



NASP

National Aviation Safety Plan United Arab Emirates 2024 - 2026





FOREWORD

The UAE's National Aviation Safety Program (NASP) charts a comprehensive course for the highest safety standards across all aviation activities within our airspace. Aligned with the ICAO Global Aviation Safety Plan (GASP) and Regional Aviation Safety Plan (RASP), the NASP champions a proactive, data-driven approach to mitigate risks and achieve continuous improvement.

We, in the UAE, are unwavering in our commitment to the safety and efficiency of international air travel. Recognizing aviation's critical role in connecting people and economies, we foster an environment where all participants - airlines, airports, Air Navigation service providers, Aircraft Maintenance organisations & personnel - can operate with confidence and trust.

From commercial flights to recreational drones, the NASP's reach extends across all facets of aviation. Robust training programs, advanced accident investigation, and continuous improvement initiatives drive a strong safety culture. Through active collaboration with global partners and implementation of efficient safety management procedures, we contribute to the achievements of GASP and RASP objectives.

The NASP signifies the UAE's unwavering commitment to aviation safety and excellence. By encompassing all activities and promoting a proactive culture, we continuously strive to elevate standards and maintain our position at the forefront of the aviation industry.

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Director General
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GLOSSARY

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| Audit | A systematic, independent and documented process for obtaining evidence and evaluating it objectively to determine the extent to which requirements and audit criteria are fulfilled. |
| Audit Area | One of eight audit areas pertaining to the Universal Safety Oversight Audit Programme (USOAP), i.e. primary aviation legislation and civil aviation regulations (LEG), civil aviation organisation (ORG); personnel licensing and training (PEL); aircraft operations (OPS); airworthiness of aircraft (AIR); aircraft accident and incident investigation (AIG); air navigation services (ANS); and aerodromes and ground aids (AGA). |
| Contributing Factors | Actions, omissions, events, conditions, or a combination thereof, which, if eliminated, avoided or absent, would have reduced the probability of the accident or incident occurring, or mitigated the severity of the consequences of the accident or incident. The identification of contributing factors does not imply the assignment of fault or the determination of administrative, civil or criminal liability. |
| Critical Elements (CEs) | The critical elements of a safety oversight system encompass the whole spectrum of civil aviation activities. They are the building blocks upon which an effective safety oversight system is based. The level of effective implementation of the CE is an indication of a State's capability for safety oversight. |
| Effective Implementation (EI) | A measure of the State's safety oversight capability, calculated for each critical element, each audit area or as an overall measure. The EI is expressed as a percentage. |
| Gap Analysis | An evaluation that compares an existing situation to the desired one, it identifies specific steps that can be taken to reach a desired goal. |
| Hazard | A condition or an object with the potential to cause or contribute to an aircraft incident or accident. |
| Incident | An occurrence, other than an accident, associated with the operation of an aircraft which affects or could affect the safety of operation. Note: The types of incidents which are of main interest to the International Civil Aviation Organisation for accident prevention studies are listed in Annex 13, Attachment C. |



| | |
|--|--|
| Maximum mass | Maximum certificated take-off mass. |
| Competent and Appropriate Authorities | For the purpose of this document , the competent authority shall be the General Civil Aviation Authority as established by the United Arab Emirates Federal Government. Local Appropriate Authority: The local authority responsible with regards to the civil aviation affairs in the relevant Emirate. |
| Operator | The person, organisation or enterprise engaged in or offering to engage in an aircraft operation. |
| Safety | The state in which risks associated with aviation activities, related to, or in direct support of the operation of aircraft, are reduced and controlled to an acceptable level. |
| Safety audit | A USOAP CMA audit that a state requests and pays for (on a cost-recovery basis). The State determines the scope and date of a safety audit. Also see definition of audit. |
| Safety Enhancement Initiative (SEI) | One or more actions to eliminate or mitigate operational safety risks or to address an identified safety issue. |
| Safety Management System (SMS) | A systematic approach to managing safety, including the necessary organisational structures, accountability, responsibilities, policies and procedures. |
| Safety Oversight | A function performed by a State to ensure that individuals and organisations performing an aviation activity comply with safety-related national laws and regulations. |
| Safety Performance | A State or a service provider's safety achievement as defined by its safety performance targets and safety performance indicators. |
| State Safety Programme (SSP) | An integrated set of regulations and activities aimed at improving safety |
| Accident | Occurrence associated with the operation of an aircraft |
| Serious injury | Injury which requires hospitalization for more than 48 hours commencing with 7 days from the date of the injury was received. |
| Serious incident | An incident involving circumstances indicating that there was a high probability of an accident and associated with the operation of an aircraft. |



ABBREVIATIONS AND ACRONYMS

| | |
|---------------|---|
| UAE | The United Arab Emirates |
| GCAA | General Civil Aviation Authority |
| ATO | Approved Training Organisation |
| CAA | Civil Aviation Authority |
| CAP | Corrective Action Plan |
| CAST | Commercial Aviation Safety Team |
| CICTT | CAST/ICAO Common Taxonomy Team |
| CMA | Continuous Monitoring Approach |
| EI | Effective Implementation |
| GASP | Global Aviation Safety Plan |
| HRC | High-Risk Category of Occurrence |
| ICAO | International Civil Aviation Organisation |
| iSTARs | Integrated Safety Trend Analysis and Reporting System |
| LOC-I | Loss of Control In-Flight |
| NASP | National Aviation Safety Plan |
| N-HRC | National High-Risk Category of Occurrence |
| OLF | Online Framework |
| PIRG | Planning and Implementation Regional Group |
| PQ | Protocol Question |
| RASG | Regional Aviation Safety Group |
| RASP | Regional Aviation Safety Plan |
| RPAS | Remotely Piloted Aircraft Systems |
| SARPs | Standards and Recommended Practices |
| SDCPS | Safety Data Collection and Processing Systems |
| SEI | Safety Enhancement Initiative |
| SMS | Safety Management System |
| SSP | State Safety Programme |
| SSPIA | State Safety Programme implementation assessment |
| USOAP | Universal Safety Oversight Audit Programme |



1. INTRODUCTION

1.1 OVERVIEW OF THE NASP

United Arab Emirates (UAE) 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 UAE and its industries. The NASP promotes the effective implementation of UAE safety oversight system, a risk-based approach to managing safety, as well as a coordinated approach to collaboration between UAE 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 UAE is in alignment with the International Civil Aviation Organisation (ICAO) Global Aviation Safety Plan (GASP, Doc 10004) and the MID-RASP.

1.2 STRUCTURE OF THE NASP

This NASP presents the strategic direction for the management of aviation safety at the national level for a period of 3 years. It comprises six sections. In addition to the introduction, sections include: the purpose of the NASP, UAE strategic direction for the management of aviation safety, the national operational safety risks identified for the 2024-2026 NASP, organisational 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.

1.3 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), UAE 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 organisational challenges for inclusion in the NASP. The SSP provides safety information to the NASP.

The SSP allows UAE 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 UAE's SSP documentation. It is the means by which UAE defines and drives the implementation of SEIs determined through SSP processes and drawn from the ICAO Global Aviation Safety Roadmap (Doc 10161) and the MID-RASP. It also allows UAE 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 UAE's SSP can be found on GCAA website www.gcaa.ae

1.4 RESPONSIBILITY FOR THE NASP DEVELOPMENT, IMPLEMENTATION AND MONITORING

The General Civil Aviation Authority of UAE is responsible for the development, implementation and monitoring of the NASP, in collaboration with stakeholders within the national aviation industry. The NASP was developed in consultation with national operators and other key aviation stakeholders, and in alignment with the 2023-2025 of the GASP and the MID-RASP.

1.5 NATIONAL SAFETY ISSUES, GOALS AND TARGETS

The NASP addresses the following national safety issues:

1. Achieve a continuous reduction of operational safety risks
2. Strengthen UAE safety oversight capabilities
3. Implement an effective state safety program.

To address the issues listed above and enhance aviation safety at the national level, the UAE NASP contains the following goals and targets:

1. Maintaining a decreasing trend of global accident rate.
2. Maintain & improve UAE score for the EI of the critical elements
3. To Publish UAE NASP Edition 2024-2026.
4. To Work towards work towards an effective SSP.



1.6 OPERATIONAL CONTEXT

There are 12 certified aerodromes in United Arab Emirates, including 8 international aerodromes & 4 Domestic aerodrome. The airspace of United Arab Emirates is classified into Class A, C, D & G. There were 2,558,913 movements in United Arab Emirates over the period of 2019 to 2022. There are currently 35 air operator certificates (AOCs) issued by United Arab Emirates, and of those there are 22 issued to operators conducting international commercial air transport operations, as well as 5 helicopter operators & 8 Balloon Operators. There are 123 heliports in United Arab Emirates. Common hazards and safety deficiencies in UAE include:

Wake turbulence

GNSS outages



2.PURPOSE OF UAE'S NATIONAL AVIATION SAFETY PLAN

The NASP is the master planning document containing the strategic direction of UAE 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 and the MID-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 MID-RASP. UAE has adopted these SEIs and has included them in this plan.



3.UAE'S STRATEGIC DIRECTION FOR THE MANAGEMENT OF AVIATION SAFETY

The NASP presents the SEIs mainly determined through SSP processes, including UAE'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 General Civil Aviation Authority, 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 MID-RASP.

| GOAL | Target | Indicators | Link To GASP & RASP |
|--|--|--|---|
| Achieve a continuous reduction of operational safety risks | Maintain a decreasing trend of global accident rate. | Number of accidents occurring per 100 000 departures. Percentage of occurrences related to high-risk categories (HRCs) | This goal is directly linked to Goal 1 and Target 1.1 of the GASP and linked to Goal 1 and Target 1.1 of the RASP |
| Strengthen States' safety oversight capabilities | Maintain & improve UAE score for the EI of the critical elements | <ul style="list-style-type: none"> Percentage of required corrective action plans (CAPs) submitted by UAE fully implement the priority PQs | This objective is directly related to the GASP's Goal 2 and Target 2.1 as well as the MID RASP's Goal 2 and Targets 2.1 |
| Implement effective State safety programmes (SSPs) | <p>By 2024, UAE to publish an updated national aviation safety plan (NASP).</p> <p>UAE to work towards an effective SSP as follows: a) by 2026 - Present and effective</p> | <ul style="list-style-type: none"> Number of States having published their NASP in the mid region Number of States having an SSP that is present Number of States having an SSP that is present and effective | This aim is directly related to aim 3 and Targets 3.2 and 3.3 of the GASP, as well as Goal 3 and Targets 3.1 and 3.2 of the MID RASP. |

The SEIs in this plan are implemented through UAE's existing safety oversight capabilities and the service providers' safety management systems (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 appendix to the NASP. The NASP also addresses emerging issues, which 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 a typical data-driven analysis. Due to the lack of data, emerging issues cannot automatically be considered as operational safety risks. It is important that UAE 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 through safety trend analysis reports:

- A. Drones operating near airports & or Airspace infringement
- B. GPS spoofing & Jamming



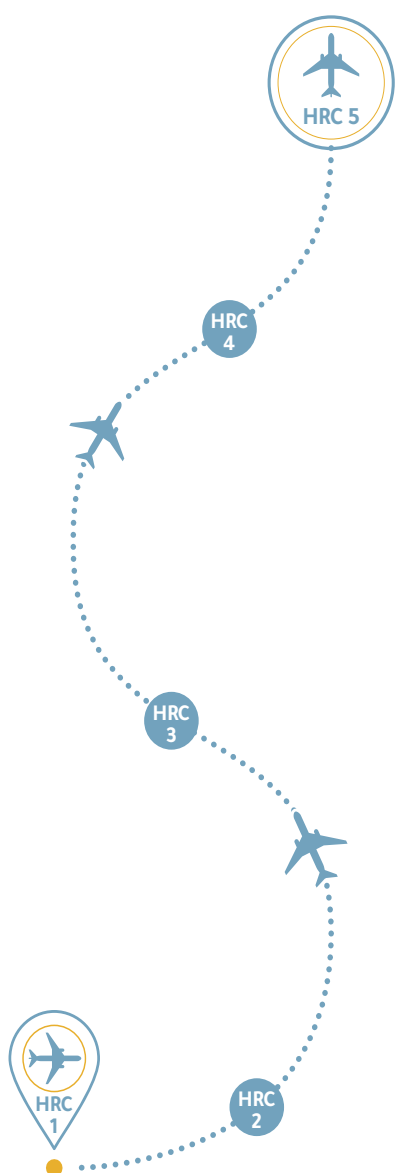
4. NATIONAL OPERATIONAL SAFETY RISKS

The NASP includes SEIs that address national operational safety risks, derived from lessons learned from occurrences and from a data-driven approach. These SEIs 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. UAE publishes an Annual Safety Report, available on the GCAA website. The summary of accidents and serious incidents that occurred in UAE, and those for aircraft registered in UAE involved in commercial air transport and aircraft involved in general aviation, is shown in the tables below:

| Year | Fatal Accidents | Non-Fatal Accidents | Serious Incidents |
|--|-----------------|---------------------|-------------------|
| Commercial air transport occurrences in UAE | | | |
| 2021 | 0 | 1 | 2 |
| 2022 | 0 | 0 | 1 |
| 2023 | 0 | 0 | 2 |
| Occurrences involving commercial air transport aircraft registered in UAE | | | |
| 2021 | 0 | 0 | 0 |
| 2022 | 0 | 1 | 1 |
| 2023 | 0 | 0 | 1 |
| Occurrences involving general aviation aircraft registered in UAE | | | |
| 2021 | 0 | 1 | 0 |
| 2022 | 0 | 0 | 2 |
| 2023 | 0 | 1 | 1 |



The five national high-risk categories of occurrences (HRCs) in UAE have been accorded the highest priority. These categories were identified through the analysis of data derived from mandatory and voluntary reporting systems, accident and incident investigation reports, safety oversight efforts spanning the previous seven years, the State Safety Program (SSP), and operational safety risks outlined in the GASP and RASP. These HRCs align with those outlined in the 2023-2025 edition of the GASP and RASP.



HRC 1

Controlled Flights into terrain (CFIT)

- Approach with vertical guidance.
- Pilot fatigue & Confusion.
- Utilization of non-standard phraseology.

HRC 2

Loss of control in flight (LOC-I)

- Functioning in conditions with reduced visibility.
- Inadequate skills and knowledge in handling unconventional aircraft orientations during the recovery process.

HRC 3

MID Air Collision (MAC)

- Non-compliance with aviation regulations.
- Diminished awareness of the situation.
- Air conditions and the level of traffic congestion.

HRC 4

Runway Excursion (RE)

- Unstabilised approach.
- Runway conditions.
- Diversion of attention (Distraction)

HRC 5

Runway Incursion (RI)

- Loss of the situational awareness.
- Distraction.
- Contingent authorization.



Furthermore, apart from the national operational safety risks mentioned previously, RPAS (Remotely Piloted Aircraft Systems) activities have been recognized as an additional category of operational safety risks.

In the process of identifying national operational safety risks, aviation occurrence categories from the Commercial Aviation Safety Team (CAST)/ICAO Common Taxonomy Team /ICAO Common Taxonomy Team (CICCT) were employed to assess risk categories.

To address the national operational safety risks listed above, UAE identified the following contributing factors leading to N-HRCs and GCAA 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):



5. ORGANISATIONAL CHALLENGES

In addition to the national operational safety risks listed in the NASP, UAE has identified organisational 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 UAE'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. UAE is committed to the effective implementation of these eight CEs, as part of its overall safety oversight responsibilities, which emphasize UAE's commitment to safety in respect of its aviation activities.

The eight CEs are presented in Figure 1 below. The latest ICAO activities, which aim to measure the effective implementation of the eight CEs of UAE's safety oversight system, as part of the ICAO Universal Safety Oversight Audit Programme (USOAP), have resulted in the following scores:



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



| Overall EI score | | | | | | | |
|------------------------|-------|--------|------|--------|-------|--------|--------|
| 98.86% | | | | | | | |
| EI score by CE | | | | | | | |
| CE-1 | CE-2 | CE-3 | CE-4 | CE-5 | CE-6 | CE-7 | CE-8 |
| 100% | 97.3% | 98.15% | 100% | 100% | 98.8% | 97.8% | 100% |
| EI Score by audit area | | | | | | | |
| LEG | ORG | PEL | OPS | AIR | AIG | ANS | AGA |
| 100% | 100% | 100% | 100% | 98.89% | 100% | 96.23% | 98.26% |

The following 6 organisational challenges in the UAE 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 5 years, the SSP, as well as on the basis of regional analysis conducted by MID-RASG. 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 organisational culture, policies and procedures within GCAA and those of service providers. These organisational challenges are in line with those listed in the 2023-2025 of the GASP, as well as the MID-RASP:

Areas:

1. ANS: To improve in areas identified during most recent USOAP audit therefore its placed as high priority.
2. AGA: To improve in areas identified during most recent USOAP audit therefore its placed as high priority.

Critical Element

3. CE-2: Specific operating Regulations
4. CE-3: State systems & Functions
5. CE-6: Licencing, Certification, Authorization & Approval obligations
6. CE-7: Surveillance obligations



To improve in CE identified during most recent USOAP audit therefore its placed as high priority.

To address the organisational challenges listed above, UAE 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). The full list of the SEIs is presented in the appendix to the NASP.



6. MONITORING IMPLEMENTATION

GCAA 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, GCAA will review the NASP every three years or earlier, if required, to keep the identified operational safety risks, organisational challenges 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. Through close monitoring of the SEIs, UAE will make adjustments to the NASP and its initiatives, if needed, and update the NASP accordingly. UAE will use the indicators listed in Section 3 of this plan to measure safety performance of the national civil aviation system and monitor each national safety target.

A periodic annual safety report will be published to provide stakeholders with relevant up-to-date information on the progress made in achieving the national safety goals, as well as the implementation status of the SEIs. In the event that the national safety goals are not met, the root causes will be presented. If UAE 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.

UAE adopted a standardized approach to provide information at the regional level and to report to the (RASG) through a designated focal point. This allows the region to receive information and assess operational safety risks using common methodologies. Any questions regarding the NASP and its initiatives, and further requests for information, may be addressed to the following below Appendixes.



7. APPENDIXES

7.1 NASP OPERATIONAL ROADMAP APPENDIX A (GOAL 1 TARGET 1.1)

| Organisational challenge 1: Operational Safety Concerns - HRC's | | | | | |
|---|--|-----------|--|--|--|
| Goal 1: Achieve a continuous reduction of operational safety risks. Target 1.1: Maintain a downward trend in the national accident rate. | | | | | |
| Safety Enhancement Initiative (SEI) | Action | Timeline | Responsible Entity | Stakeholders | Monitoring Activity |
| SEI-1 (CFIT) Reduce risk factors for CFIT. GASP HRC-1 | 1. Consider the implementation of continuous descent final approaches (CDFA)) | 2024-2026 | GCAA ANSP's | 1- Aircraft Operators 2- Instrument Flight procedure designers (IFPD) | Airspace change Approval process |
| | 2. Ensure the accuracy and timeliness of Electronic Terrain and Obstacle Data (ETOD). | 2024-2026 | SZC-AIM (Area 1) Aerodrome Operators (other areas) | 1- Aeronautical survey service provider (ASSP) 2- ANSP's | Oversight activities for (ASSP & Obstacles control) |
| Safety Enhancement Initiative (SEI) | Action | Timeline | Responsible Entity | Stakeholders | Monitoring Activity |
| SEI-2 (LOCI) Reduce the elements that contribute to LOC-I accidents and incidents. GASP HRC-2 | 1. Include upset avoidance and recovery training in all complete flight simulator type conversion and recurring training programs. | 2024-2026 | GCAA | 1. Approved Training organisations 2. Aircraft Operators | Oversight Activities & initial approval of training programmes |
| | 2. Introduce / update / review & amend regulations | 2024-2026 | GCAA | 1. UAE Aviation Industry | Regulatory Publications |



| Safety Enhancement Initiative (SEI) | Action | Timeline | Responsible Entity | Stakeholders | Monitoring Activity |
|---|--|-----------|----------------------------|---|---|
| SEI-3 (MAC) Reduce the factors that contribute to MAC accidents and incidents. GASP HRC-3 | 1. Develop recommendations and rules to guarantee that aircraft required to be equipped have an air-borne collision avoidance system (ACAS), in accordance with Annex 6. | 2024-2026 | GCAA | 1. Aircraft Operators 2. Approved training organisations | Initial Certifications & Oversight activities |
| | 2. Ensure that ACAS warning protocols are followed. | 2024-2026 | GCAA Aircraft Operators | 1. Aircraft Operators 2. Approved training organisations | Reporting systems |
| | 3. Conduct continuous evaluations of the SEIs' performance. | 2024-2026 | GCAA | 1. Aircraft Operators 2. Approved training organisations | Oversight activities |

| Safety Enhancement Initiative (SEI) | Action | Timeline | Responsible Entity | Stakeholders | Monitoring Activity |
|---|--|-----------|------------------------------------|---|---|
| SEI-4 (RE) Reduce the factors that contribute to RE accidents and incidents. GASP HRC-4 | Promote the establishment of policy and training on rejected landings, go-arounds, crosswind and tailwind landings (up to the maximum manufacturer demonstrated winds) | 2024-2026 | GCAA ANSP Aerodrome Operator | 1. Aerodrome Operators 2. ANSP 3. Air Operator 4. MET Department 5. ATOs 1. Competent and Appropriate Authorities 2. AAIS | Continuous engagement with stakeholders Oversight activity - inspection / surveillance |



| Safety Enhancement Initiative (SEI) | Action | Timeline | Responsible Entity | Stakeholders | Monitoring Activity |
|--|---|-----------|--------------------|---|--|
| SEI-5 Reduce the factors that contribute to RI accidents and incidents. GASP HRC-5 | Conduct the risk assessment of identified hot spots of the aerodrome and develop and execute suitable strategies to remove hazards or mitigate risks associated with those hot spots. | 2024-2026 | GCAA | 1. Aerodrome Operators 2. ANSP 3. Airlines 4. MET Department 5. ATOs 6. Competent and Appropriate Authorities 7. AAIS | Continuous engagement with stakeholders Oversight activity - inspection / surveillance |
| | Ensure the identification and publication in the aeronautical information publication (AIP) of hot spots at the aerodromes | 2024-2026 | GCAA | 1. Aerodrome Operators 2. ANSP 3. Airlines 4. MET Department 5. ATOs 6. Competent and Appropriate Authorities 7. AAIS | Continuous engagement with stakeholders Oversight activity - inspection / surveillance |



7.2 NASP ORGANISATIONAL ROADMAP APPENDIX B (GOAL 2 TARGET 2.1)

| Area for development in Safety Oversight System | | | | | |
|--|---|-----------|--------------------|---|---|
| Goal 2: Strengthen UAE safety oversight capabilities | | | | | |
| Target 2.1: Improve the Effective Implementation (EI) of Critical Elements (CE) of the Safety Oversight System | | | | | |
| Safety Enhancement Initiative (SEI) | Action | Timeline | Responsible Entity | Stakeholders | Monitoring Activity |
| SEI-1 Consistent implementation and adherence to ICAO SARPs at the national level | Increase the level of compliance with ICAO SARPs and the EI of CEs at the national level (CE-2,3,6,7) | 2024-2026 | GCAA | GCAA Departments | Using ICAO OLF |
| Safety Enhancement Initiative (SEI) | Action | Timeline | Responsible Entity | Stakeholders | Monitoring Activity |
| SEI-2 Enhance the safety oversight capabilities to be responsive to emerging trends | Establish enhanced processes & technical capabilities to assess safe entry to service of new aircraft for Advanced air mobility | 2024-2025 | GCAA | <ul style="list-style-type: none"> • GCAA • UAM aircraft manufacturers and operators • Competent and Appropriate Authorities • AAIS • ANSP's | On-site inspections Stakeholder engagement Training records GCAA approvals Occurrence systems |
| | Establish enhanced processes & technical capabilities for UAS/UTM | | | | |



| Safety Enhancement Initiative (SEI) | Action | Timeline | Responsible Entity | Stakeholders | Monitoring Activity |
|---|--|-----------|--------------------|--------------|---|
| SEI-3 Enhance the Qualified technical professionals to assist with effective safety oversight including emerging tech | Improve the current system to attract, recruit, train and retain qualified and sufficient technical personnel to support regulatory oversight. | 2024-2026 | GCAA | GCAA | GCAA recruitment Training records Training compliance matrix Relevant seminars / ICAO panel membership & workshops |
| | Identify the gaps in qualified technical personnel and training requirements necessary to implement the oversight mandate. | 2024-2026 | GCAA | GCAA | Training compliance matrix |



7.3 NASP ORGANISATIONAL ROADMAP APPENDIX B (GOAL 3 TARGET 3.2, TARGET 3.3)

| Continuous development of SSP establishment | | | | | |
|---|---|-----------|--------------------|---------------------------|--|
| Goal 3: Improve the Effectiveness of State Safety Program Implementation | | | | | |
| Target 3.2: Publish NASP by 2024 | | | | | |
| Target 3.3: Implement effective State safety programmes | | | | | |
| Safety Enhancement Initiative (SEI) | Action | Timeline | Responsible Entity | Stakeholders | Monitoring Activity |
| SEI-1 Ensure the UAE (NASP) for 2024-2026 is cohesive and aligned with the RASP & GASP for 2023-2025. | A revised 2024-2026 NASP that is appropriately aligned with the GASP & RASP objectives and priorities to be published by 2024 | 2024 | GCAA | All UAE aviation industry | GCAA oversight activities Stakeholder's feedback |
| Safety Enhancement Initiative (SEI) | Action | Timeline | Responsible Entity | Stakeholders | Monitoring Activity |
| SEI-2 Implement a Phased Approach for Establishing an Effective State Safety Programme (SSP) | UAE to work towards an effective SSP as follows: a) by 2026 - Present and effective | 2024-2026 | GCAA | All UAE aviation industry | State Safety Programme Implementation Assessment (SSPIA) |





THANK YOU