REPUBLIC OF ARMENIA

MINISTRY OF TERRITORIAL ADMINISTRATION AND INFRASTRUCTURE

AVIATION ACCIDENT AND SERIOUS INCIDENT INVESTIGATION DIVISION

ANNUAL SAFETY REVIEW
OF THE REPUBLIC OF ARMENIA
YEAR 2024

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Yerevan
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RECORD OF AMENDMENTS AND REVISIONS

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Issue 01, Revision 00	09.07.2025	Initial Issue

FOREWORD

The Republic of Armenia is a signatory to the convention on international civil aviation (Chicago convention) and is committed to conform to International Standards and Recommended Practices (SARPs) established by the International Civil Aviation Organization (ICAO).

Based on Order No 451-L of the Chair of Civil Aviation Committee of the Republic of Armenia (hereinafter referred to as CAC) "On establishing regulation laying down the reporting, analysis and follow-up of occurrences in the civil aviation of the Republic of Armenia" dated 22 September, 2022 (hereinafter referred to as Order 451-L), the Republic of Armenia shall publish a safety review at least once a year in order to inform the public of the level of safety in civil aviation.

The safety review shall:

1) contain aggregated and anonymised information on the type of occurrences and safety-related information reported through its national mandatory and voluntary reporting systems;
2) identify trends;
3) identify the action it has taken.

According to Point 3.11 of the Charter of the Aviation Accidents and Serious Incidents Investigation Division (AASIID) of the Ministry of Territorial Administration and Infrastructure (MTAI) of the Republic of Armenia, AASIID is responsible for issuing the annual safety review.

Data in this document is subject to change as ongoing investigations are completed. This review is prepared using Mandatory Occurrence Reporting (MOR) data collected in accordance with Order 451-L which is complaint with Regulation (EU) No 376/2014 of the European Parliament and of the Council of 3 April 2014 on the reporting, analysis and follow-up of occurrences in civil aviation (EU Reg. 376/2014).

Data is collected from MORs that have been reported to the CAC and have occurred in or outside the Armenia involving Armenian registered aircraft.

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LIST OF ABBREVIATIONS

AASIID	Aviation Accidents and Serious Incidents Investigation Division
ADREP	Accident/Incident Data Reporting
CNS	Communications/Navigation/Surveillance
AOC	Air Operator Certificate
ATA	Air Transport Association
ATM	Air Traffic Management
CAC	Civil Aviation Committee of the Republic of Armenia
CAST	Commercial Aviation Safety Team
CAT	Commercial Air Transport
CICTT	CAST/ICAO Common Taxonomy Team
EASA	European Union Aviation Safety Agency
ECCAIRS	European Co-ordination Centre for Accident and Incident Reporting Systems
EPAS	European Plan for Aviation Safety
EU	European Union
ICAO	International Civil Aviation Organization
MOR	Mandatory Occurrence Reporting
MTAI	Ministry of Territorial Administration and Infrastructures of the Republic of Armenia
SCF-NP	System/Component Failure or Malfunction (Non-Powerplant)
(SCF-PP)	System/Component Failure or Malfunction (Powerplant)
SARPs	Standards and Recommended Practices
SIB	Safety Information Bulletin
SPIs	Safety performance indicators

GLOSSARY

Occurrence report: means a collection of values and a description that describe an occurrence.

Incident: means an occurrence, other than an accident, associated with the operation of an aircraft which affects or could affect the safety of operation.

Serious incident: means an incident involving circumstances indicating that there was a high probability of an accident and is associated with the operation of an aircraft, which in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time it comes to rest at the end of the flight and the primary propulsion system is shut down.

Accident: means an occurrence associated with the operation of an aircraft which, in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time it comes to rest at the end of the flight and the primary propulsion system is shut down, in which:

a. a person is fatally or seriously injured as a result of:
    - being in the aircraft, or,
    - direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or,
    - direct exposure to jet blast, except when the injuries are from natural causes, selfinflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew; or
b. the aircraft sustains damage or structural failure which adversely affects the structural strength, performance or flight characteristics of the aircraft, and would normally require major repair or replacement of the affected component, except for engine failure or damage, when the damage is limited to a single engine, (including its cowlings or accessories), to propellers, wing tips, antennas, probes, vanes, tires, brakes, wheels, fairings, panels, landing

gear doors, windscreens, the aircraft skin (such as small dents or puncture holes) or minor damages to main rotor blades, tail rotor blades, landing gear, and those resulting from hail or bird strike, (including holes in the radome); or

c. the aircraft is missing or is completely inaccessible.

Investigation: means a process conducted for the purpose of accident prevention which includes the gathering and analysis of information, the drawing of conclusions, including the determination of causes and/or contributing factors and, when appropriate, the making of safety recommendations.

Just culture: means a culture in which front-line operators or other persons are not punished for actions, omissions or decisions taken by them that are commensurate with their experience and training, but in which gross negligence, wilful violations and destructive acts are not tolerated.

MOR: means mandatory Occurrence Reports, reporting safety-related events which are reported to the CAC which relate to incidents considered as reportable.

Safety issue: means safety deficiencies related to one or more hazards. They are the actual manifestation of a hazard or a combination of several hazards in a specific context.

Safety recommendation: means a proposal of an accident investigation authority based on information derived from an investigation, made with the intention of preventing accidents or incidents and which in no case has the purpose of creating a presumption of blame or liability for an accident or incident. In addition to safety recommendations arising from accident and incident investigations, safety recommendations may result from diverse sources, including safety studies.

State Safety Programme: means an integrated set of legal acts and activities aimed at managing civil aviation safety in the RA.

1. INTRODUCTION

The Annual Safety Review of the Republic of Armenia provides an overview of the Armenian Civil Aviation safety data of 2024 and includes comparisons to similar data mostly from the 2023-2024 period.

The content and analysis of this report is based on data extracted from the occurrence reporting system and as required by Order No 14-L of the Minister of Territorial Administration and Infrastructure of the Republic of Armenia "On establishing State Safety Programme" dated 26 February 2021; as well as by Order 451-L.

The data is being presented as an additional tool for aviation users and the public to have a snapshot of the safety levels of the civil aviation environment of the Republic of Armenia and present the main safety issues as identified through analysis and information provided at European (EASA) and Global (ICAO) levels.

2. OCCURRENCE REPORTING

The occurrence Reporting System aims to improve aviation safety by ensuring the relevant safety information related to civil aviation is reported, collected, stored, protected, exchanged, disseminated and analysed. The sole objective of occurrence reporting is the proactive role to the prevention and analysis of accidents and incidents and not to attribute blame or liability.

The information collected is adequately protected from unauthorized use or disclosure, and it is used strictly for the purpose of maintaining and improving aviation safety.

Occurrence reporting is one of the active systems that contributes towards identifying safety-related issues and help develop pro-active approaches and strategies to mitigate undesired outcomes while enhancing overall aviation safety.

In 2023 and 2024 there is a significant increase in the amount of occurrence reports submitted to the national database (Chart 1). The increase can be attributed to the following main drivers:

- the transposition of an EU-wide legal framework for mandatory reporting through regulation EU 376/2014 into Order 451-L,
- the update of State Safety Policy Statement,
- promotion of "just culture" and inspiring a safety reporting culture among aviation users, and;
- the continuous monitoring of the occurrence reports in the Republic of Armenia.

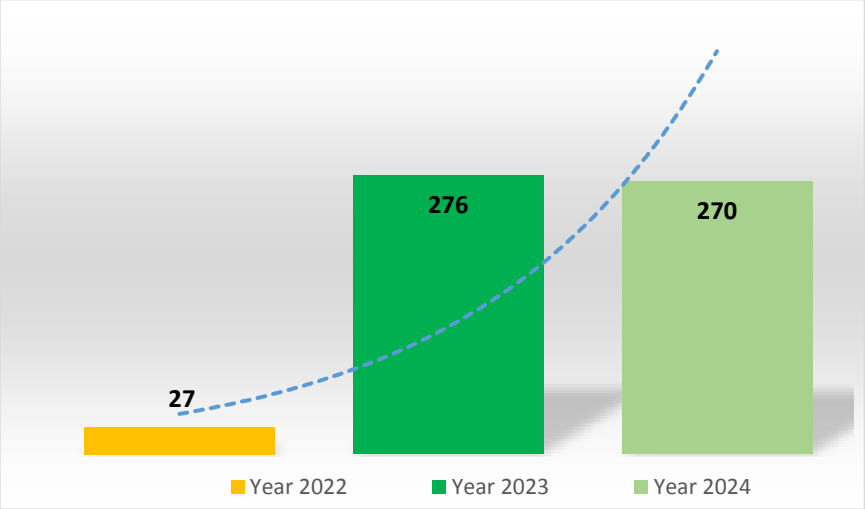

Chart 1. Number of MOR events (2022, 2023, 2024)

The number of safety occurrence reporting demonstrates a significant improvement in the reporting culture across the aviation industry of the Republic of Armenia in 2022, 2023 and 2024.

Number of occurrences in comparison with the number of reports

As shown in Chart 2, totally 312 mandatory reports are received for 270 occurrences in civil aviation in 2024.

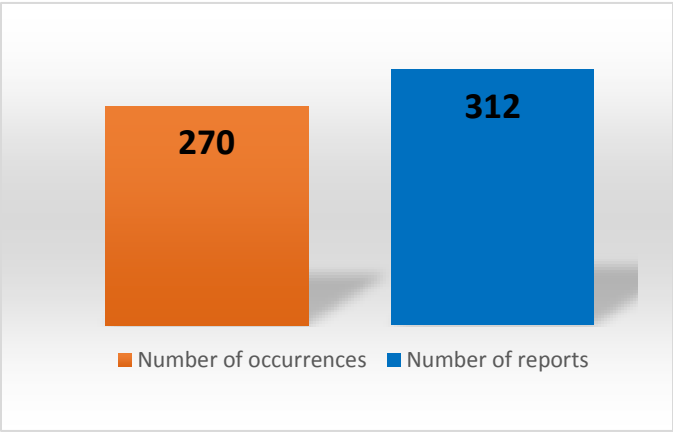

Chart 2. Number of occurrences vs number of reports

The increase in the number of the occurrence reports received in 2024 corresponds to an increased number of aircraft activities as well.

Sources of the Occurrence Reports

The sources of the Occurrence Reports (Aircraft Operators; Aerodrome Operator; ATM/ANS, Maintenance organization; Others) submitted in 2023 and 2024 are shown in Chart 3. The same event may have been reported from multiple sources. In such cases, multiple reports are merged to reflect one occurrence.

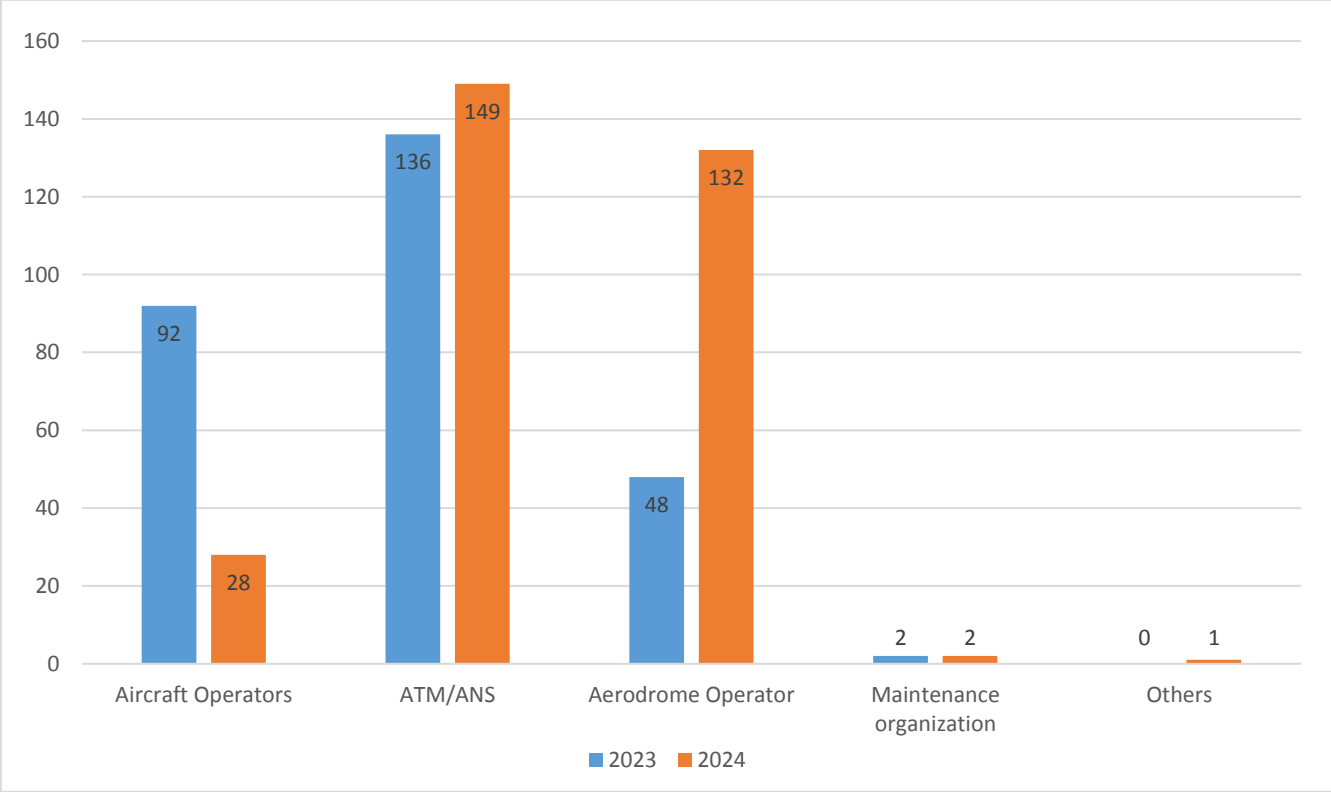

Chart 3. Sources of the Occurrence Reports submitted in 2023 and 2024

State/Area of Occurrence

According to the submitted occurrence reports, most of the occurrences happened in the Republic of Armenia, whereas only few of them happened outside Armenia (Chart 4). It shall be noted that 37 occurrences in 2023 are not related to the state of occurrence and therefore, they are not shown in Chart 4.

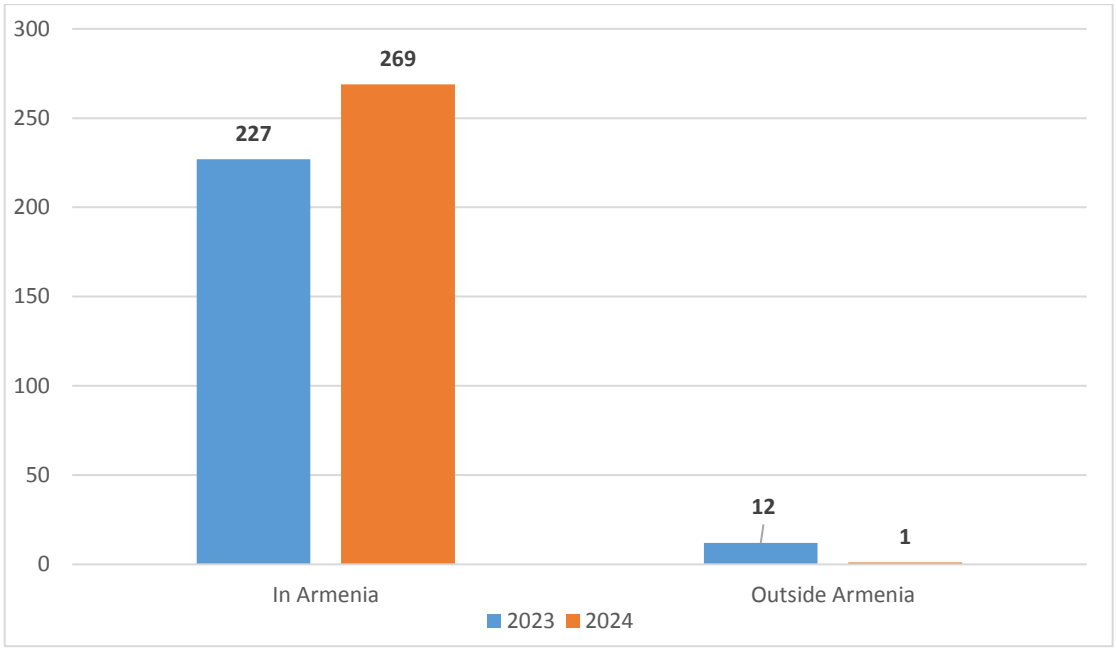

Chart 4. State of Occurrence

National vs International AOC holder

Chart 5 shows the number of occurrences related to the aircraft of national and international Air Operator Certificate (AOC) holders. 43 occurrences are related to national AOC holder aircraft, whereas 227 occurrences are related to international AOC holder aircraft.

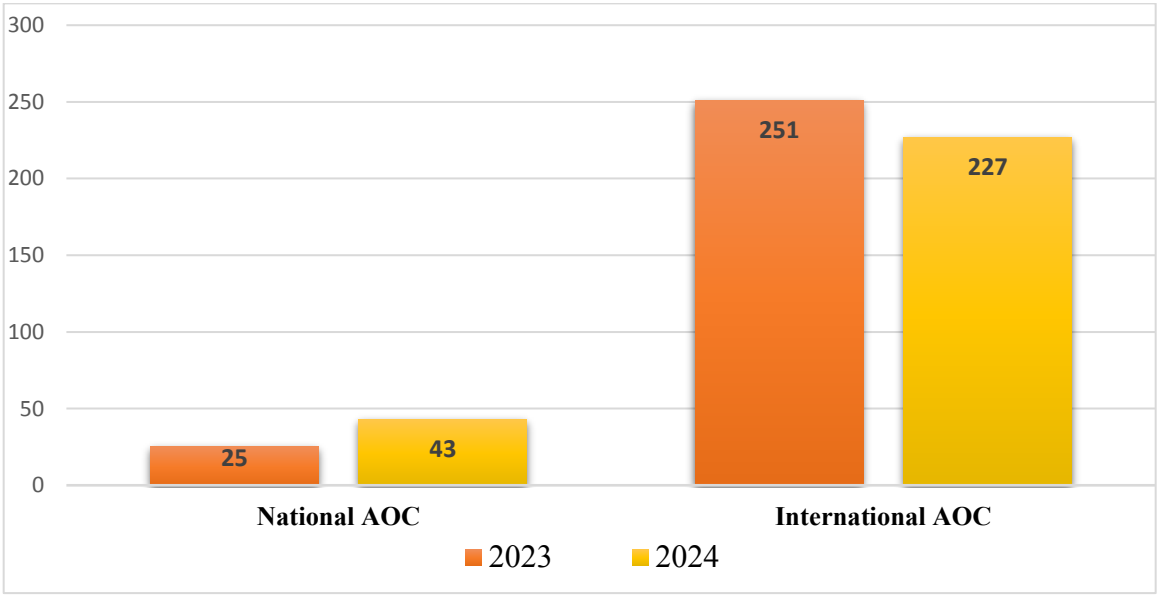

Chart 5. Occurrences related to national and international AOC holders

Commercial Air Transport (CAT) operation

The occurrence reports submitted in 2023 and 2024 relate to commercial air transport operations (passenger and cargo) involving aeroplanes with a maximum certificated take-off mass exceeding 5700 kg. Chart 6 shows the number of occurrences in 2023 and 2024 divided for category in the field of Commercial Aviation Transport.

The type of operation indicates whether this was a passenger, cargo or other type of operation. Chart 6 indicates that the majority of the occurrences are related to transporting passengers.

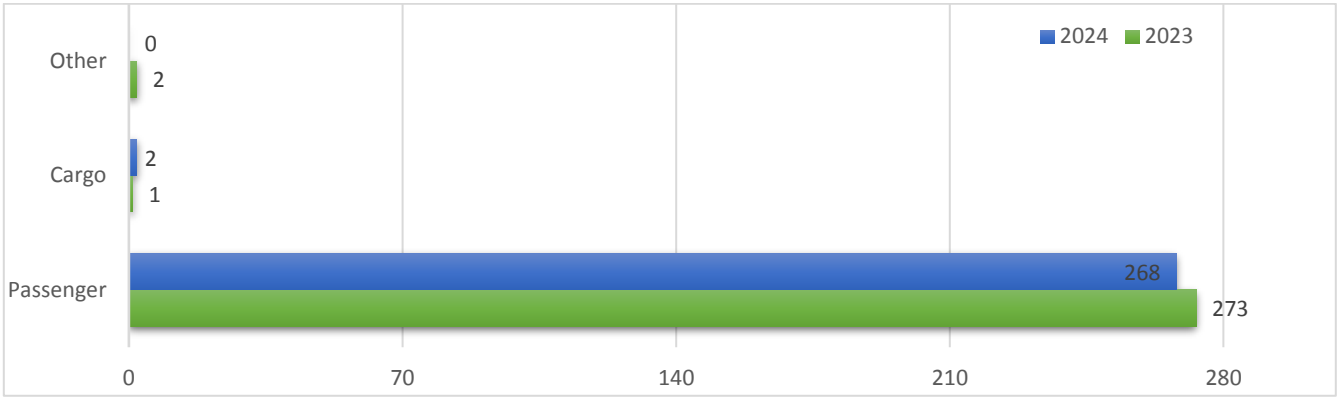

Chart 6. Commercial Air Transport (CAT) operation

Aircraft damage or personal injury-related events

It is important to note that there are only 2 events which involve minor damage, while 274 and 268 events involve no damage at all for years 2023 and 2024 respectively (Chart 7). With regard to injury, there are no injury-related events in 2023 and 2024.

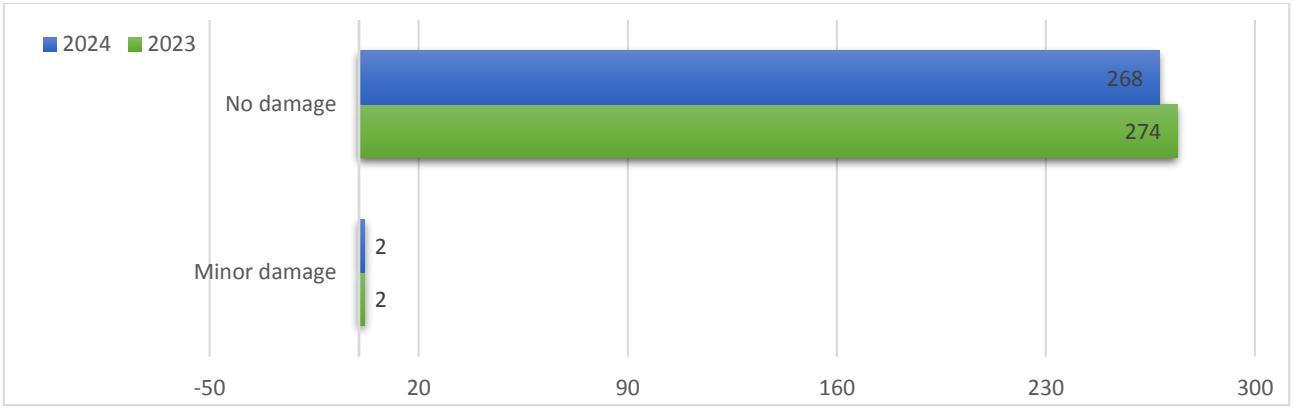

Chart 7. Aircraft damage related events in 2024

3. OCCURRENCE CLASSIFICATION

Each occurrence report submitted to the national database is classified under one of the following occurrence classes:

- Accident
- Serious incident
- Incident
- Other Occurrence

Such classification is based on the ICAO ADREP (Accident/Incident Data Reporting) taxonomy guidance material and reference to the definitions deriving from 451-L Oder.

Accident: means an occurrence associated with the operation of an aircraft which, in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time it comes to rest at the end of the flight and the primary propulsion system is shut down, in which:

a. a person is fatally or seriously injured as a result of:
   - being in the aircraft, or,
   - direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or,
   - direct exposure to jet blast, except when the injuries are from natural causes, selfinflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew; or

b. the aircraft sustains damage or structural failure which adversely affects the structural strength, performance or flight characteristics of the aircraft, and would normally require major repair or replacement of the affected component, except for engine failure or damage, when the damage is limited to a single engine, (including its cowlings or accessories), to propellers, wing tips, antennas, probes, vanes, tires, brakes, wheels, fairings, panels, landing gear doors, windscreens, the aircraft skin (such as small dents or puncture holes) or minor damages to main rotor blades, tail rotor blades, landing gear, and those resulting from hail or bird strike, (including holes in the radome); or

c. the aircraft is missing or is completely inaccessible.

SERIOUS INCIDENT: means an incident involving circumstances indicating that there was a high probability of an accident and is associated with the operation of an aircraft, which in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time it comes to rest at the end of the flight and the primary propulsion system is shut down.

INCIDENT: an occurrence, other than an accident, associated with the operation of an aircraft which affects or could affect the safety of operation.

In 2023 and 2024 CAC received 276 and 270 mandatory reports respectively (Chart 8). The majority of MOR's received are generally classified as other occurrence. The 'Other occurrence' incorporates event classes commonly related to EUROCONTROL terminology (ex: Occurrence without safety effect).

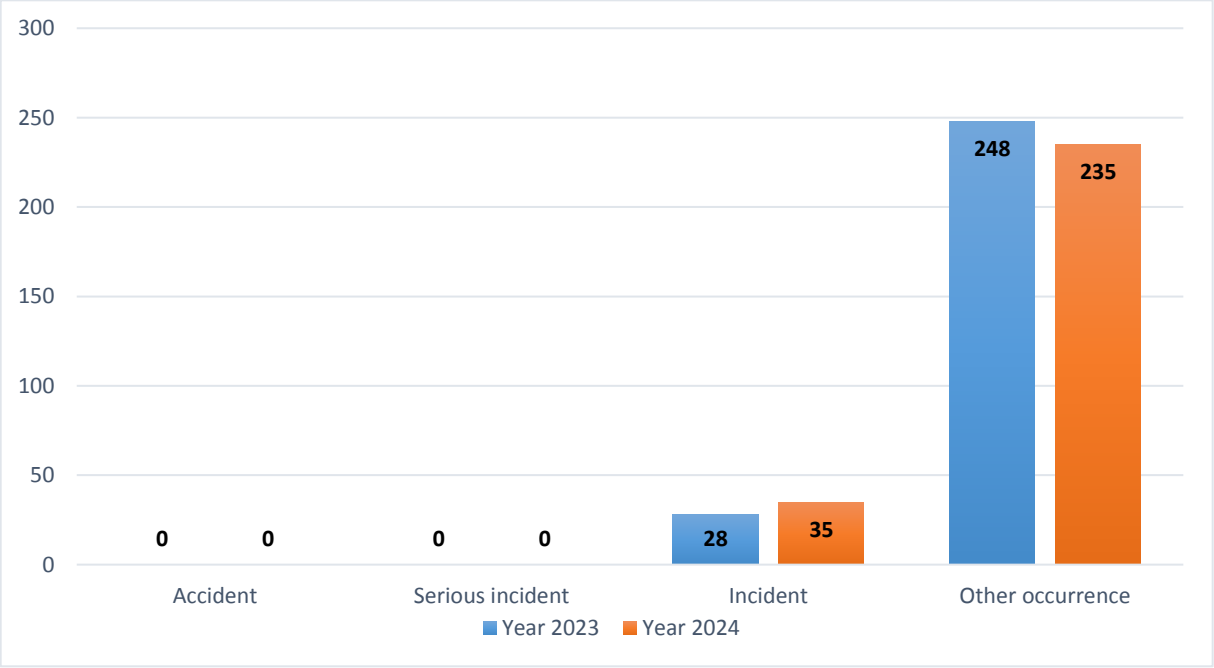

Chart 8. Number of Mandatory reports received based on Occurrence Class 2023 and 2024

4. OCCURRENCE CATEGORIES

Occurrence categories, as developed by CAST/ICAO Common Taxonomy Team (CICTT), are used to classify occurrences at a high level to permit analysis of the data in support of safety initiatives. Each category has a unique name and identifier to permit common coding in accident/incident systems, a text definition, and usage notes to clarify the category and aid in coding occurrences.

The categories presented in Chart 9 are based on the ICAO ADREP taxonomy and are provided as follows:

Taxonomy abbreviation	***Description***	***Taxonomy abbreviation***	***Description***
ARC	Abnormal Runway Contact	**LOC-G**	Loss of Control-Ground
AMAN	Abrupt Manoeuvre	**LOC-I**	Loss of Control-Inflight
ADRM	Aerodrome	**LOLI**	Loss of Lifting Conditions En-Route
MAC	Airprox/TCAS Alert/Loss of Separation/Near Mid-Air Collisions/Mid-Air Collisions	**LALT**	Low Altitude Operations
ATM	ATM/CNS	**MED**	Medical
BIRD	Bird strike	**NAV**	Navigation Errors
CABIN	Cabin Safety Events	**OTHR**	Other
CTOL	Collision with Obstacle(s) during Take-Off and Landing	**RE**	Runway Excursion
CFIT	Controlled Flight Into or Toward Terrain	**RI**	Runway Incursion
EVAC	Evacuation	**SEC**	Security related
EXTL	External Load Related Occurrences	**SCF-NP**	System/Component Failure or Malfunction (Non-Powerplant)
F-NI	Fire/Smoke (non-impact)	**SCF-PP**	System/Component Failure or Malfunction (Powerplant)
F-POST	Fire/Smoke (post-impact)	**TURB**	Turbulence Encounter
FUEL	Fuel related	**USOS**	Undershoot/Overshoot

GTOW	Glider Towing related events	**UIMC**	Unintended Flight in IMC
GCOL	Ground Collision	**UNK**	Unknown or Undetermined
RAMP	Ground Handling	**WILD**	Collision Wildlife
ICE	Icing	**WSTRW**	Wind Shear or Thunderstorm

Chart 9. CAST/ICAO Common Taxonomy Team (CICTT)

Each occurrence report received in the national database is categorised to allow for a top-level visibility of events. In order to select the correct category and reflect as closely as possible the event, ICAO and Commercial Aviation Safety Team (CAST) resources are used, namely the document prepared by the CAST/ICAO Common Taxonomy Team (CICTT) 'Aviation Occurrence Categories – Definitions and Usage Notes'.

These common taxonomies and definitions are intended to improve the aviation community's capacity to focus on common safety issues. Chart 10 shows the occurrence categories submitted to the national database in 2023 and 2024. This visual provides a snapshot of the ADREP categories reported and provides the basis for further analysis within that specific category as addressed in this document.

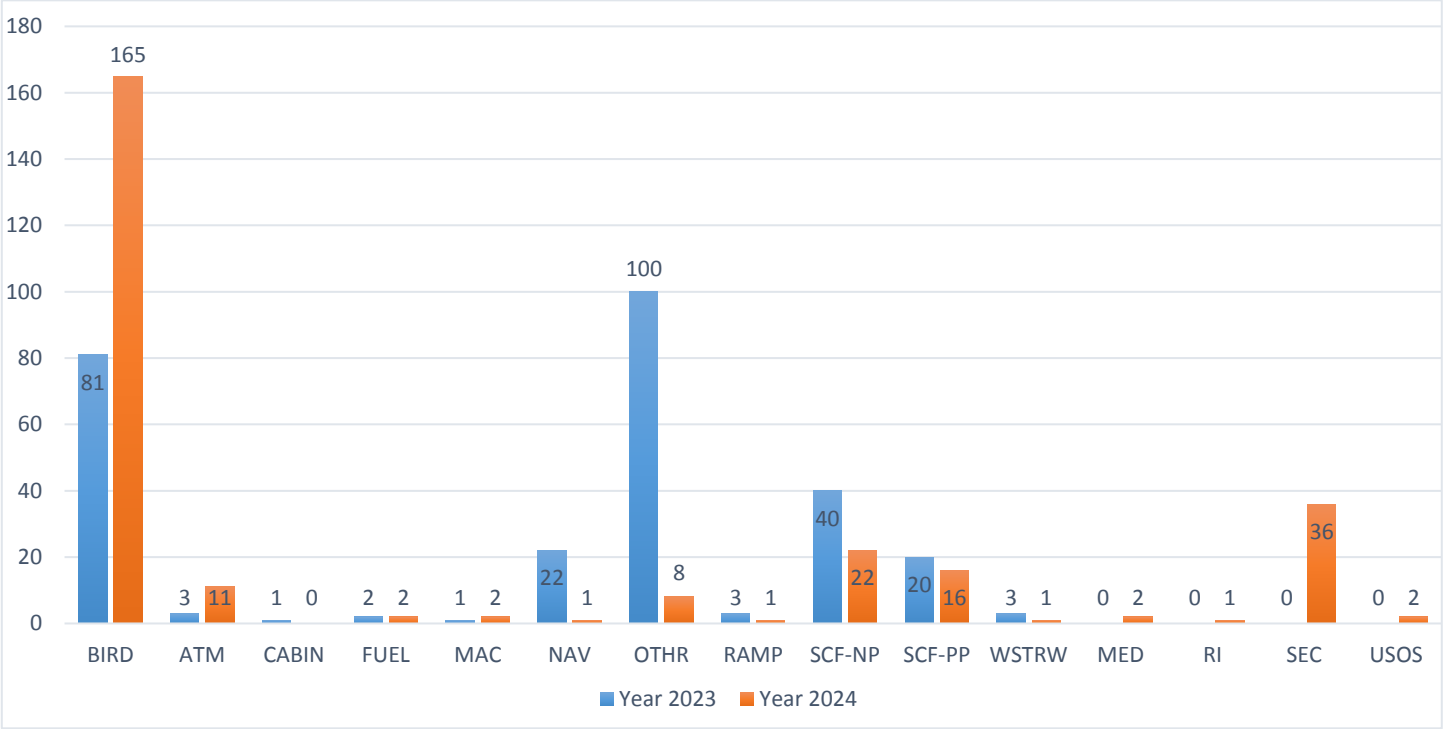

Chart 10. Occurrence categories of MOR events in 2023 and 2024

Chart 11 highlights the Top occurrence categories in 2024: BIRD, SEC, SCF-NP and SCF-PP. These top occurrence categories will be analysed based on 2024 data.

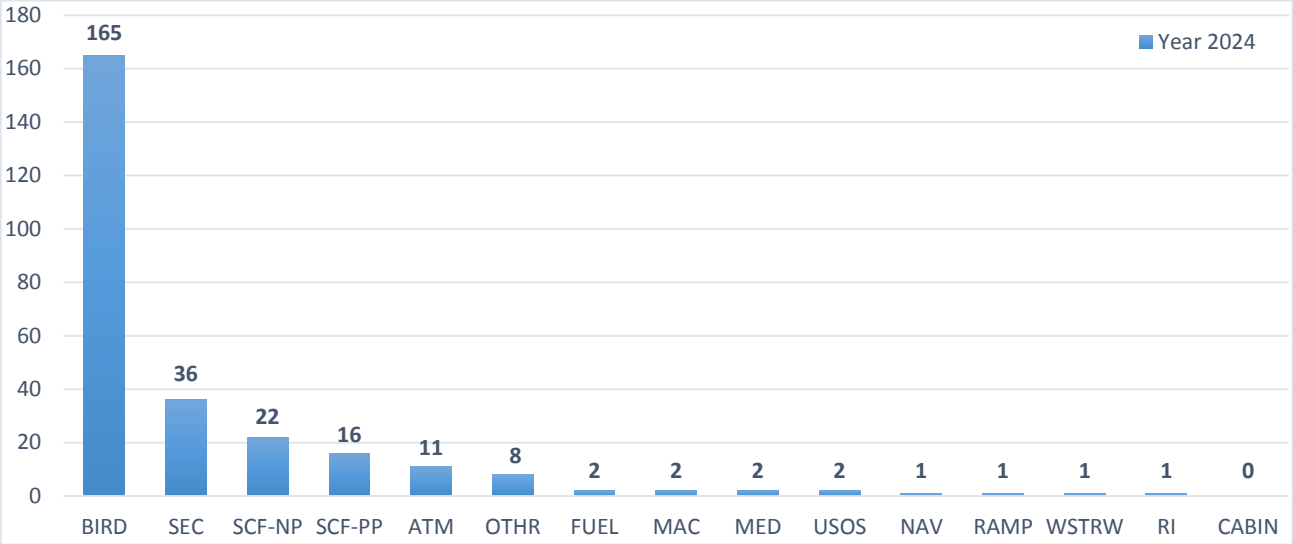

Chart 11. Top occurrence categories of MOR events in 2024

Bird strikes (BIRD)

This category includes occurrences involving collisions/near collisions with bird(s)/wildlife. This natural phenomenon is highly dependent on the location of the aerodrome and surrounding areas. Chart 10 clearly shows a significant increase in reported bird strikes during 2024 as compared with 2023.

81 bird strikes were reported in 2023, only 3 of them caused minor damage. While there was a large increase in bird strikes in 2024, the reported bird strike events did not cause any damage.

To aid our analysis, such events are separated into sections, namely bird strikes reported at the Zvartnots aerodrome, Gyumri aerodrome and bird strikes reported at foreign locations in 2024 (Chart 12).

This phenomenon is one of the risks that require due attention following the resumption of air operations.

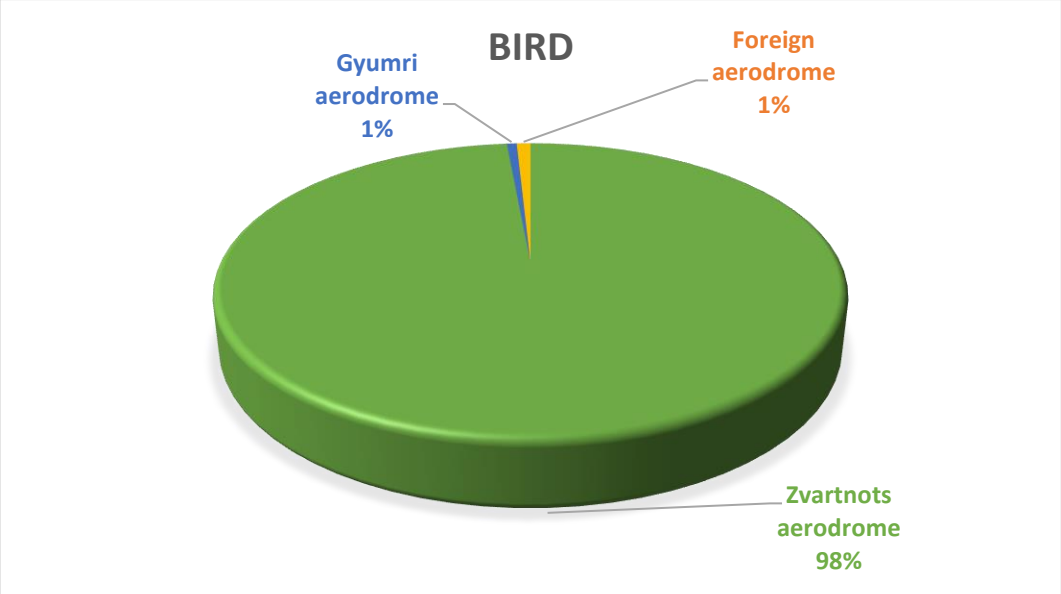

Chart 12. Bird strikes in different aerodromes in 2024

SEC - SECURITY RELATED:

Criminal/Security acts which result in accidents or incidents (per ICAO Annex 13). Intentional acts (suicide, homicide, acts of violence, self-inflicted injury, or laser attacks) are coded as SEC.

Laser attacks

Laser attacks are of considerable threat to flight crew and can create potentially hazardous effects during the critical stages of flight, particularly, take-off and approach/landing.

There were 33 occurrences of aircraft being interfered with lasers in 2024. The number of laser attacks in 2024 has decreased as compared with the number of laser attacks (75) reported in 2023 (Chart 13).

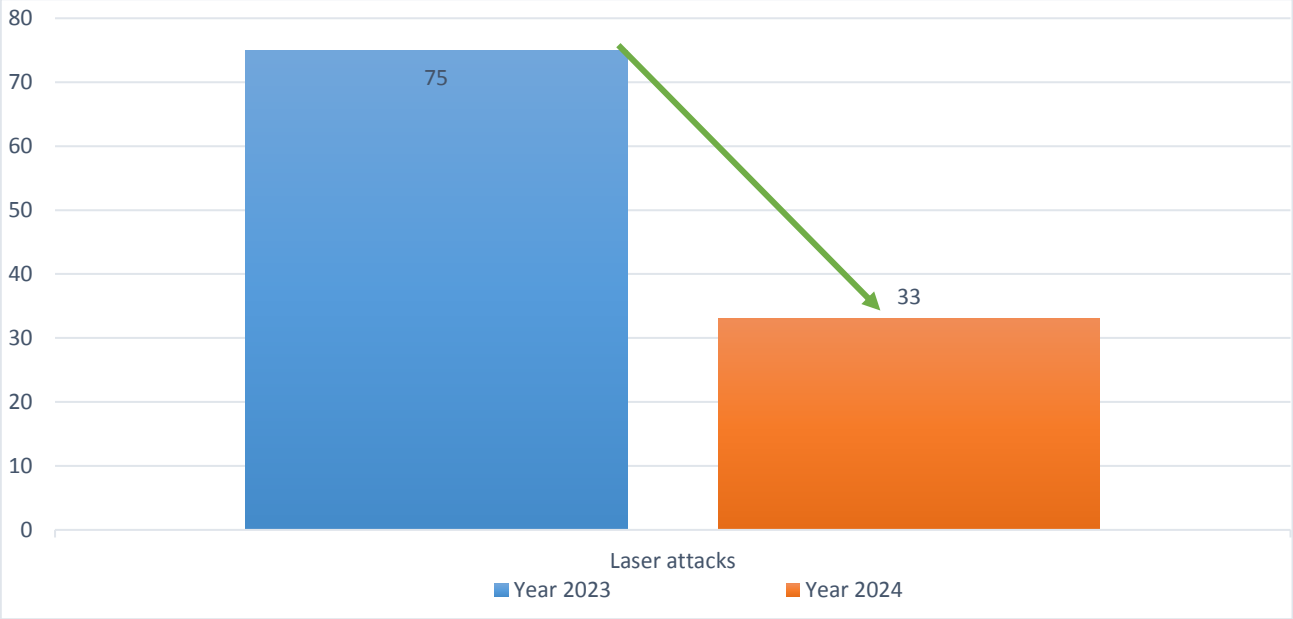

Chart 13. Laser attacks in 2023 and 2024

CAC established a working team from the relevant domains to analyse best practices and develop more practical regulations and guidance. Collaboration was strengthened between CAC and the local authorities in term of educating the public to understand the significant safety impact caused by lasers. Chart 13 shows the number of occurrences related to Interference with aircrafts in 2023 and 2024.

System/Component Failure or Malfunction (Non-Powerplant) (SCF-NP)

There were 22 System/Component Failure or Malfunction (Non-Powerplant) (SCF-NP) reported occurrences in 2024. Chart 14 is the breakdown of the related Air Transport Association (ATA) chapters. The most significant concerns are malfunctions of landing gear systems and flight control systems.

3 SCF-NP occurrences have been under investigation by CAC. 2 occurrences related to landing gear systems and one related to hydraulic power were investigated by CAC.

It is important to note that only 2 SCF-NP occurrences (Nose right tire deflation and Flap Drive System Bolts broken) resulted in minor damage, whereas the others did not result any damage.

It is recommended that the CAT operators ensure that they are aware of SCF-NP occurrences and initiate the safety risk management in order to capture its relevant hazards, contributing factors, escalation factors to define preventive measures.

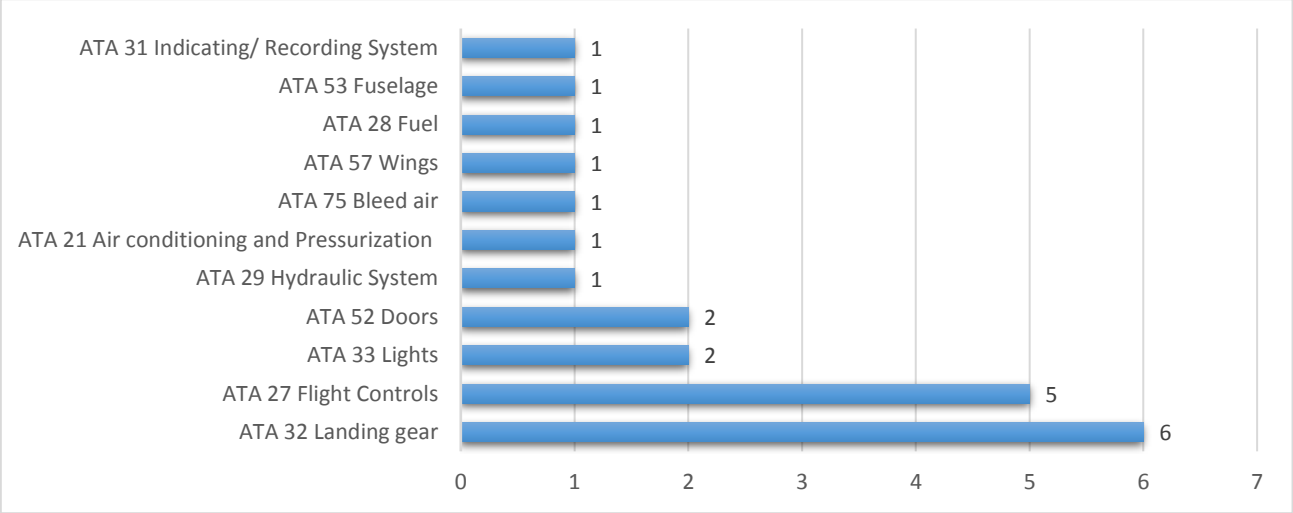

Chart 14. Occurrence categories of MOR events (2024)

System/Component Failure or Malfunction (Non- Powerplant) (SCF-NP)

System/Component Failure or Malfunction (Powerplant) (SCF-PP)

In 2024, there were 16 System/Component Failure or Malfunction (Powerplant) (SCF-PP) reported occurrences. It is important to note that SCF-NP occurrences resulted no damage.

Chart 15 is the breakdown of the related ATA chapters. The most significant concerns are malfunctions of engine-reciprocating and air conditioning pressurisation systems.

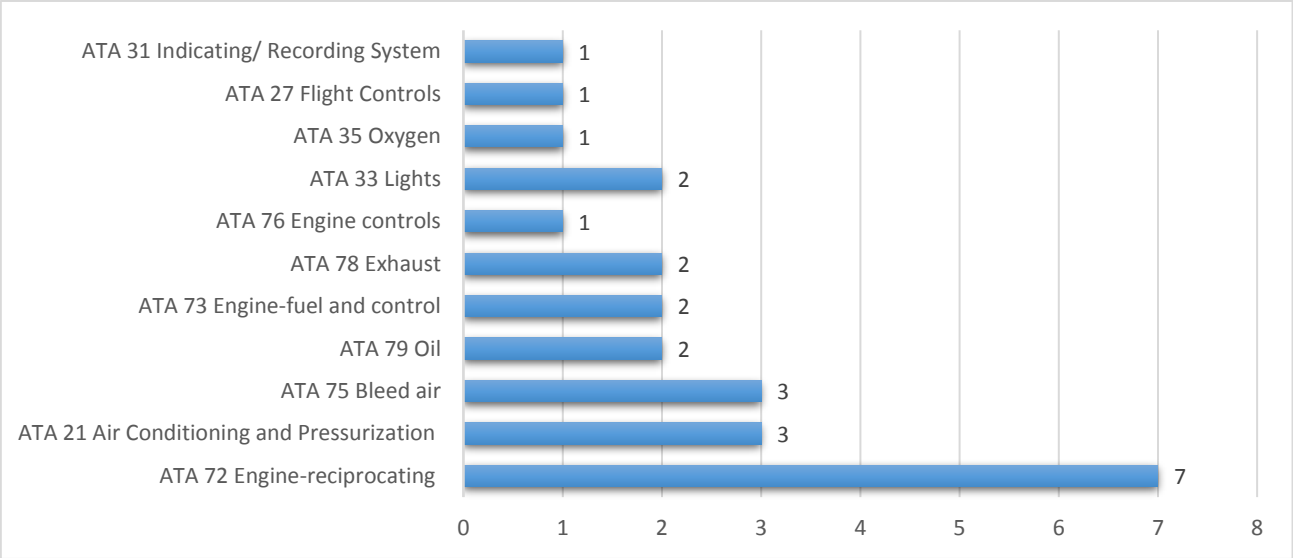

Chart 15. Occurrence categories of MOR events (2024)

System/Component Failure or Malfunction (Powerplant) (SCF-PP)

It is important to note that some occurrences have been classified in more than one ATA Chapters. In case multiple systems were involved.

It should be noted that only 1 SCF-PP occurrence (Pressure Controller Unit Failure - Oxygen Mask Deployment) was investigated by CAC.

5. OCCURRENCE REPORT EVENTS

Event Type

Each MOR is attributed an event type which will help in occurrence reporting analysis in identifying pre-cursors and outcome of the cause. Order 451-L mandates that this field is populated to aid in data gathering. The event-type list is based on the ECCAIRS ADREP taxonomy and is quite comprehensive, containing reference to multiple domains and services. Chart 16 only shows the high-level of this comprehensive list:

For simplicity purposes, a bar graph in Chart 16 shows the seven top-tier headers for 2023 and 2024. It is important to note that one occurrence report can have multiple event types.

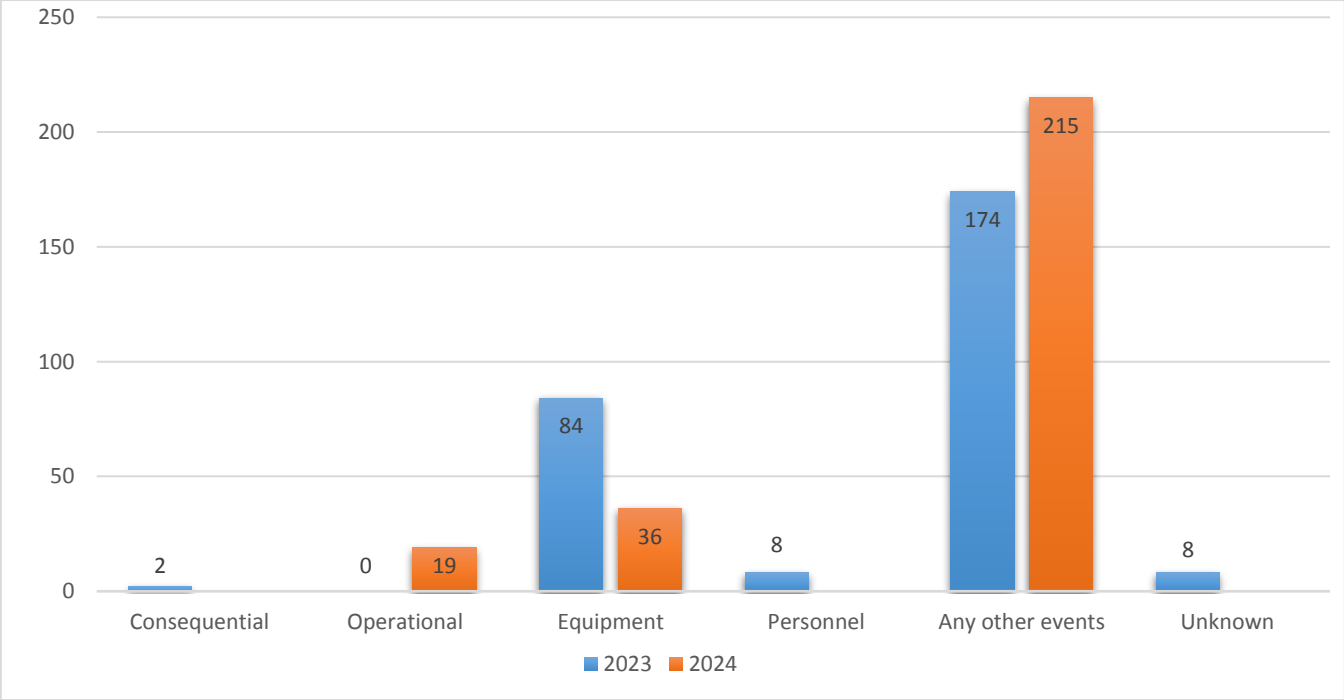

Chart 16. Event Types in 2023 and 2024

6. INVESTIGATION

In accordance with Article 54, Part 4 of the "Law on Aviation", CAC is the body responsible to carry out investigations of incidents, whereas AASIID is the body responsible to carry out investigations of accidents and serious incidents.

As mentioned in Chart 2, 270 occurrences happened in civil aviation in 2024. Out of 270 occurrences, CAC opened investigation of 9 occurrences classified as incidents in 2024 (Chart 17).

The investigation of the 6 occurrences were closed by CAC with some safety recommendations, in particular, regarding reinforcement of Safety Culture, occurrence reporting and updating manuals.

Certain occurrences, while meeting the criteria for a reportable occurrence, are adequately dealt with by the reporting organization. Thus, there is no justification for further investigation by the CAC, although details of the occurrence and action taken do provide valuable information for dissemination and storage purposes. These reports are "Closed on Receipt". CAC categorized 261 occurrences in "Closed on Receipt" (Chart 17).

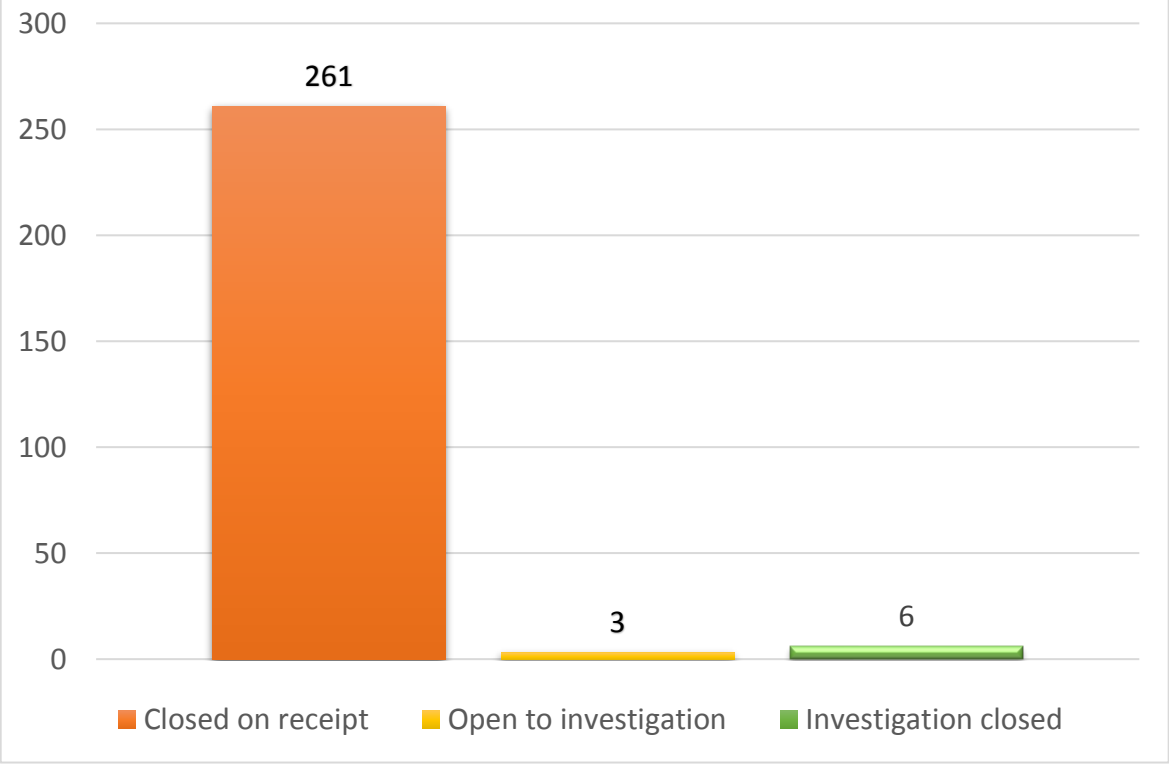

Chart 17. Investigation status

7. SAFETY RISK PRIORITIES FOR 2025

Based on the analysis of the comparison of the occurrences in years 2023 and 2024, the following safety risk priorities are identified:

1. Bird Strike Mitigation:

- Enhance aerodrome wildlife management programs.
- Conduct targeted awareness for flight crew and maintenance personnel.

2. SCF-NP/SCF-PP Monitoring:

- Promote proactive maintenance practices.
- Enhance operator awareness through workshops.

3. Laser Attack Prevention:

- Continue public education campaigns.
- Strengthen legal frameworks and enforcement.

8. SAFETY RECOMMENDATIONS

Based on the analysis of the occurrence reports, the following recommendations are proposed to align Armenia's Civil Aviation safety efforts with the European Union Aviation Safety Agency (EASA) priorities for 2025:

- **Wildlife Hazard Management**: Implement and regularly update Wildlife Hazard Management Plans at all aerodromes. Conduct systematic bird strike risk assessments in line with EASA guidelines and establish bird control units where necessary.
- **Laser Attack Mitigation**: Enhance legal frameworks to criminalize laser interference with aircraft. Expand public awareness campaigns on the dangers of laser misuse, and introduce targeted enforcement strategies with law enforcement agencies.
- **System/Component Failure Prevention**: Strengthen maintenance oversight programs and ensure operators integrate predictive maintenance tools for key systems (e.g., landing gear, flight controls). Adopt EASA Safety Information Bulletins (SIBs) as part of safety management protocols.
- **Just Culture Enhancement**: Foster a reporting environment free from fear of retribution by embedding 'Just Culture' principles in all aviation organizations, aligning with EASA's guidance on Safety Culture.

- **Data-Driven Safety Oversight**: Develop Safety Performance Indicators (SPIs) aligned with EASA's European Plan for Aviation Safety (EPAS) to monitor safety trends, with a focus on occurrences such as bird strikes, SCF-NP, and laser attacks.

9. ACCIDENT PREVENTION MEASURES

Regarding accident prevention measures, in 2024 AASIID sent 5 Safety Information Bulletins (SIB) issued by EASA to the CAC with the recommendations to implement the suggested procedures by EASA and to monitor the implementation of the recommended procedures by relevant aviation stakeholders.

The Safety Information Bulletins are also published on the website of the Ministry of Territorial Administration and Infrastructure
https://mtad.am/pages/accident-prevention

AASIID monitors the responses to the implementation of the safety recommendations from the addressee when applicable.

AASIID is not responsible with regard to the actual implementation. That falls to the addressee and more importantly the CAC who has enforcement powers. All safety recommendations are sent to the CAC. It is up to the regulator to verify the acceptance of the safety recommendations and physical implementation through audits and inspections.

10. CONCLUSION

In 2024, the Republic of Armenia's civil aviation system demonstrated notable progress in fostering a robust safety culture, reflected in the continued growth of occurrence reporting and improved quality of safety data. The successful transposition of EU Regulation 376/2014 into national legislation, combined with proactive promotion of 'Just Culture' principles, has enabled more comprehensive safety analysis based on actual operational data.

For the first time, AASIID has produced a comparative statistical analysis of occurrences, providing valuable insights to guide audit and oversight activities. The identification of key risk areas — including bird strikes, system/component failures, and laser attacks — underscores the importance of data-driven prioritization and targeted mitigation measures.

Moving forward, the implementation of the recommended accident prevention measures, continuous promotion of safety reporting, and alignment with European and international safety frameworks will be essential to maintaining and enhancing Armenia's high safety performance. Strengthening collaboration between industry stakeholders, CAC and AASIID will ensure that safety recommendations translate into concrete actions, supported by regular monitoring and enforcement.

As Armenia's aviation sector continues to grow, it is vital to embed a culture of continuous improvement and proactive risk management. The progress achieved in 2024 lays a solid foundation for further enhancements, ensuring that the Republic of Armenia remains aligned with global safety standards and best practices set by ICAO and EASA.

AASIID remains committed to fostering transparency, accountability, and effective safety analysis, contributing to a safer and more resilient civil aviation system for all stakeholders.