National Aviation Safety Plan for the United Kingdom Overseas Territories of

Anguilla

British Virgin Islands

Montserrat

St Helena

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Amendment Record

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Foreword

Within the United Kingdom Overseas Territories (UK OTs) the Governor is the appointed representative of the UK and has specific responsibilities for fulfilling the obligations of the UK as defined in the Convention on International Civil Aviation.

The Governor discharges their responsibilities either through the Director of Civil Aviation (DCA) or another person (usually Air Safety Support International (ASSI)) designated for implementation of all Annexes with the exception of Annex 9 – *Facilitation* - and Annex 13 – *Aircraft Accident and Incident Investigation*.

The nature of the civil aviation across the UK OTs varies in the type and scale of operations. Due to the geographical spread of the OTs, there are many regional influences and relationships that differ from the UK and Europe. Notably the UK OTs have never been part of the European Union and most have never adopted European Aviation Safety Agency (EASA) regulations. Therefore, although the UK OTs form part of the overall UK State Safety Programme (SSP), it is more practicable and appropriate for Territories to have a SSP and devise National Aviation Safety Plan (NASP) that reflects both the specific safety needs of their civil aviation industry and the region in which it operates.

This document describes the NASP for Anguilla, British Virgin Islands, Montserrat, and St Helena. ASSI holds Falkland Islands oversight designations for both Annexes 6 and 8. Therefore any NASP elements described here that affect these Annexes will be included in our work with Falkland Islands operators.

This NASP will follow the North American, Central American and Caribbean Regional Aviation Safety Plan (RASP) that is aligned with the ICAO Global Aviation Safety Plan (GASP, Doc 10004).

ASSI's focus is on evolving and building a NASP that supports the aims of both the Regional Aviation and ICAO Global Aviation Safety Plans. ASSI on behalf of the UK and UKOT governments is committed to aviation safety and to ensuring the securing of resources to enhance aviation safety.

I would welcome any comments on this document to be sent for my attention at enquiries@airsafety.aero.

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Content

Glossary

AAIB	Air Accident Investigation Branch
AIP	Aeronautical Information Publication
AOC	Air Operator Certificate
ASSI	Air Safety Support International Limited
ATC	Air Traffic Control
ATCO	Air Traffic Control Officer
ATS	Air Traffic Services
BAS	British Antarctic Survey
BVI	British Virgin Islands
CAST	Commercial Aviation Safety Team
CC	Compliance Checklist (ICAO)
CE	Critical Element (ICAO)
CEO	Chief Executive Officer
CICTT	CAST ICAO Common Taxonomy Team
CFIT	Controlled Flight Into Terrain
CMA	Continuous Monitoring Approach (ICAO USOAP)
CTR	Control zone
DCA	Director of Civil Aviation
DfT	UK Department for Transport
DME	Distance Measuring Equipment
Doc	Document
EASA	European Aviation Safety Agency
ECCAIRS	European Co-ordination Centre for Accident and Incident Reporting Systems
EFOD	Electronic Filing of Differences (ICAO)
EI	Effective Implementation (ICAO USOAP)
FAA	Federal Aviation Administration (United States)
FCDO	Foreign, Commonwealth & Development Office
FIGAS	Falkland Islands Government Air Service
ft	Feet
GRF	Global Reporting Format
GASP	Global Aviation Safety Plan 2020-2022 (ICAO)
ICAO	International Civil Aviation Organisation
HRC	High Risk Categories
IA	Implementation Assessment (ICAO PQ)
iSTARS	Integrated Safety Trend Analysis Reporting System (ICAO)
kg	Kilogram
LOC-I	Loss of Control In-flight
m	Metre(s)
MAC	Mid-Air Collison
MTOW	Maximum Take Off Weight
nm	Nautical Mile(s)
NAA	National Aviation Authority
NACC	North American, Central American and Caribbean
NASP	National Aviation Safety Plan
OPS	Operational (Safety Risks Roadmap, ICAO GASP)
ORG	Organisational (Challenges Roadmap, ICAO GASP)
OTs[1]	UK Overseas Territories
OTAR	Overseas Territories Aviation Requirement
PQ	Protocol Question (ICAO)
RASG-PA	Regional Aviation Safety Group – Pan America
RASP	Regional Aviation Safety Plan April 2021 (ICAO North American, Central American and Caribbean)

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[1] References to OTs within this document are specifically to only the OTs of Anguilla, British Virgin Islands, Falkland Islands, Montserrat and St. Helena.

RE	Runway Excursion
RI	Runway Incursion
RFFS	Rescue and Fire Fighting Service
RNAV	Area Navigation
RNP	Required Navigation Performance
RST	Runway Safety Team
RT	Radiotelephony
SA	Situational Awareness
SAAQ	State Aviation Activity Questionnaire (ICAO)
SAG	Safety Action Group
SEI	Safety Enhancement Initiative
SMS	Safety Management System
SSP	State's Safety Programme
SSPIA	State Safety Programme Implementation Assessment
TMA	Terminal Manoeuvring Area
UK	United Kingdom
UKOT	United Kingdom Overseas Territory
US	United States of America
USAP	Universal Security Audit Programme (ICAO)
USOAP	Universal Safety Oversight Audit Programme (ICAO)
VOR	VHF omnidirectional Radio Range

Section 1 Introduction

1.1 Overview of the NASP

1.1.1   ASSI is committed to enhancing aviation safety and ensuring the United Kingdom (UK) meets its international civil aviation obligations on behalf of the UK and the UK OT governments. The National Aviation Safety Plan (NASP) aims to support the UK's Acceptable Level of Safety Performance of,

"no accidents involving commercial air transport that result in serious injuries or fatalities. No serious injuries or fatalities to third parties as a result of aviation activities."

1.1.2   A safe aviation system supports the UK OTs economic development, and industry. The NASP will further develop the State Safety Programme (SSP) in terms of oversight, risk-based management of safety, and working with other States and industry. ASSI encourages and welcomes the support of all stakeholders in achieving this.

1.1.3   Within the context of this document the term 'National' means the individual UK OTs of Anguilla, British Virgins Islands, Falkland Islands (where this affects Annexes 6 and 8), Montserrat and St Helena.

1.1.4   It is important to recognise that the UK OT aviation systems within this plan are small, evolve slowly and are not complex. As required by ICAO Annex 19 this plan reflects this in both its scale and ambition.

1.1.5   The NASP is in alignment with the ICAO Global Aviation Safety Plan (GASP, Doc 10004) and the ICAO North American, Central American and Caribbean (NACC) Regional Aviation Safety Plan (RASP) dated April 2021.

1.2. Structure of the NASP

1.2.1   The NASP presents our work to enhance aviation safety for the next three years. The following sections include: the purpose of the NASP; the approach to managing safety; the operational safety risks identified; and safety enhancement initiatives (SEIs) and how these are monitored.

1.3. Relationship between the NASP and the SSP

1.3.1   Over several years ASSI has been working to establish a SSP that identifies and mitigates operational aviation safety risks. Most components of the SSP have now been established. This now identifies and aims to mitigate operational safety risks. The SSP allows the management of aviation activities in a coherent and proactive manner, measure safety performance, monitor safety enhancement initiatives (SEIs), address any identified hazards and deficiencies. This safety plan document complements the State Safety Programme document. It defines and drives the implementation of SEIs generated by the SSP processes.

1.3.2   ASSI recognises that beyond establishing the SSP, continuous improvement is required. Here ASSI intends to further improve in the SSP organisational areas of safety oversight, service provider safety management and stakeholder engagement.

1.3.3   Based on safety intelligence/ performance data and drawing from the Regional and Global aviation safety plans, ASSI has created this NASP. This identifies operational safety risks, applies mitigation, and monitors the results.

1.3.4 This NASP therefore both combines operational safety risk improvement with some SSP implementation organisational elements using the safety intelligence/ performance data that the SSP has generated over the last few years. Further information on the SSP can be found at www.airsafety.aero/Requirements-and-Policy/State-Safety-Programme.

1.4. Responsibility for the NASP development, implementation, and monitoring

1.4.1 ASSI is responsible for the development, implementation, and monitoring of the NASP, on behalf of the UK OT governors, UK OT governments, UK Department for Transport (DfT), UK Foreign, Commonwealth and Development Office (FCDO) and aviation service providers.

1.4.2 This NASP has been developed based on our aviation service providers' data. The NASP aligns with both the North American, Central American and Caribbean Regional Aviation Safety Plan April 2021 (NACC RASP) and the ICAO Global Aviation Safety Plan 2020 – 2022 (GASP, Doc 10004).

1.5. National safety issues, goals, and targets

1.5.1 The NASP intends to address the following:

1) SSP – Service provider management systems
2) SSP – The provision of safety information to ICAO
3) SSP – Strategic work with key aviation stakeholders to improve aviation safety
4) SSP – National risk management improvement
5) Fatigue
6) Loss of separation (Mid-air Collision)
7) Runway safety (Runway Excursion and Runway Incursion)
8) Wildlife hazard
9) Cybersecurity threat

1.5.2 The overall aim is to meet the UK's acceptable level of safety performance of:

"no accidents involving commercial air transport that result in serious injuries or fatalities. No serious injuries or fatalities to third parties as a result of aviation activities."

1.5.3 This overall aim is supported by the following goals and targets that include a number of steps to be completed. To address these and enhance aviation safety the NASP supporting goals and targets are:

1) Continuous functioning and improving management systems of service providers.
    The target is for 80% of the objective markers to be achieved.

2) To provide safety information to ICAO by updating all relevant documents and records as progress is made.
    Target to achieve above 80% in aggregate of our indicators.

3) To improve relationships with key aviation stakeholders to improve the SSP.
    Target to complete objective markers to ensure contact is regularly maintained with service providers, UK OT governors, UK OT governments and other NAAs.

4) To improve State safety risk management.

> Target to complete the introduction of the revised aviation safety risk process and share data.

5) To further mitigate fatigue for Air Traffic Control Officers (ATCOs) and operators' management pilots

> The target is to complete all the objective markers to achieve no fatigue related occurrences involving ATCOs and management pilots.

6) To improve situational awareness, airspace, and procedures to reduce the number of losses of separation.

> Target to complete all the objective markers to reduce losses in separation events in UKOT airspace.

7) To reduce runway safety occurrences.

> Target to complete all the objective markers to reduce both runway incursions and runway excursion events.

8) To reduce wildlife strikes at aerodromes.

> Target to complete the objective markers to reduce wildlife hazard strikes at aerodromes.

9) Promote an understanding of cybersecurity and the threat posed to aviation safety in the UKOTs.

> The target is to complete all the initial objective markers to achieve no cyber-attacks that impact on aviation safety.

1.6. General Operational Context

1.6.1 The combined total number of passengers handled by the six active certified UK OT aerodromes that ASSI oversee is normally just under 300,000 a year. The Covid impact has this figure at around 103,000 in 2021. The six commercial aircraft operators usually carry a combined total number of around 55,000 passengers a year. Again, Covid reduced this to just under 25,000 in 2021. There are 18 commercial aircraft in service that are mostly Islanders and Cessna 402s. These are all under 5700kg maximum take-off weight (MTOW).

1.6.2 The combined aerodrome movements total is usually around 60,000 per year, in 2021 this was just over 32,000. Aircraft operators usually fly around 18,000 sectors, and in 2021 this was just over 13,000.

1.6.3 In terms of numbers the aviation system is not large, at nearly all times it is well within its capacity. The NASP is based on an aviation system that is not complex in its operation. Changes usually take time, and the size of the aerodrome operations means that most require resource beyond their own revenue streams to maintain a service.

1.6.4 Each UK OT has an appointed Governor, and a locally elected government. All aerodromes are UK OT government operated. Apart from two of the Falkland Islands aircraft operators, the aircraft operators are all privately operated enterprises.

1.6.5 ASSI is designated by the Governor of the UK OTs to perform civil aviation regulatory oversight. ASSI works directly with the UK OT aerodromes, aircraft operators, UK OT, and regional bodies. ASSI also works with the UK OT Governors who provide a link to the UK OT governments, with the UK Department for Transport (DfT) and the Foreign Commonwealth and Development Office (FCDO) on aviation related matters.

1.6.6   The Caribbean islands suffer from severe weather phenomena such as hurricanes, tropical storms, and volcanic disruptions. Along with strong winds only the Falkland Islands experience winter operations i.e., ice, snow, and poor visibility. St Helena experiences rapid changes in visibility and strong winds.

1.7   Anguilla

1.7.1   Anguilla is relatively flat in terms of terrain with the highest elevation being 231ft. With a population of around 16,000 people, it is situated 5 nautical miles north of the Dutch (St Maarten) and French (St Martin) Overseas Territories in the Eastern Caribbean. St Maarten has a large international aerodrome that is served by several European long haul, United States (US)/ Canadian medium haul, and regional Caribbean flights. St Martin has a smaller aerodrome that caters for a few regional Caribbean flights and is the base for a parachuting operation. Anguilla and St Martin are connected by regular sea ferry services.

1.7.2   Anguilla has one aerodrome that is certified with one paved runway (1663x30m) resurfaced and grooved in 2021; each end is served by a required navigation performance (RNP) approach and is available for night operations. St Maarten Air Traffic Control (ATC) manages traffic into and out of Anguilla handing this over to and from Anguilla ATC. The airspace sits under the US San Juan Flight Information Region with the US controlling the upper airspace. Despite the relatively low elevations found on the main island there are some obstacle penetrations of the approach to the predominantly used easterly runway. In 2019, a new combined service building with a control tower was built and two new Rescue Fire Fighting Service (RFFS) vehicles were purchased.

1.7.3   Anguilla is served by a few scheduled air services linking to neighbouring islands, along with a US Miami service and there are a few regular cargo/ parcel flights using small piston/ turboprop aircraft. The aerodrome is extremely busy around the Thanksgiving and Christmas period with numerous private and charter executive aircraft. Some aircraft position to Anguilla to park during these busy periods when St Maarten's limited apron space is full. Anguilla has three locally based small airlines (Overseas Territories Aviation Requirement (OTAR) Part 135 operations) mostly operating small single crew twin-engine propeller aircraft. There are two OTAR 145 approved maintenance facilities based in Anguilla; these currently provide maintenance for all UK OT Eastern Caribbean operators.

1.8   British Virgin Islands (BVI)

1.8.1   British Virgin Islands (BVI) consists of over 50 islands and has a population of just under 30,000 people. It is located in the Eastern Caribbean alongside the US Virgin Islands which has an international aerodrome served by several medium haul US flights and regional Caribbean flights. The islands comprising the BVI are connected by regular sea ferry services.

1.8.2   BVI has four aerodromes, including a water aerodrome, that are certified. The main aerodrome on Beef Island (Tortola) has one paved runway (1416x30m) with an RNP approach at each end and is available for night operations. Only this aerodrome has an ATC service and control zone, which only partially encloses the instrument approach procedures. The initial approaches are managed by the US San Juan Air Traffic Service (ATS) unit.

1.8.3   Both runway ends at Beef Island airport are limited in length by the sea. The runway was resurfaced and grooved in 2019. The local topography around Beef Island is hilly with the highest peak being 1739ft; the runway elevation is just above sea level. This means, for the predominant runway, a curved approach is flown almost to touchdown and on departure a turn is also required due to high ground ahead.

1.8.4   Beef Island has several scheduled services linking to other islands within the Caribbean region. These are operated by piston and turboprop aircraft with up to 48 seats. There are also a few regular cargo/ parcel operations using piston and turboprop aircraft linking to neighbouring islands. There are also regular executive jet operations. This one aerodrome accounted for around four-fifths of all passenger numbers, and just over half of all aircraft movements in 2021.

1.8.5   There are some US and Turks and Caicos operator's aircraft based at Beef Island. There are a couple of Federal Aviation Administration (FAA) approved facilities located there also. The maintenance facilities have still not fully recovered from the September 2017 hurricanes. Two new RFFS vehicles were delivered in 2021.

1.8.6   Virgin Gorda has one runway (937x18m) just above sea level, on the coastline that is mainly unpaved. It has no instrument procedures and is daytime only.

1.8.7   Both runway directions require a curved approach due to terrain with a prevailing crosswind blowing towards the land. This island is hilly with the highest point being 1371ft. Experience requirements, applied through a Governor's Instruction, are placed on pilots operating to this aerodrome. Cessna 402 type aircraft mainly operate here; this aircraft type requires some modifications to enable the short runway operations.

1.8.8   Anegada has one paved runway (820x18m) at around sea level elevation with no instrument procedures and is daytime only. Anegada is a flat island with the highest elevation of just 28ft. Mainly small Cessna 402 type aircraft operate to this aerodrome.

1.9   Montserrat

1.9.1   Montserrat is an island with an active volcano that is situated around 22nm southwest of Antigua in the Eastern Caribbean with a population of just under 5,000 people. Antigua has an international aerodrome that is served by long haul flights to Europe, medium haul to the US and Canada with several regional Caribbean services. The islands were linked by a ferry service, but this was withdrawn in 2020 meaning the only way to get to Montserrat is by air.

1.9.2   Montserrat has one aerodrome which was opened and certificated in 2005 following the loss of the original aerodrome due to a volcanic eruption in 1995.

1.9.3   Montserrat aerodrome has one short non-instrument runway (553x18m); this was resurfaced, grooved, and given enhanced touchdown markings in 2021. There are significant drops in the terrain at each end of the runway. It is daytime only operation. The aerodrome has a full Air Traffic Service that sits under uncontrolled airspace. A new control tower was erected in 2021. Being a volcanic island there is significant high ground which can generate some turbulence on approach to the aerodrome.

1.9.4   The combination of the short runway and prevailing turbulence means that there are special conditions placed on pilots operating at the aerodrome. A non-standard steep approach path based on a flight test study (May 2018) delivers the aircraft to the correct point of touchdown minimising the turbulence effect. The runway length means the aerodrome is only used by small aircraft operating to neighbouring islands.

1.9.5   There are two regular airlines operating into Montserrat using Islander aircraft which operate several times a day. One of the airlines is locally based and holds an ASSI Montserrat Air Operators Certificate (AOC) issued under OTAR Part 135. It has a line maintenance station at the aerodrome with all other maintenance being conducted elsewhere. There are ad-hoc charters using Islander and Twin Otter aircraft as well as occasional foreign tourist helicopter operations from neighbouring Antigua.

1.10 St Helena

1.10.1 St Helena, a once volcanic island, is situated around 1200nm south of West Africa and 1000nm West of Namibia in the Atlantic Ocean. It has a population of around 4,500 people. The new 2016 certificated aerodrome has been served once a week since 2017 from Johannesburg with an Embraer 190 aircraft. During Covid 19 a Boeing 757 flight from the UK has been operating about once a month. Both operations also link to Ascension 700nm away. There are occasional medivac flights and some military and general aviation visitors.

1.10.2 The concrete runway (1950x45m) is served by various instrument approaches (VOR/ DME, RNAV, RNP). It sits on a plateau at an elevation of 1,000ft. The local topography creates turbulence issues that are carefully monitored and studied. The highest terrain point is 2684ft. The aerodrome provides comprehensive briefing material for Operators. It has a full Air Traffic Service serving the CTR and TMA. It sits under the Angolan (Luanda Oceanic) airspace.

1.10.3 There are no based operators or maintenance facilities available at the aerodrome. Although, St Helena is within the ICAO Western and Central African Region it is very remote from Africa. It has more commonality with the other UKOTs in terms of the SSP and the safety plan. Therefore, it will follow the direction, but not fall under the ICAO NACC RASP that the other UK OTs follow within this safety plan.

1.11 Falkland Islands

1.11.1 The Falkland Islands is situated on the South Atlantic and consists of two main islands with another 778 smaller islands. Three quarters of the population, of just under 2600, resides in Stanley. The Falklands has its own Director of Civil Aviation although ASSI is designated for the oversight of Annex 10 (Aeronautical Telecommunications), Annex 6 (Flight Operations) and Annex 8 (Airworthiness).

1.11.2 A government run air service, FIGAS, operates Islander aircraft from Stanley airport where there is an OTAR 145 approved maintenance facility. FIGAS accounted for just over a quarter of all the passengers flown by ASSI overseen operators, and just under a third of all sectors in 2020. There is also a small helicopter operation with a Robinson R44. The British Antarctic Survey (BAS) operate a Dash 7 and Twin Otters that are registered in the Falkland Islands. These aircraft operate under an OTAR Part 125 approval in support of polar research.

1.11.3 ASSI works closely with Falkland Island's aviation regulator. All Falkland Island operators fall within this safety plan where it covers aspects of Annexes 6, 8 and 10.

Section 2 Purpose of the National Aviation Safety Plan

2.1   This is the master planning document containing the strategic direction for the management of aviation safety for the next 3 years 2022 to 2025. This plan outlines the aviation safety issues, setting goals and targets, and presents a series of safety enhancement initiatives (SEIs) to address these.

2.2   Through the governors of each UK OT these plans will complement the plans of the UK OT government in the future development of civil aviation.

2.3   This NASP has been developed using the international safety goals and targets and high risk categories (HRCs) from both the GASP (www.icao/gasp) and the North American, Central American and Caribbean Regional (RASP). The SEIs support the improvement of safety at the wider regional and international levels and include actions to address specific operational safety risks.

Section 3 Strategic Approach to Managing Aviation Safety

3.1   This plan presents SEIs that were developed based on the organisation challenges (ORG) and operational safety risks (OPS), as presented in the ICAO global aviation safety roadmap. It also draws on operational data, regulatory oversight data, safety data, SSP gap analysis, ICAO SSP Implementation Assessment, and safety risk management processes. This plan is developed and maintained by ASSI, it coordinates with stakeholders, is regularly reviewed, and will be updated every 3 years.

3.2   The NASP includes 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 North American, Central American, and Caribbean Regional RASP.

3.3   The GASP and RASP goal links are highlighted with cross references. The SEIs listed aim to achieve the national goals and targets whilst also supporting the improvement of safety at the wider regional and international levels. These SEIs also include actions to address specific operational safety risks.

3.4   The following table describes the organisational challenges goals, targets, indicators and links to the RASP and GASP: (*continuation of previously monitored indicators)

Goal (ORG)	Target	Indicators	Goal links to GASP & RASP SEIs
1. Continuous functioning and improving management systems of service providers.	The target is for 80% of the overall objective markers to be achieved.	% of service provider risk management markers completed % of service provider change management markers completed % of service provider reporting markers completed* % of service provider audit markers completed* % of service provider safety performance indicators completed % of service provider collaboration and training markers completed*	RASP ORG Goal 3, Target 3.2 SEI 6B/ 13B/ 13D/ 13E/ 13F GASP ORG Industry SEI 2A/ 2C/ 3B/ 4A/ 8A/ 8B/ 8D/ 8E/ 8F/ 9B/ 9D/ 11B/ 12C

	Goal (ORG)	Target	Indicators	Goal links to GASP & RASP SEIs
2.	To provide safety information to ICAO by updating all relevant documents and records as progress is made.	Target to achieve above 80% in aggregate of our indicators.	% of completed protocol questions (PQs) % of satisfactory PQs Number of ASSI outstanding corrective plan items % completed State Aviation Activity Questionnaire submitted % completed compliance checklists on electronic differences (EFOD) system	RASP ORG Goal 2, Target 2.1 SEI 9B/ 9C/ 9D/ 9E GASP ORG State SEI 12A/ 12B/ 12C/ 12D
3.	To improve relationships with key aviation stakeholders to improve the SSP.	Target to complete objective markers to ensure contact is regularly maintained with service providers, UK OT governors, UK OT governments and other NAAs	Number of SSP gap analysis outstanding questions (iSTARS) Number of ICAO SSP Implementation Assessment (SSPIA) questions outstanding Number of SSP IA questions below 'present' Annual review of SSP gap questions (iSTARS) and SSP IA review completed Number of general audit checklists completed Number of completed risk and SSP information requests Number of 'I' occurrence reports submitted (reporting on self) % occurrence reports shared to ECCAIRS % of service provider operational data requests completed Number of additional contacts established	RASP ORG Goal 4, Target 4.2 SEI 10B/ 12A/ 13A/ 15A/ 15B/ 15D/ 16A GASP ORG State SEI 16B/ 16C/ 18G/ 20A/ 21A

Goal (ORG)	Target	Indicators	Goal links to GASP & RASP SEIs
4. To improve State safety risk management.	Target to complete the introduction of the revised aviation safety risk process and share data.	ASSI SAG meetings conducted Completion of revised Aviation Safety Risk Process trial Republish internal Safety Risk Procedure and Information Paper Service provider safety data review completed each year Number of occurrence summaries published each year	RASP ORG 3 RASP Goal 3, Target 3.2 SEI 13E/ 15A/ 15D GASP ORG State SEI 17E/ 18F/ 20D/ 21C
5. To further mitigate fatigue for ATCOs and operators' management pilots	The target is to complete all the objective markers to achieve no fatigue related occurrences involving ATCOs and management pilots.	% fatigue markers completed by ATS Providers and AOC Holders Number of occurrences where ATCO/ Pilot fatigue is a factor	RASP OPS Roadmap SEI CFIT 3. d) GASP OPS Roadmap (State/ Industry) SEI CFIT 3. d)
6. To improve situational awareness, airspace, and procedures to reduce the number of losses of separation	Target to complete all the objective markers to maintain or reduce losses in separation events in UKOT airspace.	% of ATS Provider SA markers completed % of ATS Provider liaison makers completed Number of losses of separation occurrences	RASP OPS Roadmap SEI MAC 1. c)/ 3. i) GASP OPS Roadmap State SEI MAC 1. c)/ 3. i) GASP OPS Roadmap Industry SEI MAC 1. g)/ 3. i)
7. To reduce runway safety occurrences.	Target to complete all the objective markers to reduce both runway incursions and runway excursion events.	% of Aerodrome RST markers completed % of AOC Holder RST markers completed % of Aerodrome RI awareness training markers completed	RASP OPS Roadmap SEI RI 1. a)/ 1. b)/ 1. e)/ 1. f)/ 1. g)/ 3. g) SEI RE 1. a)/ 1. b)/ 1. d)/ 1.g)

Goal (ORG)	Target	Indicators	Goal links to GASP & RASP SEIs
		% of Aerodrome AIP markers completed	GASP OPS Roadmap State/ Industry SEI RI 1. a)/ 1. b)/ 1. e)/ 1. f)/ 1. g)/ 3. g) SEI RE 1. a)/ 1. b)/ 1. d)/ 1. g)
		% of AOC Holder pilot experience limitation reviews completed	
		% of Aerodrome meteorology aviation risks markers completed	
		% of Aerodrome GRF promulgation markers completed	
		% of Aerodrome GRF training markers completed	
		% of AOC Holder GRF markers completed	
		% of AOC Holder stabilised approach markers completed	
		% of Aerodromes ATC phraseology markers completed	
		% of AOC phraseology markers completed	
		Number of runway incursion occurrences*	
		Number of runway excursion occurrences*	
8. To reduce wildlife strikes at aerodromes.	Target to complete the objective markers to reduce wildlife hazard strikes at aerodromes.	% of Aerodrome wildlife hazard markers completed	
		% of AOC Holder wildlife hazard markers completed	
		Number of confirmed wildlife strike occurrences*	
		Number of wildlife related disruption occurrences	

3.5   The SEIs in this plan are implemented through ASSI's existing safety oversight processes service providers' Safety Management Systems and safety promotion activities. The selected SEIs derived from the ICAO global aviation safety roadmap were identified as aligning with achieving our safety goals and targets. Some SEIs in this plan are linked to the overarching SEIs at the regional and international levels to advance aviation safety globally. All the SEIs and those within this plan can be found in the ICAO GASP (www.icao/gasp) Appendices A and B.

3.6   This plan also addresses emerging issues. These include concepts of operation, technologies, public policies, business models or ideas that might impact on aviation safety where insufficient data exists to complete any meaningful analysis. This is an important part of any risks process to consider emerging issues, collect any relevant data and proactively develop mitigations to address these risks. The following has been identified as a goal, with a target and indicator:

Goal	Target	Indicators
9. Promote an understanding of cybersecurity and the threats posed to aviation safety in the UK OTs	The target is to complete all the initial objective markers to achieve no cyber-attacks that impact on aviation safety.	% Cybersecurity markers completed by ASSI Number of cyber attack occurrences impacting on aviation safety
IT security hazards pose many wide and varied risks to aviation safety and security. This is evolving in terms of ICAO. This work is to firstly understand the types of threats. Then understand and share how these threats manifests themselves in safety and security in the context of the UKOT aviation operations. Also, current mitigations need will be assessed, and then any weaknesses addressed		

3.7   ASSI supports the NACC RASP further work on the emerging issue of obstacle chart updates as identified by the RASG-PA. Evolving aerial vehicles use is kept under review and workstreams are progressing in this area.

Section 4 Operational Safety Risks

4.1   The NASP includes SEIs that address national operational safety risks, derived from lessons learnt from operational occurrences and from a data driven approach. These SEIs may include actions such as: rulemaking, policy development, targeted safety oversight activities, safety data analysis and safety promotion.

4.2   The UK Air Accident Investigation Branch (UK AAIB) publishes regular safety reports available here. The summary of accidents and serious incidents that have occurred within UK OTs where ASSI has aerodrome oversight, and to ASSI regulated aircraft operators involved in commercial air transport and aircraft in general aviation, are shown in the tables below:

Category	Year**	Fatal accidents	Non-fatal accidents	Serious incidents
Commercial air transport occurrences within UK OTs*	2017 - 2021	0	4	5
	2021	0	1	0
General aviation aircraft occurrences within UK OTs*	2017 - 2021	1	0	0
	2021	0	0	0
Occurrences involving commercial air transport aircraft registered in UK OTs*	2017 - 2021	0	2	2
	2021	0	0	0
Occurrences involving general aviation aircraft registered in UK OTs*	2017 - 2021	0	0	0
	2021	0	0	0

*UK OTs represented by this NASP

**November 2017 marks the launch of the revised reporting portal and case management process

4.3   The following five operational safety risk areas (reflected in NASP goals 5 to 8) were selected as priority areas based on reviews of occurrence reporting data, accident and incident investigation reports, regulatory safety oversight activities over the last 4 years, the context of UK OT operations (including aerodrome physical characteristics) and the SSP. The first two operational safety risk areas (goals 6 and 7) are selected based on regional analysis published in the ICAO North American, Central American, and Caribbean Regional RASP and operational safety risks described in the ICAO GASP 2020-2022.

> 1. Runway Excursion (RE) – Runway Safety (Goal 7)
> 2. Mid-Air Collison (MAC) (Goal 6)

4.4   The following selected operational safety risk area (goal 7) aligns with the ICAO GASP 2020-2022.

> 3. Runway Incursion (RI) – Runway Safety (Goal 7)

4.5   The additional national operational safety risk areas (goals) have been identified.

> 4. Fatigue (Goal 5)
> 5. Wildlife hazard (Goal 8)

These operational safety risk areas contribute to both the ICAO GASP and ICAO North American, Central American, and Caribbean Regional RASP high risk category of loss of control in flight (LOC-I) and runway excursion (RE). Fatigue contributes to all the other ICAO GASP and North American, Central American, and Caribbean Regional RASP high risk areas, in relation to pilots and CFIT.

4.6   In summary the operational safety risk areas align to the safety plans as follows:

| Operational Safety Risk Area	NASP Goal	NASP	RASP	GASP
Runway Excursion (RE)	7	✔	✔	✔
Mid-air Collison (MAC)	6	✔	✔	✔
Runway Incursion (RI)	7	✔		✔
Fatigue	5	✔		
Wildlife Hazard	8	✔		

4.7   To address these operational safety risk areas the associated SEIs are identified in Section 3. Analysis used both aviation categories from the Commercial Aviation Safety Team (CAST)/ ICAO Common Taxonomy Team (CICTT) to assess risk categories along with ASSI's own safety risk area categories.

4.8   To address the national operational safety risk areas the following contributing factors have been identified. Some of these are directly linked to SEIs derived from the ICAO Ops roadmap, contained in the GASP.

Runway Excursion (RE) -   Ineffective Runway Safety Teams (RSTs)
(Runway Safety)   Inadequate provision of runway condition information to pilots
                                              Lack of runway condition report understanding
                                              Inadequate provision of meteorological information to pilots
                                              Lack of stabilised approach criteria and application

Mid-Air Collison (MAC) -   Lack of situational awareness
                                              Inaccurate position reporting
                                              Airspace design, development, and coordination

Runway Incursion (RI) -   Ineffective RSTs
(Runway Safety)   Non-standard phraseology
                                              Poor RT discipline

Fatigue -   Ineffective ATS unit fatigue management schemes
                                              Management pilot rostering

Wildlife -   Ineffective wildlife hazard management plans
                                              Poor levels and detail of reporting of wildlife strikes and issues

Section 5 Other Safety Issues

5.1   In addition to the operational safety risks other initiatives have been selected. These have been given priority as they are aimed at enhancing and strengthening our safety oversight capabilities and the management of aviation safety.

5.2   The eight critical elements (CEs) of a safety oversight system are defined by ICAO. The UK and ASSI are committed to the effective implementation if these eight CEs, as part of their overall safety oversight responsibilities, which emphasise a commitment to safety in respect of its aviation activities. The eight CEs are:
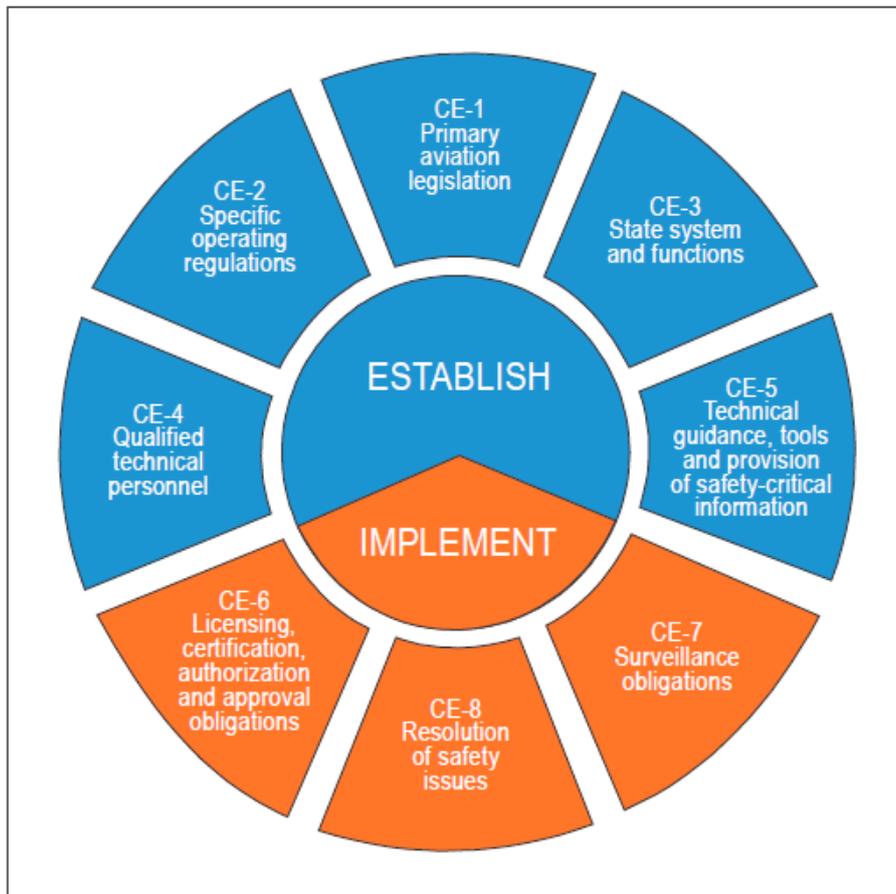
5.3   The latest activities, which aim to measure the effective implementation of the eight CEs of the UKOT safety oversight systems, as part of the ICAO Universal Safety Oversight Audit Programme (USOAP) are currently in the process of being completed. Following the ICAO audit of the UK plans to address gaps and findings will be made. Details of this will be further described in this section.

5.4   The following areas were considered of the utmost priority because they are systematic issues, which impact on the effectiveness of safety risk controls. They were identified from occurrence reporting data, accident and incident investigation reports, regulatory safety oversight activities over the last 4 years and SSP gap analysis reviews. These issues are typically organisational in nature and relate to challenges associated with SSP implementation and the level of SMS implementation by service providers. They take into consideration organisational culture, policies, and procedures within the UKOT structure and those service providers.

1) Service provider management systems - ASSI has worked with service providers for many years to support management system improvement. This included workshops and free access to independent expert advice. An effective SSP requires the support of service provider SMSs. Analysis indicates that improvements in quality management should lead to improvements particularly in the area of airworthiness.

2) SSP – The provision of safety information to ICAO - The UK State has both an ICAO USAP and USOAP that ASSI is participating in. Following these the aim is to maintain the continued provision of information to ICAO.

3) SSP – Strategic work with key aviation stakeholders to improve aviation safety - The UK State has volunteered for an ICAO SSP Implementation Assessment audit. Although ASSI is not part of this, a self-audit been completed to review our SSP with improvement actions set and completed. ASSI recognises the challenges of data exchange, and stakeholder engagement that are key to improving a SSP. ASSI is committed to contributing to improved stakeholder engagement within the ICAO NACC region, and within each UKOT.

4) SSP – National risk management improvement - ASSI has been building its SSP over many years. This is providing data that can now, with improved analysis, be used to further guide our SSP. An improved aviation safety risk process has been now been created to better use this data and is now under trial.

5.5   Based on these areas a review of the ICAO ORG roadmap led to several SEIs being selected to achieve goals 1 to 4 above. The associated SEIs to address these are identified in Section 3.

Section 6 Monitoring Implementation

6.1   ASSI will continuously monitor the implementation of the SEIs listed within this plan and measure safety performance of the civil aviation system.

6.2   ASSI will review the North American, Central American, and Caribbean Regional RASP when revised to keep identified operational safety risks, safety issues and selected SEIs updated and relevant. ASSI will periodically review the safety performance of the initiatives listed within the RASP to contribute to the achievement of the regional safety goals and targets. If required, ASSI will seek the support of our UKOT stakeholders to ensure the timely implementation of SEIs to address safety deficiencies and mitigate risks. ASSI will regularly review SEIs adjusting, where required, and update the NASP accordingly.

6.3   ASSI will monitor the indicators within section 3 of this plan to measure the safety performance of the civil aviation system and measure progress. ASSI will provide at regular intervals stakeholders with relevant updates on this plan.

6.4   Where a target is not met ASSI will examine the reasons for this identifying the root cause with further plans to address this.

6.5   ASSI will, where possible, provide information to the RASG. Historically, reporting at the regional level has been challenging due to the UKOTs being part of the UK State that is outside of the NACC region. It is also of note that operators do not commercially operate any aircraft above 5700 kg MTOW, and this usually excludes them from data collection requests.

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

<div align="center">

Air Safety Support International Ltd,
Floor 2, The Portland Building,
25 High Street,
Crawley,
West Sussex,
RH10 1BG,
United Kingdom
enquiries@airsafety.aero
www.airsafety.aero

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Issue (ORG): Service Provider SMS

Goal 1: Continuous functioning and improving management systems of service providers.

Target: 80% of the overall objective markers to be achieved.

Safety enhancement initiative	Action	Timeline	Responsible entity	Stakeholders	Metrics/ Indicators	Priority	Monitoring Activity
GASP ORG, SEI 2 (Industry) action 2A RASP ORG SEI 6B *Ensure compliance with applicable Regulations* GASP ORG, SEI 4 (Industry) action 4A *Based on the identified safety deficiencies, establish a mechanism to identify industry stakeholders and develop an action plan for the resolution of those deficiencies*	Continuous regulatory compliance auditing forms part of an effective internal audit process	2025	ASSI (Aerodrome, Airworthiness, Flight Ops)	Aerodrome Operators AOC Holders 145 Organisations	% of service provider audit markers completed	High	Oversight of 145 Organisations, Aerodromes and AOC Holders

GASP ORG, SEI 2 (Industry) action 2C *Encourage the active participation of industry in the RASGs to assist with the implementation of safety enhancement initiatives* GASP ORG, SEI 3 (Industry) action 3B *Participate in regional and international government/industry collaborative safety enhancement initiatives* GASP ORG, SEI 11 (Industry) action 11B *Share safety risk identification with stakeholders for mitigation and monitoring strategies*	Ensure collaboration and participation in training workshops	2025	ASSI (Aerodrome, Airworthiness, Flight Ops)	Aerodrome Operators AOC Holders 145 Organisations	% of service provider collaboration and training markers completed	Medium	Oversight of 145 Organisations, Aerodromes and AOC Holders

GASP ORG, SEI 8 (Industry) action 8A/ 8B/ 8D/ 8E *Establish mandatory safety reporting systems* *Provide information from the service provider to the State mandatory safety reporting system, as required* *Establish voluntary and confidential hazard/occurrence reporting systems as part of the SMS* *Establish and maintain a safety database for technical personnel to monitor system safety issues within the service provider*	Ensure an effective reporting process and supporting culture	2025	ASSI (Aerodrome, Airworthiness, Flight Ops)	Aerodrome Operators AOC Holders 145 Organisations	% of service provider reporting markers completed	High	Oversight of 145 Organisations, Aerodromes and AOC Holders
GASP ORG, SEI 8 (Industry) action 8F *Establish and utilize a safety risk management process*	Ensure an effective change/ risk management process	2025	ASSI (Aerodrome, Airworthiness, Flight Ops)	Aerodrome Operators AOC Holders 145 Organisations	% of service provider risk management markers completed	High	Oversight of 145 Organisations, Aerodromes and AOC Holders

GASP ORG, SEI 9 (Industry) action 9D *Encourage sharing and use of information from within industry to identify hazards and mitigate safety risks* GASP ORG, SEI 12 (Industry) action 12C *Monitor safety information exchange networks for continuous improvements*					% of service provider change management markers completed		
GASP ORG, SEI 9 (Industry) action 9B *Develop safety performance indicators and associated targets/alert settings, via the established safety risk management process*	Ensure the use of SPIs	2025	ASSI (Aerodrome, Airworthiness, Flight Ops)	Aerodrome Operators AOC Holders 145 Organisations	% of service provider safety performance indicators completed	Medium	Oversight of 145 Organisations, Aerodromes and AOC Holders

Issue (ORG): Provision of safety information to ICAO

Goal 2: To provide safety information to ICAO by updating all relevant documents and records as progress is made.

Target: To achieve above 80% in aggregate of our indicators.

Safety enhancement initiative	Action	Timeline	Responsible entity	Stakeholders	Metrics/ Indicators	Priority	Monitoring Activity
GASP ORG, SEI 12 (State) action 12A *Update USOAP corrective action plan items*	Update USOAP corrective action plan items	2025	ASSI	ASSI UK DfT ICAO OTAAs	% of ASSI completed corrective plan items	Medium	Internal review
GASP ORG, SEI 12 (State) action 12B *Update and submit the self-assessment checklist based on USOAP CMA priority PQs*	Update and submit the self-assessment checklist based on USOAP CMA priority PQs	2025	ASSI	ASSI UK DfT ICAO OTAAs	% of completed protocol questions (PQs) % of satisfactory PQs	Medium	Internal review
GASP ORG, SEI 12 (State) action 12C *Update and submit the State aviation activity questionnaire (SAAQ)*	Update and submit the State aviation activity questionnaire (SAAQ)	2025	ASSI	ASSI UK DfT ICAO OTAAs	% completed State Aviation Activity Questionnaire submitted	Medium	Internal review

GASP ORG, SEI 12 (State) action 12D *Update and submit the compliance checklists (CCs) on the electronic filing of differences (EFOD) system*	Update and submit the compliance checklists (CCs) on the electronic filing of differences (EFOD) system	2025	ASSI	ASSI UK DfT ICAO OTAAs	% completed compliance checklists on electronic differences (EFOD) system	Medium	Internal review

Issue (ORG): SSP stakeholder relationships

Goal 3: To improve relationships with key aviation stakeholders to improve the SSP.

Target: To complete objective markers to ensure contact is regularly maintained with service providers, UK OT governors, UK OT governments and other NAAs

Safety enhancement initiative	Action	Timeline	Responsible entity	Stakeholders	Metrics/ Indicators	Priority	Monitoring Activity
GASP ORG, SEI 16 (State) action 16B *Work with collaborators to ensure all elements of the SSP are present, suitable, operational, and effective*	To identify, and establish links to work with collaborators to ensure all elements of the SSP are present, suitable, operational, and effective	2025	ASSI	UK DfT UK FCDO OT Governments Governors UK OT organisations Service providers NAAs	Number of SSP gap analysis outstanding questions (iSTARS) Number of SSPIA questions below 'present' Number of additional contacts established	High	Internal review
GASP ORG, SEI 16 (State) action 16C *Establish a system for the continuous improvement of the SSP, in collaboration with all relevant stakeholders*	Establish a system for the continuous improvement of the SSP, in collaboration with all relevant stakeholders	2025	ASSI	UK DfT UK FCDO OT Governments Governors UK OT organisations	Annual review of SSP gap questions (iSTARS) and SSP IA review completed Implementation Assessment IA questions outstanding	Medium	Internal review

					Number of general audit checklists completed		
GASP ORG, SEI 18 (State) action 18G

Contribute information on safety risks and SSP safety performance indicators to the RASG | Contribute information on safety risks and SSP safety performance indicators to the RASG | 2025 | ASSI | UK AAIB | Number of completed risk and SSP information requests | Low | Internal review |
| GASP ORG, SEI 20 (State) action 20A

Identify areas where collaboration/support is needed to ensure that stakeholders understand and implement safety culture concepts to fully embrace an open, just culture and non-punitive safety reporting | Identify areas where collaboration/support is needed to ensure that stakeholders understand and implement safety culture concepts to fully embrace an open, just culture and non-punitive safety reporting | 2025 | ASSI | Service Providers | Number of 'I' occurrence reports submitted (reports on self) | High | Occurrence reporting system |

| GASP ORG, SEI 21 (State) action 21A

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 reports and aviation system statistics (traffic counts, weather information, EI scores, etc.) | 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 reports and aviation system statistics (traffic counts, weather information, EI scores, etc.) | 2025 | ASSI | UK CAA ICAO | % occurrence reports shared to ECCAIRS

% of service provider operational data requests completed | Medium | Internal review |
|---|---|---|---|---|---|---|---|

Issue (ORG): State safety risk management

Goal 4: To improve State safety risk management.

Target: To complete the introduction of the revised aviation safety risk process and share data.

Safety enhancement initiative	Action	Timeline	Responsible entity	Stakeholders	Metrics/ Indicators	Priority	Monitoring Activity
GASP ORG, SEI 17 (State) action 17E *Establish and utilize a process to ensure the assessment of safety risks associated with identified hazards*	Establish and utilise a process to ensure the assessment of safety risks associated with identified hazards	2023	ASSI		ASSI SAG meetings conducted Completion of revised Aviation Safety Risk Process trial Republish internal Safety Risk Procedure and Information Paper	High	Internal review
GASP ORG, SEI 18 (State) action 18F *Promote safety awareness and the two-way communication, sharing and exchange of safety-relevant information within the State's*	Promote safety awareness and the two-way communication, sharing and exchange of safety-relevant information within the State's aviation organizations	2025	ASSI	Service Providers	Service provider safety data review completed each year (Also links to Goal 3 metric % of service provider	High	Internal review

aviation organizations and encourage sharing of safety information with industry within the State GASP ORG, SEI 20 (State) action 20D *Collaborate with national and industry 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*	and encourage sharing of safety information with industry within the State				operational data requests completed)		
GASP ORG, SEI 21 (State) action 21C *Encourage information-sharing with industry*	Encourage information-sharing with industry	2025	ASSI	Service Providers	Number of occurrence summaries published each year (links to metrics in section above)	High	Internal review

HRC (OPS): CFIT (also contributes to all other categories)

Goal 5: Fatigue, to further mitigate fatigue for Air Traffic Control Officers (ATCOs) and operators' management pilots

Target: To complete all the objective markers to achieve no fatigue related occurrences involving ATCOs and management pilots.

Safety enhancement initiative	Action	Timeline	Responsible entity	Stakeholders	Metrics/ Indicators	Priority	Monitoring Activity
GASP OPS, SEI on CFIT (States/ Industry) contributary factor 3. d) RASP OPS, SEI on CFIT contributary factor 3. d) *Contributing factor pilot fatigue*	ATS fatigue risk management Management pilot fatigue risk management	2025	ASSI (ATS) ASSI (Flight Ops)	ATS Providers AOC Holders	% fatigue markers completed by ATS Providers % fatigue markers completed by AOC Holders Number of occurrences where ATCO/ Pilot fatigue is a factor	Medium	Oversight of ATS Providers Oversight of AOC Holders Occurrence Reporting process

HRC (OPS): MAC

Goal 6: To improve situational awareness, airspace, and procedures to reduce the number of losses of separation.

Target: To complete all the objective markers, to maintain or reduce losses in separation events in UKOT airspace.

Safety enhancement initiative	Action	Timeline	Responsible entity	Stakeholders	Metrics/ Indicators	Priority	Monitoring Activity
GASP OPS, SEI on MAC (States) safety action 1. c) GASP OPS, SEI on MAC (Industry) safety action 1. g) RASP OPS, SEI on MAC safety action 1. c) *Improve ATC systems, procedures, and tools to enhance conflict Management*	Provide tools to improve ATCO SA	2025	ASSI (ATS)	ATS Providers	% of ATS Provider SA markers completed Number of losses of separation occurrences	Medium	Oversight of ATS Providers Occurrence Reporting process

GASP OPS, SEI on MAC (State/ Industry) contributary factor 3. i) RASP OPS, SEI on MAC contributary factor 3. i) *Airspace – complexity of airspace design, route layout, extent of controlled or uncontrolled airspace, proximity of military operational or training areas, etc.*	Create regular structured liaison meetings of neighbouring ATS units	2025	ASSI (ATS)	ATS Providers neighbouring ATS units NAAs Aircraft Operators	% of ATS Provider liaison makers completed Number of losses of separation occurrences	High	Oversight of ATS Providers Occurrence Reporting process Internal review

HRC (OPS): RE, RI

Goal 7: To reduce runway safety occurrences.

Target: To complete all the objective markers to reduce both runway incursions and runway excursion events.

Safety enhancement initiative	Action	Timeline	Responsible entity	Stakeholders	Metrics/ Indicators	Priority	Monitoring Activity
GASP OPS, SEI on RI (State/ Industry) safety action 1. a) RASP OPS, SEI on RI safety action 1. a) GASP OPS, SEI on RE (State/ Industry) safety action 1. a) RASP OPS, SEI on RE safety action 1. a) *Runway safety programme and runway safety teams*	Ensure strong and effective RSTs Ensure RSTs review and mitigate RI risks.	2025	ASSI (Aerodrome/ Airworthiness/ Flight Ops)	Aerodrome Operators, AOC Holders Aerodrome Third Parties	% of Aerodrome RST markers completed % of AOC Holder RST markers completed Number of runway incursions Number of runway excursions	High	Oversight of Aerodromes Oversight of AOC Holders Occurrence Reporting process Occurrence Reporting process

GASP OPS, SEI on RI (State/ Industry) safety action 1. g) RASP OPS, SEI on RI safety action 1. g) *Suitable strategies to remove or mitigate hazards associated with identified hot spots*							
GASP OPS, SEI on RI (State/ Industry) safety action 1. b) RASP OPS, SEI on RI safety action 1. b) *Policy, procedures, and training that support situational awareness for*	Ensure effective aerodrome airside training	2025	ASSI (Aerodrome)	Aerodrome/ Aircraft Operators Aerodrome Third Parties	% of Aerodrome RI awareness training markers completed	Medium	Oversight of Aerodromes

controllers, pilots, and airside vehicle drivers							
GASP OPS, SEI on RI (State/ Industry) safety action 1. f) RASP OPS, SEI on RI safety action 1. f) *Identification and publication in the AIP of hot spots at aerodromes*	Ensure Aerodromes maintain up to date and accurate AIP entries	2025	ASSI (ATS)	Aerodrome Operators AIP Provider	% of Aerodrome AIP markers completed	Medium	Oversight of Aerodromes
GASP OPS, SEI on RE (State/ Industry) safety action 1. b) RASP OPS, SEI on RE safety action 1. b) *policy and training on rejected*	AOC Holders review aerodromes and consider pilot experience limitations	2025	ASSI (Flight Ops)	AOC Holders	% of AOC Holder pilot experience limitation reviews completed	High	Oversight of AOC Holders

landings, go-arounds, crosswind and tailwind landings (up to the maximum manufacturer demonstrated winds)								
GASP OPS, SEI on RE (State/ Industry) safety action 1. d) RASP OPS, SEI on RE safety action 1. d) *Ensure effective and timely reporting of meteorological and aerodrome conditions (e.g. runway surface condition in accordance to the ICAO global reporting format in Annex 14, Volume I,*	Ensure robust Met provisions and proficient GRF reporting Ensure understanding of GRF and the importance of accurate Met reporting	2022	ASSI (Aerodrome) ASSI (Flight Ops)	Aerodrome Operators	% of Aerodrome meteorology aviation risks markers completed % of Aerodrome GRF promulgation markers completed % of Aerodrome GRF training markers completed % of AOC Holder GRF markers completed		High	Oversight of Aerodromes Oversight of AOC Holders

braking action and revised declared distances)							
GASP OPS, SEI on RE (State/ Industry) safety action 1. g) RASP OPS, SEI on RE safety action 1. g) *Reduce the rate of unstabilised approaches to Runways*	Ensure operators monitor/ review stabilised approach criteria and pilot experience limitations	2023	ASSI (Flight Ops)	AOC Holders	% of AOC Holder stabilised approach markers completed	High	Oversight of AOC Holders
GASP OPS SEI on RI (State/ Industry) safety action 1. e)/ 3. g) RASP OPS SEI on RI safety action 1. e)/ 3. g) Use of standard phraseologies	Ensure ATC and Pilots use standard phraseology	2025	ASSI (Aerodromes) ASSI (Flight Ops)	Aerodrome Operators AOC Holders	% of Aerodromes ATC phraseology markers completed % of AOC phraseology markers completed	Medium	Oversight of Aerodromes Oversight of AOC Holders

HRC (OPS): LOC-I, RE

Goal 8: To reduce wildlife strikes at aerodromes.

Target: To complete the objective markers to reduce wildlife hazard strikes at aerodromes.

Safety enhancement initiative	Action	Timeline	Responsible entity	Stakeholders	Metrics/ Indicators	Priority	Monitoring Activity
None	Ensure effective aerodrome wildlife hazard management	2025	ASSI (Aerodrome)	Aerodrome Operators	% of Aerodrome wildlife hazard markers completed Number of confirmed wildlife strike occurrences Number of wildlife related disruption occurrences	Medium	Oversight of Aerodromes Occurrence Reporting process
None	Ensure operators consider wildlife risks and support aerodrome management of these	2025	ASSI (Flight Ops)	AOC Holders	% of AOC Holder wildlife hazard markers completed	Medium	Oversight of AOC Holders

Future risks

Goal 9: Promote an understanding of cybersecurity and the threats posed to aviation safety in the UK OTs

Target: The target is to complete all the initial objective markers to achieve no cyber-attacks that impact on aviation safety.

Safety enhancement initiative	Action	Timeline	Responsible entity	Stakeholders	Metrics/ Indicators	Priority	Monitoring Activity
Future risk	To research and develop a cyber security plan	2025	ASSI	Service Providers	% Cybersecurity markers completed by ASSI Number of cyber attack occurrences impacting on aviation safety	High	Occurrence reports