

National Aviation Safety Plan

Falkland Islands

2025-2027



Produced by the Falkland Islands Civil Aviation Department

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Foreword



A safe civil aviation industry is vital to any country, especially a small and remote archipelago such as the Falkland Islands. Civil aviation not only provides a vital lifeline to the rest of the world but it also allows quick and easy travel between some 30 airports scattered across 12,000 km² of islands.

As remote as we are in the South West Atlantic, we are nonetheless subject to international conventions including those of the International Civil Aviation Organisation (ICAO). The Falkland Islands Civil Aviation Department (FICAD) has compiled this National Aviation Safety Plan (NASP) inline with ICAO's Global Aviation Safety Plan and it forms part of the United Kingdom's NASP. The plan describes a review of the existing system of aviation safety oversight and sets out the direction of FICAD's regulatory activities for the coming three years in the form of objectives. These objectives will be realised through a set of safety enhancement initiatives (SEIs) that can be found on pages 15 and 16.

If you are in any way a part of the aviation industry in the Islands I urge you to support the NASP. Our aviation industry isn't just those directly involved in operating a single airline or airport; it is made up of many individuals with a wide range of roles and responsibilities and relies on everyone involved knowing how their role fits into the overall system and what each person needs to understand and do to make our civil aviation industry as safe as is reasonably practicable.

As the person ultimately accountable for the effectiveness of aviation safety oversight in the Falkland Islands, I am pleased to present this NASP to you. It reflects the hard work and cooperation of so many across our industry. We are proud of what we have achieved together, but are always keen to identify where we might be able to do even better. In that spirit, I am happy to invite you to share any comments or feedback you might have on this NASP.

Alison Blake CMG
Governor of the Falkland Islands

Glossary and Abbreviations

ASSG	Air Safety Steering Group (BFSAI's highest level aviation safety group)
ASSI	Air Safety Support International
Aviation Services	FIG service that operates FIGAS and Stanley Airport
BFSAI	British Forces South Atlantic Islands
CNS	Communication, navigation and surveillance
DASOR	Defence Aviation Safety Occurrence Report
FAUG	Falklands Air Users Group (civil & military aviation safety group)
FICAD	Falkland Islands Civil Aviation Department
FIG	Falkland Islands Government
GASP	Global Aviation Safety Plan
HRC	High-risk Category of Occurrence
ICAO	International Civil Aviation Organisation
MAA	Military Aviation Authority
MoD	Ministry of Defence
MOR	Mandatory Occurrence Report
NASP	National Aviation Safety Plan
NHRC	National High-risk Category of Occurrence
OTSPC	Overseas Territories Safety Performance Council
RASP	Regional Aviation Safety Plan
SARPs	Standards and Recommended Practices
SEI	Safety Enhancement Initiative
SMS	Safety Management System
SSP	State Safety Programme
UK	United Kingdom
USOAP	ICAO's Universal Safety Oversight Audit Programme

SECTION 1

Introduction

1.1. Overview of the NASP, including its structure.

The Falkland Islands is a British Overseas Territory so it must uphold the Standards and Recommended Practices (SARPS) of the International Civil Aviation Organisation (ICAO) in line with the responsibilities accepted by the United Kingdom (UK) as an ICAO member.

The Falkland Islands 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 the risk of fatalities, through the development and implementation of a national aviation safety strategy. A safe and resilient aviation system bolsters the economic development of the Falkland Islands. The NASP promotes the effective implementation of a safety oversight system, a risk-based approach to managing safety, as well as a coordinated approach to collaboration between the Falkland Islands, other States and industry.

All stakeholders are encouraged to support and implement the NASP as the strategy for the continuous improvement of aviation safety. The Falkland Islands NASP is aligned with the International Civil Aviation Organization (ICAO) Global Aviation Safety Plan (GASP).

The Falkland Islands NASP follows the standard format recommended by ICAO as follows:

Section 1 - Introduction

Section 2 – Purpose

Section 3 - States Strategic Direction

Section 4 - National Operational Safety Risks

Section 5 - Organisational Challenges

Section 6 - Monitoring Implementation

This version of the NASP will remain effective 01 January 2025- 31 December 2027.

1.2. How the NASP is linked to the SSP.

The Falkland Islands NASP considers operational safety risks presented in the ICAO GASP as well as locally assessed risks. Initiatives listed in this NASP address organizational challenges and aim to enhance organizational capabilities related to effective safety oversight and will determine the key areas of focus for the Falkland Islands State Safety Programme (SSP).

1.3. Entities responsible for the NASP's development, implementation and monitoring.

FICAD produces the NASP in collaboration with ASSI and the national aviation sector. The following stakeholders were consulted throughout the process:

- **General Manager FIG Aviation Services-** (Stanley Airport and FIGAS)
- **OC 905 EAW-** airfield operator, Mount Pleasant Airport & military flight operations
- **FAUG-** Falklands Air Users Group
- **MAA-** UK Military Aviation Authority
- **ASSI Flight Operations Inspector**
- **ASSI Airworthiness Inspector**
- **ASSI CNS and IFP Inspector**
- **OTSPC-** Overseas Territories Safety Performance Council

1.4. Identified Areas of Focus in the Falkland Islands NASP

Operational risks were discussed and it was agreed that nothing about local issues stood them apart from ICAO's global high-risk categories of occurrences (G-HRCs). It was agreed that the system of safety oversight in the Falklands focuses on the correct issues.

However, several organisational issues exist. Industry still must do more to further develop SMS and QMS; and ASSI and FICAD must continue to focus on SMS and QMS oversight.

ICAO says shortfalls in Protocol Questions (PQs)¹ and the State Safety Programme (SSP)² checklist are considered priorities. The Falkland Islands NASP upholds this position.

It was also agreed by all parties that the system of aeronautical information service in the Falklands requires more work and has been listed as a national safety issue.

Emerging Areas of Focus

As the small unmanned aircraft (SUA) industry continues to develop, the regulation and operation of SUAs beyond visual line of sight is going to have to be provided for.

Hydrocarbons exploitation will change the scale of aviation activity and the Falkland Islands must ensure infrastructure, services and aviation regulation meets the challenges.

In support of the GASP Goal to ***continue to achieve a reduction of operational safety risks***³, the Falkland Islands NASP addresses the following national safety issues:

- a) Industry SMS QMS
- b) The effectiveness of the Falkland Islands State Safety Programme (SSP)
- c) The system of aeronautical information service (AIS) in the Falkland Islands

Emerging Areas of Focus:

- d) The operation of Small Unmanned Aircraft (SUA) beyond visual line of sight (BVLOS)
- e) The possible emerging issue of growth of aviation activities to support hydrocarbon exploitation.

1.5. The national safety goals of the Falkland Islands

To address these issues and enhance aviation safety at the national level, the NASP contains the following goals and targets: Everything identified in this NASP is ultimately directed towards the ICAO Global Goal of:

1. **Continuing to achieve a reduction of operational safety risks by;**
2. Continuing to strengthen the Falkland Islands SSP and system of safety oversight including integrated focus on industry SMS and QMS;
3. Increasing collaboration at the UK OT regional level;
4. Expanding the use of industry programmes and information networks;
5. Ensuring the appropriate infrastructure is available to support safe operations (including emerging infrastructure in support of hydrocarbons activities);
6. Continuing to develop the system of AIS in the Falkland Islands.

¹ As part of the USOAP (Universal Safety Oversight Activity Programme) ICAO requires all States (including the Falkland Islands) to answer a series of questions know as Protocol Questions (PQs) as a form of remote audit of each State's system of safety oversight.

² ICAO monitors each States' (including the Falkland Islands) SSP effectiveness levels.

³ The 2023-2025 edition of the ICAO GASP contains 6 goals. **Goal 1** is to achieve a continuous reduction of operational safety risks.

The operational context of aviation in the Falkland Islands



Aircraft and Air Operators

- 10 VP-F-registered aircraft
 - 5 are registered as commercial and having a Maximum Take-off Mass less than 5,700kg
 - 5 are registered as private
- 1 AOC holder
- 1 private complex (Part 125) holder
- 35 Foreign Operator Permits
 - 15 Seasonal permits
 - 200 aircraft
 - 20 ad hoc permits



Aerodromes & Airspace

- 32 Active Aerodromes
 - 1 Certificated- international
 - 1 Military- international
 - 30 Uncertificated- internal only
- Airspace classified as D⁴. Area 104,192km²
- Falklands landmass: 12,000km² (778 islands)
- Approximately 11,600 movements and 41,000 passengers in 2023



General Aviation

- None



Air Navigation Service Providers

- 1 Air Traffic Service Provider
- 1 Flight Information Service Unit
- 2 Communications Navigation and Surveillance Providers
- 1 Meteorological Service Provider



Medical

- 0 Aeromedical Examiners
- 0 Aeromedical Centres



Maintenance Organisations

- 1 Part 145 organisations
- 0 Part M organisations
- 0 Part CAMO organisations



Training Organisations

- 0 training organisations



Licence Holders

- 0 Private Pilots
- 6 Maintenance Engineers
- 0 Air Transport Pilots
- 22 Commercial Pilots (validations only)
- 0 Civil Air Traffic Controllers
- 6 FIS Officers.



Remotely Piloted Aircraft Systems

- Only Small Unmanned Aircraft (less than 25kg)
 - Of which, all are under 10kg
 - Around 20 active aerial work permissions issued annually
 - Estimated further 20 unregistered leisure users



Military Presence

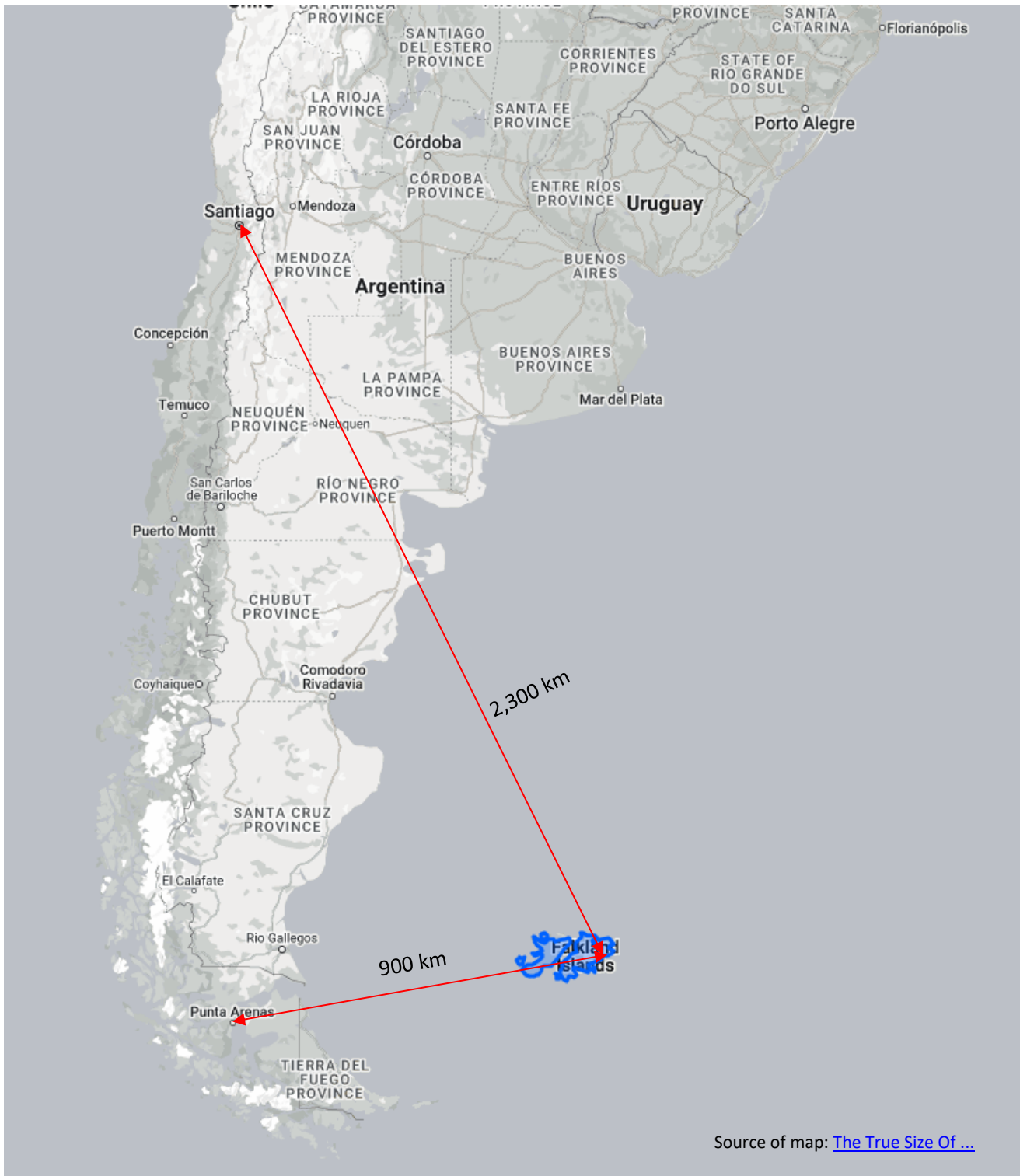
- Operates main international airport
- Operates ATC
- Operates CNS including radar service
- More MoD aircraft than civil⁵
- Meteorological Service provider⁶
- Area charts are military

⁴ Exemptions in force that restrict the Class D nature of the airspace.

⁵ Combination of military registered and civil registered on military contract.

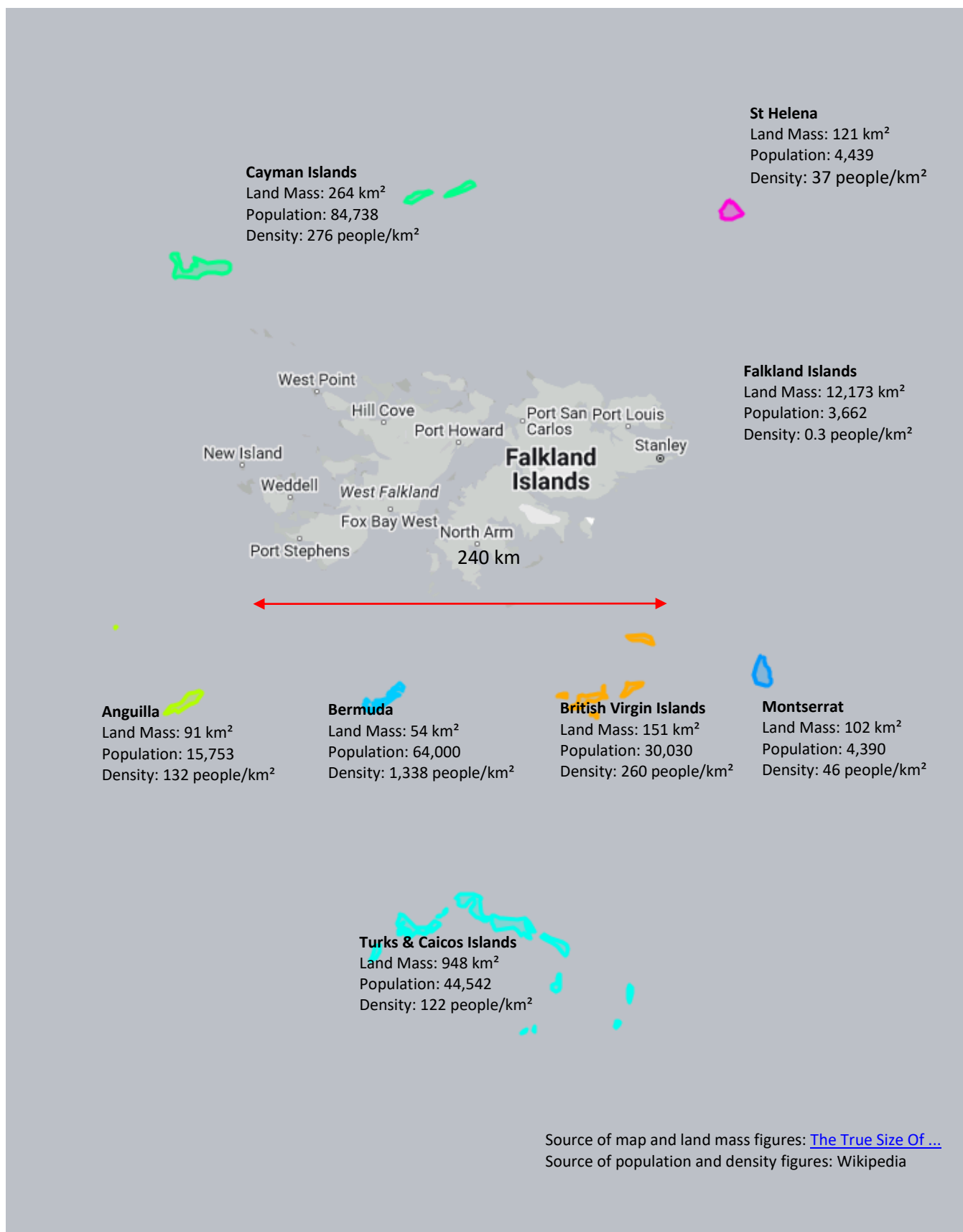
⁶ Met Office in islands to serve military but also provide service to the civil community under contract.

Map: Position of the Falkland Islands in Relation to South America



Map: Comparison of the British Overseas Territories (OTs) Covered by the AN(OT)O

OTs depicted to scale with each other. The challenge for the Falkland Islands is that its land mass is seven times greater than the total land mass of the other 7 OTs combined but with the smallest population to manage it all with.



SECTION 2

Purpose of the Falkland Islands National Aviation Safety Plan

- 2.1. The NASP is the planning document containing the strategic direction of the Falkland Islands for the management of aviation safety for a period of 3 years from 01 January 2025 to 31 December 2027. This plan lists national aviation areas of focus, sets national safety goals and targets, and presents a series of safety enhancement initiatives (SEIs) to achieve those goals.

The NASP has been developed using the safety goals and targets and high-risk categories of occurrences (HRCs) from both the GASP (www.icao.int/gasp) and locally assessed risks. These are highlighted in the text, where applicable. The SEIs listed in the NASP support the improvement of safety at the wider regional and international levels where applicable.

2.2. The relationship between the NASP, the RASP and the most current edition of the GASP

In normal circumstances there would be a relationship between a State's NASP and its region's RASP. However, for geo-political reasons there is no direct working relationship between the Falkland Islands and the rest of the South America Region, and the South America Region RASP does not recognise the Falkland Islands.

The operational context of aviation in the Falkland Islands is also very different to that on mainland South America. Apart from a weekly service between the Falkland Islands and Chile that operates into a military aerodrome on the Falkland Islands, the aviation activity of South America has no impact upon the Falkland Islands and vice versa.

In the creation of the Falkland Islands NASP the RASP was examined and considered. The GASP was also closely studied and given due consideration in the development of the Falkland Islands NASP.

2.3. Other national plans that have been considered in the development of the NASP.

The Islands Plan, Falkland Islands 2022- 2026

The Falkland Islands Legislative Assembly maintains an Islands Plan setting out the medium to long term plan for the islands. As with previous plans, this current one cites the importance of maintaining and developing both domestic and international aviation.

This nationally published high-level document underpins the importance of the NASP to ensure the Falklands Islands aviation sectors are appropriately prepared to meet these challenges that are crucial to the economy.

SECTION 3

Strategic Direction

3.1. NASP development and endorsement

This NASP was developed in accordance with the ICAO guidance including taking consideration of the GASP and the RASP. The first task was to identify the members of the NASP development team. This was achieved by considering all key aviation sector stakeholders, both operational and regulatory and choosing individuals that can be considered representative of the entire Falkland Islands aviation environment. This list is flexible and can be changed as required throughout the life of the NASP.

After the development team was decided, the remaining 7 steps of the ICAO NASP 8-step process were followed.

The team was consulted on the plan and it was amended as required and presented to the Governor.

3.2. Governance of the NASP

FICAD is responsible for the governance of the NASP. This includes its overall development, issuance, implementation, review and update. The NASP will not be consulted on a very regular basis until it's next scheduled review period or in the event of the need to change it. Its purpose is to set the direction of the SSP and the system of safety oversight. The routine NASP review cycle is three years.

The SSP will continue to be implemented and overseen on a very regular basis.

3.3. The approach to identify national safety issues and implement SEIs to address them

No meaningful amounts of quantitative data exist in the Falkland Islands because the aviation sector is too small. The NASP development team examined available data sets and used a qualitative approach to determine the areas the NASP should focus on. The following information was assessed:

- Falkland Islands ICAO Protocol Question (PQ)
- Falkland Islands ICAO SSP checklist
- Falkland Islands ICAO SAAQ checklist
- Historical Falkland Islands accident and serious incident information
- Historical MORs and DASORs
- Issues raised by the Falklands Air Users Group (FAUG)
- Results of technical audit reports of Falkland Islands industry
- All current exemptions and deviations issued by FICAD
- All proposed changes (ICAO State Letters) to any SARPs
- GASP and RASP

3.4. The process to determine national operational safety risks and organizational challenges.

Reviewing all of the items in the bullet list in 3.3 made it easy to identify shortcomings. For example, all PQ, SSP and SAAQ checklists were reviewed and questions that require further work were considered risks that need addressing. It was necessary that this was a collaborative approach involving all members of the development team.

3.5. National safety goals, targets and indicators

The ICAO GASP contains an aspirational safety goal to achieve and maintain zero fatalities in commercial operations. A series of goals support this aspirational safety goal. The 2023–2025 edition of the GASP contains six goals, which are the same goals that were presented in the previous, 2020–2022 edition of the GASP.

The Falkland Islands NASP has established national safety goals that have direct links to the GASP goals because they are all pertinent in the Falklands Islands considering organizational challenges and operational safety risks. The Falkland Islands national areas of focus and their associated goals are more specific than the GASP goals in some cases but they are clearly linked to them. Minor modifications have been made to keep them appropriate to the Falkland Islands and in recognition of the 'OTSPC Region' rather than the geographical region of South America.

Overall Goal (Goal 1): Continue to achieve a reduction of operational safety risks.

Target: Maintain a decreasing trend of accident and serious incident rates

Indicators:

- Number of accidents
- Number of serious incidents
- Number of MoRs related to precursor events

Goal 1

Linked to Goal 1 of the GASP and South American RASP.

Goal 2: Continue to strengthen the Falkland Islands SSP and system of safety oversight including integrated focus on industry SMS and QMS

Target: Increase the number of complete and effective PQ, SSP and SAAQ responses and ensure SMS and QMS is an integral part of routine industry audits.

Indicators:

- Number of outstanding PPQs
- Number of outstanding PQs
- Number of outstanding SSP checklist questions
- Number of outstanding SAAQs
- Number of SMS / QMS-related findings

Goal 2

Linked to Goal 2 of the GASP and South American RASP.

Goal 3: Increase collaboration at the UK OT regional level.

The ICAO GASP, RASP and NASP principles encourage cooperation of States within their defined ICAO global regions. For geo-political reasons the Falkland Islands has no formal working relationship with the States of the South American Region.

However, the Overseas Territories Safety Performance Council (OTSPC) is a mature, well-structured working group that includes the British OTs that share the AN(OT)O, Air Safety Support International and DfT. OTSPC, whilst not geographically aligned, offers the opportunity for many synergies to be realised by bringing together and combining the efforts of multiple territories.

Target: Collaborate on SSP and NASP work across the OTSPC to meet global deadlines.

Indicators:

- Number of OTSPC meetings attended
- Number of times the Falklands shares its SSP and NASP work within OTSPC
- Amount of time resource the Falklands allocates to assist other OTSPC members
- The number of OTSPC-set SSP and NASP targets met.

Goal 3

Linked to Goal 4 of the GASP and South American RASP but with the focus on the 'OTASPC region.'

Goal 4: Expand the use of industry programmes and information networks.

Target: Increase industry's contribution in safety information sharing across the islands and industry's adoption of globally harmonized metrics for the SPIs.

Indicators:

- Number of industry providers using globally harmonised metrics for the SPIs.
- Number of NASP indicators developed in consultation with industry.
- Number of industry safety meetings attended by the regulator.

Goal 4

Linked to Goal 5 of the GASP and South American RASP.

Goal 5: Ensure the appropriate infrastructure is available to support safe operations (including emerging infrastructure in support of hydrocarbons).

Target: Maintain an increasing trend of navigation and aerodrome infrastructure that meets relevant ICAO SARPs, especially with regard to emerging infrastructure.

Indicators:

- Number of non-compliances of infrastructure-related SARPs.
- Level of proactive engagement with FIG and other relevant stakeholders with regards to infrastructure development, especially with regard to emerging infrastructure.

Goal 5

Linked to Goal 6 of the GASP and South American RASP.

Goal 6: Continue to develop the system of AIS in the Falkland Islands.

Indicators:

- Number of airspace infringements
- Number of enquiries for AIP information

Target: An AIP that is produced by an AIS service provider and is more accessible to operators in electronic format.

Goal 6

This is a sub-goal of NASP Goal 5 above.

3.6. How the national safety goals, targets and indicators are linked to the GASP and RASP?

The Falkland Islands national safety goals were agreed to be appropriate locally and they are also closely aligned to the goals of the GASP and the RASP.

3.7. How the SEIs help to achieve the national safety goals

Many of the SEIs described in this NASP are already well established and being implemented as part of the system of safety oversight. They are subject to regular review and adjustment but they are all designed to directly target the key areas identified in the various accident investigations.

A couple of new SEIs were identified and created during the work in developing the NASP. They are designed to address organisational issues caused by a number of factors including geopolitical factors. All SEIs are described in sections 4 and 5 including the links between each SEI and the national safety goals and targets and NASP and GASP safety goals and targets.

3.8. Emerging Issues

- BVLOS drones
- Hydrocarbons exploitation (By the end of 2024 we should know if this is an emerging issue, no longer an issue or a current issue).
 - Busier Stanley Airport with mixed operations
 - Larger RFFS required
 - More international flights

SECTION 4

National Operational Safety Risks

4.1. Summary of accidents and serious incidents that have occurred in the Falkland Islands over the period 1992- 2025.

- **1992, New Island.** Hard landing short of threshold of runway 33. Substantial aircraft damage. No injuries. Aircraft repaired
- **2006, West Point Island.** Hard landing short of threshold of runway 01. Substantial damage. No injuries. Aircraft damaged beyond repair.
- **2018, Beaver Island.** Hard landing short of threshold of runway 27. Substantial aircraft damage. No injuries. Aircraft damaged beyond repair.

The three accidents described had several common factors:

- All flights were CAT in aircraft less than 5,700kg
- All were landing accidents
- All accidents were on uncertificated aerodromes
- All involved touch downs short of the runway threshold or runway strip
- All caused considerable damage to the aircraft involved
- All aerodromes were very short with other known difficulties

The accidents were discussed at length between FICAD and ASSI inspectors. It was agreed that significant mitigations have been put in place and that the focus of the system of regulatory safety oversight remains appropriate and there is no reason to elevate these types of occurrences into the category of national HRCs.

The Falkland Islands NASP has adopted all of ICAO GASP goals with relevant targets and indicators. It was agreed that these globalised goals adequately address the relevant national operational issues without the need to specifically call them NHRCs.

4.2. Were other national operational safety risks identified and why?

The national goals, safety targets and indicators as created by ICAO and listed in 3.5 were considered sufficient to cover all operational safety risks in the Falkland Islands. No additional NHRCs are featured in the NASP.

All of the data listed in 3.3 was reviewed and agreed in discussions with the development team. Most SEIs developed to address the safety risks were in place before the NASP development work and it was agreed that the SSP was already focused correctly.

Organizational challenges and why they were given priority

- 5.1. The Falkland Islands aviation framework is supported by a well-established State Safety Programme (SSP) with a robust system of safety oversight supported by an integrated set of regulations and activities aimed at improving safety. **See Annex B: Status of Falkland Islands SSP Gap Analysis as of June 2024.**
- 5.2. The NASP identified organizational challenges and created a series of SEIs to address them. They are aimed at strengthening safety oversight capabilities and the management of aviation safety.

SMS and QMS

The system of safety oversight continues to reveal evidence that industry SMS and QMS needs further development. Evidence includes: lack of internal assurance measures, lack of appropriate safety performance indicators (SPIs), poor document control measures and record keeping. SMS is a systematic approach to managing safety, and organisations that implement an SMS are able to identify and mitigate their safety risks, ultimately improving safety performance.

Strengthening the Falkland Islands SSP and System of Safety Oversight

ICAO expects all USOAP questions to be answered in a satisfactory way; some of the Falkland Islands' USOAP responses require further work.

Improving the Quality of Aeronautical Information Service (AIS) in the Falkland Islands.

For various reasons, the system of AIS in the Falkland Islands is non-standard. The Aeronautical Information Publication (AIP) is not published by an approved AIS provider, charts are limited and not produced to ICAO specification in some cases and the geopolitical relationship makes cooperation on a regional level difficult.

Improvements to the accessibility of the Falkland Islands AIP have been achieved in recent years with more work required. Further improvements to the AIP's quality and availability remains a priority for FICAD.

5.3. Description of a set of SEIs to address the organizational challenges identified

SEIs for the NASP were all drawn from or inspired by the Global Safety Roadmap, Doc 10161.

SEIs in support of SMS and QMS Improvement

SEI 11A, 14A, 14B, 16D, 17D, 17E, 18E, 18F, 18G, 19C, 20D, 21A, 21B, 21C. FICAD will continue to focus its SSP efforts on the importance of industry SMS and QMS by:

- continuing to make it a priority in our audit programme **(DEVELOPING)**
- providing further SSP and NASP workshops and training with a focus on developing SPIs and internal assurance processes **(ONGOING)**
- ensuring that regulatory staff are up to date with SMS training **(DEVELOPING)**
- encouraging industry to ensure their personnel are trained in SMS **(DEVELOPING)**
- encouraging the continued collaboration of both civil and military aviation units both on an ad hoc basis and via the various formal groups that meet (FAUG, ASSG) **(DEVELOPING)**
- Encouraging civil aviation units to share more of their safety data with the MoD **(TO BE DEVELOPED)**
- working with our OTSPC partners to learn different approaches and to share ours with them **(ONGOING)**

SEIs in support of strengthening the Falkland Islands SSP

SEI 12, 13, 14, 15, 16, 17, 18. FICAD will continue to develop the Falkland Islands SSP and system of safety oversight by:

- addressing outstanding PPQs and PQs (ONGOING)
- keeping abreast of new PPQs and PQs (ONGOING)
- continuing to review and update responses to PPQs and PQs (ONGOING)
- addressing outstanding SSP checklist questions (ONGOING)
- keeping abreast of new SSP checklist questions (ONGOING)
- continuing to review and update responses to SSP questions (ONGOING)
- continuing to update SAAQs on an annual basis (ONGOING)
- promoting SSP to industry stakeholders (DEVELOPING)
- participating in OTSPC SSP and NASP meetings and initiatives (ONGOING)
- ensuring that FICAD adheres to the SSP

SEIs in support of Improving the Quality of AIS in the Falkland Islands.

SEI 4A, 4B, 4C, 4D, 5G, 8, 9C, 10A, 11A. FICAD will continue to develop the quality of the AIS in the Falkland Islands by:

- maintaining and updating the Falkland Islands AIP publications (DEVELOPING)
- keeping the publications published on the FICAD webpage (ONGOING)
- cooperating with global AIS providers and operators who require the Falkland Islands AIP (DEVELOPING)
- continuing to work collaboratively with BFSAI on the issue via the FAUG (ONGOING)
- ensuring FICAD technical personnel are trained in AIS (TO BE DEVELOPED)
- sourcing an affordable solution to the publication of the AIP by an approved AIS / AIM provider (TO BE DEVELOPED)
- finding a host (other than the regulator) for the AIS provision. (TO BE DEVELOPED)

Description of status indicators

ONGOING	The need for this SEI is already established and it is already being carried out and monitored. Implementation Date: Already fully or extensively in place but ongoing / improving.
DEVELOPING	The need for this SEI is already established and being carried out but needs to be improved; or A system of measurement / record of this SEI needs to be developed to provide evidence of it being monitored. Implementation Date: Before the end of 2025 these SEIs will have been given the status of ONGOING .
TO BE DEVELOPED	It is recognised that this SEI would further enhance the issue but as yet no work has been done to achieve it; or Such an SEI has previously been ONGOING or DEVELOPING but has stopped or lost momentum. Implementation Date: Before the end of 2025 these SEIs will have been given the status of DEVELOPING . Before end of 2026 these SEIs will have been given the status of ONGOING .

SECTION 6

Monitoring Implementation

- 6.1. FICAD will monitor the implementation of the SEIs listed in the NASP and measure safety performance of the national civil aviation system to ensure the intended targets are achieved. The relevant SEIs will be entered into FICAD's existing control systems within its QMS that already forms an integral part of the SSP.
- 6.2. In addition to the above, FICAD will review the NASP every three years or earlier, if required, to keep the identified operational safety risks, organizational challenges and selected SEIs updated and relevant. FICAD will periodically review the safety performance of the initiatives listed in the NASP to ensure the achievement of national safety goals. If required, FICAD will seek the support of other stakeholders to ensure the timely implementation of SEIs to address national safety issues. Through close monitoring of the SEIs, FICAD will adjust the NASP and its initiatives, if needed, and update the NASP accordingly.
- 6.3. FICAD 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 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. The report will be presented to the Governor, sent to industry, ASSI, BFSAI, CAA and the MAA, reported to OTSPC, ASSG and FAUG and placed on the FICAD website.
- 6.4. In the event that the national safety goals are not met, the root causes will be presented. If FICAD 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.
- 6.5. FICAD adopts a standardized approach to provide information at the OT level and to report to the aviation safety group OTSPC. This allows the 'OTSPC region' to receive information and assess operational safety risks using common methodologies.
- 6.6. Any questions regarding the NASP and its initiatives, and further requests for information, may be addressed to the following: civilaviation@sec.gov.fk

END

Annex A: Sample of Monitoring SEI Implementation

This is an excerpt of the NASP Progress Tracker. All of the SEIs described in Section 5 are covered. Formal progress meetings will be scheduled each six months and NASP progress will form part of FICAD’s existing robust QMS. Each SEI has a lead officer whose job it is to ensure their allocated SEI’s receive the appropriate attention and focus by all relevant individuals; be they FICAD staff, industry personnel, ASSI personnel, MoD personnel or any other relevant person.

SEIs in support of SMS and QMS Improvement	Lead	Dec-24	Jul-25	Dec-25	Jul-26
Continuing to make it a priority in our audit programme	TO	DEVELOPING			
Providing further SSP and NASP workshops and training with a focus on developing SPIs and internal assurance processes	BW	ONGOING			
Ensuring that regulatory staff are up to date with SMS training	TO	ONGOING			
Encouraging industry to ensure their personnel are trained in SMS	TO	DEVELOPING			
Encouraging the continued collaboration of both civil and military aviation units both on an ad hoc basis and via the various formal groups that meet (FAUG, ASSG)	BW	DEVELOPING			
Encouraging civil aviation units to share more of their safety data with the MoD	BW	TO BE DEVELOPED			
Working with our OTASPC partners to learn different approaches and to share ours with them	BW	ONGOING			
SEIs in support of strengthening the SSP		Dec-24	Jul-25	Dec-25	Jul-26
Addressing outstanding PPQs and PQs	LP	ONGOING			
Keeping Abreast of new PPQs and PQs	LP	ONGOING			
Continuing to review and update responses to PPQs and PQs	LP	ONGOING			
Addressing Outstanding SSP checklist questions	BW	ONGOING			
Keeping abreast of new SSP checklist questions	BW	ONGOING			
Continuing to review and update responses to SSP questions	BW	ONGOING			
Continuing to update SAAQs on an annual basis	LP	ONGOING			
Promoting SSP to industry stakeholders	BW	DEVELOPING			
Participating in OTSPC SSP and NASP meetings and initiatives	BW	ONGOING			
Ensuring that FICAD adheres to the SSP	BW	DEVELOPING			
SEIs in support of Improving AIS in the Falkland Islands.		Dec-24	Jul-25	Dec-25	Jul-26
Maintaining and updating the Falkland Islands AIP publications	LP	DEVELOPING			
Keeping the publications published on the FICAD webpage	LP	ONGOING			
Cooperating with global AIS providers/ operators who require the Falklands AIP	LP	DEVELOPING			
Continuing to work collaboratively with BFSAI on the issue via the FAUG	LP	ONGOING			
Ensuring FICAD technical personnel are trained in AIS	BW	TO BE DEVELOPED			
Sourcing an affordable solution to the publication of the AIP by an approved AIS / AIM provider	BW	TO BE DEVELOPED			
Finding a host (other than regulator) for AIS provision	BW	TO BE DEVELOPED			

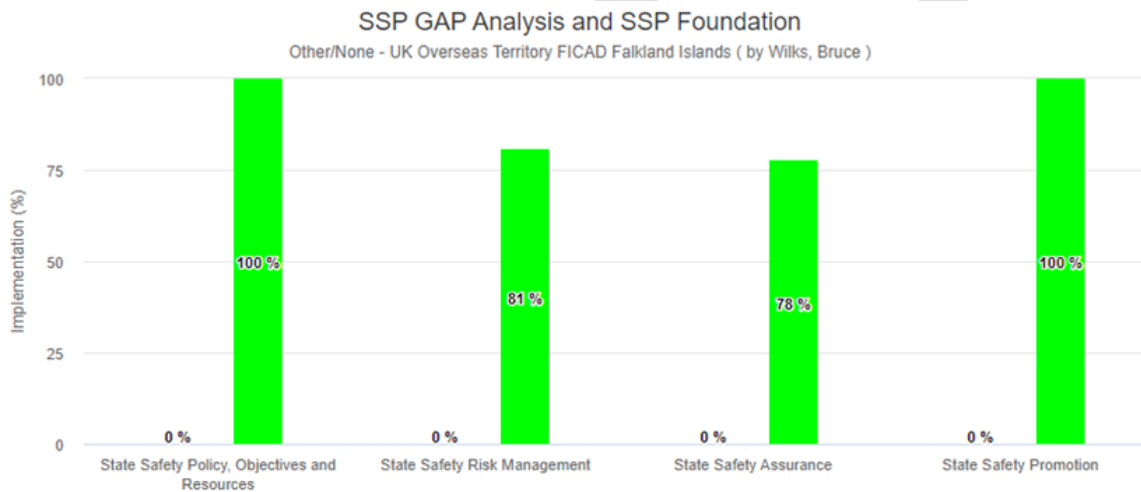


Annex B: PQs and PPQs Answers and SSP Gap Analysis.

Status of Falkland Islands PQ and PPQ answers as at December 2024.

Total number of PQs / PPQs	Those answered only by ASSI. PQs / PPQs	Those answered jointly by ASSI and FICAD PQs / PPQs	Those answered only by FICAD PQs / PPQs	Satisfactory answers PQs / PPQs	Unsatisfactory answers PQs / PPQs
790 / 211	341 / 85	23 / 7	426 / 119	780 / 210	10 / 1

Status of Falkland Islands SSP Gap Analysis as at December 2024.



Annex C: Breakdown of MORs and DASORs

Year	MORs	Aircraft Operations	Airworthiness	Wildlife Strike	Dangerous Goods	Aerodrome	DASOR ⁷	Other
2019	17	3	11	2		1	4	
2020	17	7	8	2			4	
2021	18	1	16			1	1	
2022	27	2	17	1			1	7
2023	42	2	19	1			1	20

Annex D: ICAO Material Used in the Creation of the Falkland Islands NASP

[NATIONAL AVIATION SAFETY PLAN \(NASP\) \(icao.int\)](https://www.icao.int)

[NASP Community \(icao.int\)](https://www.icao.int)

[ICAO GLOBAL AVIATION SAFETY PLAN \(GASP\)](https://www.icao.int)

[ICAO Training - Introduction to the National Aviation Safety Plan \(NASP EN\): Online](https://www.icao.int)

⁷ DASOR: Defence Aviation Safety Occurrence Report

