entry into IMC, TEM, and Human Factors (HF).	Continuous	CAA OPS CAA SMC	Recreational Aviation: aeroplane, non-commercial operations	Number of distributed safety promotion materials	High	Monitor available safety promotion materials and the safety promotion process
EUR.SPT.0076 Goal 1	41. Development of new safety promotion material on high-profile air traffic management safety issues	41.1. Develop new Safety Promotion material on high profile safety issues for ATM. Such high-profile safety issues are to be determined from important risks identified from the Safety Risk Management process, accidents/ serious incidents and inputs from stakeholders.	Continuous	CAA ANS CAA SMC	ANSP	Number of elaborated and distributed safety promotion materials	High	Monitor elaboration of safety promotion materials and the safety promotion process
EUR.RMT.0078 Goal 1	42. Runway safety	42.1. Global Action Plans for the Prevention of Runway Incursions (GAPPRI) and	2026	CAA AGA CAA OPS	Air Operator Certificate	Number of updated	High	Monitor regulatory

		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.			Holders, Recreational ANSP Operators of certified aerodromes	regulations		framework update process
EUR.RMT.0080	43. Provision of aeronautical data by the aerodrome operator	43.1. Review and update of relevant regulations and guidance material in order to include the provisions of Chapter 2 of ICAO Annex 14 and the provisions of ICAO Annex 15 in regard to the provision of aeronautical data by the aerodrome operator.	2026	CAA AGA	Operators of certified aerodromes	Number of updated regulations and guidance material	High	Monitor the regulatory updating process
EUR.SPT.0095 OPS.02	44. Counter-UAS measures and UAS incident management at aerodromes	44.1. Support the aerodrome operators, ATS providers and aircraft operators in preventing and managing incidents of unauthorized UAS operations in the vicinity of aerodromes, while at the same time keeping operational disruptions at a minimum.	2026	CAA OPS CAA AGA CAA ANS	UAS operators, UAS manufacturers, manned aviation community, model aircraft	Number of support initiatives and activities	High	Monitor the number of UAS incursions

					community, ANSP			
EUR.RMT.0083 Goal 1 OPS.04	45. Development of adequate rules to enable U-space implementation	45.1. Development of adequate rules to enable U-space implementation	2026	CAA OPS CAA ANS CAA AGA	UAS operators, UAS manufacturers, manned aviation community, model aircraft community, ANSP	Stage of U-space implementation	High	Monitor the U-space implementation process
EUR.SPT.0084 Goal 1 OPS.04	46. European Safety Promotion on civil UAS (drones)	46.1. Use EASA safety Promotion material for creating public awareness and understanding of the existence and purpose of geographical zones	2024	CAA OPS CAA SMC	UAS operators, UAS manufacturers, manned aviation community, model aircraft community, ANSP	Number of distributed safety promotion materials	High	Monitor available safety promotion materials and the safety promotion process
EUR.RMT.0009 Goal 3	47. Implement HF competency framework for regulatory staff and enhance HF	47.1. Implement a HF competency framework for their regulatory staff 47.2. Implement competency assessment of regulatory staff before and after training. 47.3. Make available guidance for the	2025	CAA HR CAA subdivisions	CAA inspectors	Number of regulatory staff with competency framework fully implemented	Medium	Monitor competency framework implementation process

	training for all categories of regulatory staff	appropriate level of HF competency for HF trainers.						
EUR.SPT.0092	48. Safety promotion campaign to mitigate aircrew fatigue	48.1. Make use of practical guides, promotional material and e-learning content developed by EASA to address Aircrew Fatigue.	2024	CAA OPS CAA SMC	FTL/FRM inspectors at CAAs operators FRM/rostering personnel aircrew	Number of used safety promotion materials and communicated	Medium	Monitor available safety promotion materials and the safety promotion process
EUR.SPT.0030 Goal 1	49. Promotion of the provisions on pilot training	49.1. Complement the new regulatory package on upset prevention and recovery training (UPRT) with relevant safety promotion material.	2024	CAA OPS CAA SMC	Approved Pilot Training organisations AOC Holders Pilots, Instructors (Flight Crew) Examiners	Number of communicated safety promotion materials	Medium	Monitor available safety promotion materials and the safety promotion process
EUR.RMT.0038 Goal 2	50. Update of the rules on air operations	50.1. Improve the CAA organization structure and organizational requirements in the area of the Air OPS Regulation taking into account identified implementation issues;	2026	CAA HR CAA OPS	MIRD AOC holders	Number of CAA organization structure updates	Medium	Monitor CAA organization structure updating process

EUR.SPT.0049 Goal 2	51. Oversight capabilities/focus area: flight time specification schemes	51.1. Ensure that the CAA Inspectors possess the required competence to approve and oversee operators' flight time limitations/specification schemes; in particular, those including fatigue risk management.	2025	CAA OPS	CAA HR AOC holders	Number of CAA Inspectors trained in flight time limitations and fatigue risk management oversight	Medium	Monitor CAA Inspectors training in flight time limitations and fatigue risk management
EUR.SPT.0063 Goal 1	52. Campaign on staying in control	52.1. Launch a campaign on staying in control covering topics such as aircraft performance, flight preparation and management, role of angle of attack, Threat and error management (TEM), upset and stall avoidance and recovery, and startle and surprise management.	2026	CAA OPS CAA SMC	Recreational Aviation: aeroplane, non-commercial operations	Number of covered topics from the launched campaign	Medium	Monitor campaign planification and implementation process
EUR.SPT.0066 Goal 1	53. Fuel management for pilots	53.1. Compile and disseminate to the community available material on fuel management.	Continuous	CAA OPS CAA SMC	Recreational Aviation: aeroplane, non-commercial operations	Number of communicated safety promotion materials	Medium	Monitor available safety promotion materials and the safety promotion process
EUR.RMT.0068 Goal 1	54. Functions and responsibilities of maintenance	54.1. Introduce principles for increased robustness of the maintenance certification process eliminating potential 'safety gaps'	2026	CAA AIR	Approved Maintenance Organisations	Number of amended regulations	Medium	Monitor Regulatory framework

	certifying staff and support staff	by clarifying the roles and responsibilities of certifying staff, support staff and 'sign-off' staff, both in line and base maintenance.						amendment process
EUR.RMT.0082 Goal 1 Goal 2	55. Development of requirements for ground handling and promoting safety management	55.1. Promote safety management in ground handling, e.g. on the basis of Industry standards, by providing guidance and best practice. 2. Encourage collaborative safety management among all parties involved in aerodrome operations	2026	CAA AGA CAA SMC	AOC Holders Operators of certified aerodromes Ground handling Services Providers	Number of guidance documents and best practice resources developed and distributed Number of RST meetings or	Medium	Monitor guidance documents elaboration Monitor RST meetings
EUR.SPT.0081 Goal 1	56. Development of new Safety Promotion material on high profile aerodrome and ground handling safety issues	56.1. Develop new Safety Promotion material on high profile safety issues for aerodromes and ground handling determined from important risks identified from the Safety Risk Management process, accidents/ serious incidents	Continuous	CAA AGA CAA ANS CAA SMC	AOC Holders Operators of certified aerodromes ANSP	Number of elaborated and communicated safety promotion materials	Medium	Monitor elaboration of safety promotion materials and communication process
EUR.RMT.0087 Goal 1 Goal 2	57. All Weather Operations	57.1. Review and update the all-weather operations (AWO) rules in all aviation domains	2026	CAA subdivisions	Service providers	Number of updated regulations	Medium	Monitor Regulatory framework amendment process

EUR.RMT.0010 Goal 1	58. Development of flight time limitation (FTL) rules for CAT operations of emergency medical services (EMS) by aeroplanes and helicopters	58.1. Establish harmonised and state-of-the-art rules for EMS	2026	CAA OPS CAA PEL	Pilots and Aircraft Operators - CAT - Aeroplanes conducting Emergency Medical Services (EMS) operations	Number of updated regulations	Low	Monitor Regulatory framework amendment process
EUR.RMT.0011 Goal 1	59. 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	59.1. Develop harmonised and state-of-the-art-rules for air taxi and single-pilot operations.	2026	CAA OPS CAA PEL	Aircraft Operators - CAT - Aeroplanes Pilots	Number of updated regulations	Low	Monitor Regulatory framework amendment process

EUR.RMT.0037 Goal 1	60. Non-commercial operations of aircraft listed in the operations specifications (OpSpecs) by an AOC holder	60.1. Identify the categories of flights considered to be non-commercial flights conducted by air operator certificate (AOC) holders; 60.2. Standardise the unofficial terms used in order to have a clear understanding of the different categories of non-commercial flights; 60.3. Specify standards for non-commercial operations of AOC holders related to the preparation, programme and operational framework, as appropriate; 60.4. Establish the minimum requirements for qualifications and training of the crews for each type of non-commercial flights conducted by AOC holders, as appropriate; 60.5. Harmonise implementation.	2026	CAA OPS	AOC holders	Number of updated regulations	Low	Monitor Regulatory framework amendment process
EUR.RMT.0039 Goal 1	61. Fuel/energy planning and management	61.1. Review and update the fuel/energy management regulations, taking into account ICAO amendments and a related SR, and providing for operational flexibility..	2026	CAA OPS CAA SMC	AOC holders	Number of updated regulations	Low	Monitor Regulatory framework amendment process
EUR.SPT.0040 Goal 1	62. Promote the new provisions on	62.1. Complement the new regulatory package on fuel planning and management	2026	CAA OPS CAA SMC	AOC holders	Number of elaborated and	Low	Monitor elaboration of

	fuel/energy planning and management	with relevant safety promotion material.				communicated safety promotion materials		safety promotion materials and communication process
EUR.RMT.0051 Goal 1	63. Helicopter emergency medical services' performance and public interest sites	63.1. To properly address the issues stemming from non-implementation or deviation from OPS regulatory requirements and public interest sites (PIS) provisions, in particular performance in high mountains considering review of HEMS flights at night safety level following a UK Safety Directive.	2026	CAA OPS CAA AIR	HEMS Operators - CAT - Helicopters Approved Maintenance Organisations	Number of updated regulations	Low	Monitor Regulatory framework amendment process
EUR.RMT.0012 Goal 1	64. Flight time limitation (FTL) rules for helicopter commercial operations	64.1. Establish harmonised and state-of-the-art rules for helicopter commercial air transport and operations (CAT) and commercial specialised operations (SPO – 'Aerial Work').	2025	CAA OPS	Aircraft Operators - CAT - Helicopters Aircraft Operators - Aerial Work Helicopters, Aircraft Operators - International	Number of updated regulations	Low	Monitor Regulatory framework amendment process

					Recreational Aviation - non commercial operations Operators of large or turbojet helicopters Pilots			
EUR.RMT.0013 Goal 1	65. Flight Time Limitations (FTL) rules for aeroplane commercial operations other than CAT	65.1. Establish harmonised and state-of- the-art rules for flight time limitations in aeroplane commercial operations other than CAT.	2025	CAA OPS	Pilots and commercial aeroplane operators other than CAT	Number of updated regulations	Low	Monitor Regulatory framework amendment process
EUR.RMT.0050 Goal 1	66. Single-engine helicopter operations	66.1. Review the applicable regulations and guidance material in order to re-evaluate: — Restrictions on piston engine helicopters to operate over hostile environment; — Restrictions on single-engine helicopters to operate over congested environment.	2026	CAA OPS	Aircraft Operators - CAT - Helicopters	Number of updated regulations	Low	Monitor Regulatory framework amendment process
Goal 1 OPS.01	67. Reduce electromagnetic interferences	67.1. Ensure adequate conventional navigation systems are available and maintained in operational condition	Continuous	ANSP	CAA ANS	Number of GNSS outage, jamming, spoofing	High	Monitor occurrence reporting

						occurrences reports		
Goal 1 OPS.03	68. Reduce laser incidents	68.1. Launch a campaign on raising awareness of laser incidents and its impact on aviation safety and security	2026	CAA SMC CAA AVSEC CAA HR	General public	Number of elaborated and communicated safety promotion materials	High	Monitor campaign planification and implementation process
Goal 1 HRC1	69. Reduce the risks associated with Controlled flight into terrain (CFIT)	69.1. Consider the implementation of continuous descent final approaches (CDFA) 69.2. Ensure the timeliness of updates and accuracy of Electronic Terrain and Obstacle Data (eTOD) 69.3. Promote greater awareness of approach risks	2026	CAA ANS CAA OPS CAA SMC	Service providers	Number of aerodromes where CDFA feasibility studies have been conducted Number of eTOD updates per year Number of safety promotion materials	High	Monitor the status of CDFA implementation Monitor eTOD updating process Monitor the safety promotion process
Goal 1 HRC2	70. Reduce the risks associated with (Loss of Control in Flight) LOC-I	70.1. Require aircraft upset prevention recovery training in all full flight simulator type conversion and recurrent training programmes 70.2. Require more time devoted to training multi-crew pilots for the monitoring role 70.3. Require training on manual aircraft	2026	CAA OPS	AOC holders	Number of new requirements	High	Monitor regulatory requirements updating process

		handling of approach to stall and stall recovery (including at high altitude)						
Goal 1 HRC4 HRC5	71. Reduce the risks associated with Runway Excursion (RE) and Runway Incursion (RI)	71.1. Ensure the establishment and implementation of a State runway safety programme	2026	CAA AGA	Service providers	Number of initiatives within state runway safety programme	High	Monitor the status of State runway safety programme and its implementation

APPENDIX C TO THE NASP

Abbreviations

AGA Airports department	HR Human resources service	RSOO Regional Safety Oversight Organization
AIR Airworthiness department	HRC High Risk Categories of Occurrences	RST Runway Safety Team
ANS Air Navigation Services Department	ICAO International Civil Aviation Organization	SDCPS Safety Data Collection and Processing System
ANSP Air Navigation Service Provider	LEG Legal, rulemaking and cons. protection department	SEI Safety Enhancement Initiatives
ATM Air Traffic Management	LOC-I Loss of Control In-flight	SMC Safety management and Compliance department
ATS Air Traffic Services	MAC Mid-air collisions	SMS Safety Management Systems
AVSEC Aviation security department	MIRD Ministry of Infrastructure and Regional Development	SPI Safety Performance Indicator
CE Critical Element	NCMC National Continuous Monitoring Coordinator	SSC Significant Safety Concern
CFIT Controlled Flight into Terrain	OPS Flight operations Department within CAA	SSO State Safety Oversight
CICTT CAST/ICAO Common Taxonomy Team	PEL Aviation personnel licensing section	SSP State Safety Programme
CMA Continuous Monitoring Approach	PR Foreign affairs and public relations section	TAIIB Transport Accident and Incident Investigation Bureau
EI Effective Implementation	RASP Regional Aviation Safety Plan	UAS Unmanned Aircraft Systems
ESFMD Economic supervision and fin.man. department	RESG Regional Expert Safety Group	USOAP Universal Safety Oversight Audit Programme

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