

**The Republic of the Union of Myanmar**

**Ministry of Transport**

**Department of Civil Aviation**



# **Myanmar - State Safety Programme**

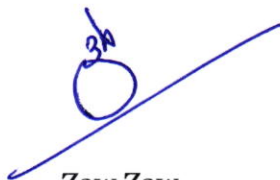
**Published by**

**Standards and Safety Oversight Division**

**First Edition – 30 September 2026**

## FOREWORD

- 1.1 The Department of Civil Aviation (DCA), under the Ministry of Transport, is the designated authority responsible for the development, implementation, maintenance, and continuous improvement of the State Safety Programme (SSP) in Myanmar.
- 1.2 The primary objective of the State Safety Programme is to continuously improve civil aviation safety in Myanmar through the proactive management of aviation safety risks. This is achieved by protecting passengers and the public, promoting a positive safety culture, and creating a world-class safety environment that meets international expectations and fosters best practices in partnership with the aviation industry.
- 1.3 This State Safety Programme is a formal activity required by ICAO Annex 19. It requires States to document how they provide the mechanisms necessary for aviation safety, ranging from the establishment of the DCA and its operating regulations to the identification of safety hazards and safety promotion. Annex 19, 3<sup>rd</sup> Edition integrates the eight Critical Elements of oversight with the State Safety Programme, elevates safety information protection to the level of full SARPs, and introduces new requirements for safety management at the State level.
- 1.4 Continuous improvement can only be achieved through cooperation, collaboration, and communication between the DCA, DMH, MTSB, and regulatory bodies within the aviation industry. The SSP is intended to ensure continuous improvement in aviation safety with appropriate governance supported by data-driven decision-making.
- 1.5 The State Safety Programme (SSP) Manual, First Edition, is issued as a controlled document under the authority of the Director General and shall take effect on 30 September 2026.



Zaw Zaw  
Director General  
Department of Civil Aviation

## TABLE OF CONTENT

| <b><u>Description</u></b>                                                              | <b><u>Page</u></b> |
|----------------------------------------------------------------------------------------|--------------------|
| FOREWORD                                                                               | 1                  |
| Table of Content                                                                       | 2-3                |
| Record of Revision                                                                     | 4                  |
| List of Abbreviations                                                                  | 5                  |
| CHAPTER 1. Definitions                                                                 | 7-10               |
| CHAPTER 2. General and Applicability                                                   | 11                 |
| 2.1 Applicability                                                                      | 11                 |
| 2.2 Purpose                                                                            | 11                 |
| 2.3 Scope                                                                              | 11                 |
| 2.4 Document Control                                                                   | 11                 |
| 2.5 Distribution of Document                                                           | 11                 |
| CHAPTER 3. Introduction                                                                | 12                 |
| 3.1 SSP Concept                                                                        | 12                 |
| 3.2 SSP Framework                                                                      | 12                 |
| 3.3 National Safety Strategic Objectives                                               | 13                 |
| 3.4 International Obligation                                                           | 13                 |
| 3.5 State Safety Programme                                                             | 13                 |
| CHAPTER 4. State Safety Policy, Objectives and Resources                               | 15                 |
| 4.1 Safety Policy                                                                      | 15                 |
| 4.2 Safety Objectives                                                                  | 15                 |
| 4.3 Safety Resources                                                                   | 15                 |
| 4.4 Enforcement Policy                                                                 | 15                 |
| 4.5 Primary Aviation Legislation (CE-1)                                                | 16                 |
| 4.6 Specific Operating Regulations (CE- 2)                                             | 16                 |
| 4.7 State System and Function (CE-3)                                                   | 16                 |
| 4.8 Qualified Technical Personnel (CE- 4)                                              | 21                 |
| 4.9 Technical Guidance, Tools and Provisions of safety Critical Information<br>(CE- 5) | 22                 |
| 4.10 Resolution of Safety Issues (CE-8)                                                | 22                 |

---

|                                                                    |       |
|--------------------------------------------------------------------|-------|
| CHAPTER 5. State Safety Risk Management                            | 23    |
| 5.1 Licensing, Certification and Authorization obligation (CE- 6)  | 23    |
| 5.2 SMS obligation                                                 | 23    |
| 5.3 Accident and incident investigation                            | 23    |
| 5.4 Hazard Identification and Safety Risk Assessment               | 24    |
| 5.5 Just Culture                                                   | 24    |
| 5.6 Management of Safety risk                                      | 24    |
| CHAPTER 6. State Safety Assurance                                  | 25    |
| 6.1 Surveillance Obligation (CE- 7)                                | 25    |
| 6.2 State Safety Performance                                       | 25    |
| 6.3 Management of Change                                           | 26    |
| CHAPTER 7. State Safety Promotion                                  | 27    |
| 7.1 Internal communication and dissemination of safety information | 27    |
| 7.2 External communication and dissemination of safety information | 27    |
| Appendix 1 State Safety Policy                                     | 28    |
| Appendix 2 State Safety Performance Indicators and Targets         | 29-31 |

**RECORD OF REVISION**

| <b>Edition No.</b> | <b>Effective Date</b> | <b>Reason for Changes</b>                                                                                     |
|--------------------|-----------------------|---------------------------------------------------------------------------------------------------------------|
| First Edition      | 30 September 2026     | Initial issued State Safety Programme (SSP), reflect the ICAO Annex 19; 3 <sup>rd</sup> Edition and Doc.9859. |

---

**LIST OF ABBREVIATIONS**

|         |   |                                                       |
|---------|---|-------------------------------------------------------|
| ADREP   | : | Accident/Incident Reporting Manual                    |
| AGA     | : | Aerodromes and Ground Aids                            |
| AIR     | : | Airworthiness                                         |
| AIG     | : | Aircraft accident and incident investigation          |
| AIS     | : | Aeronautical Information Services                     |
| ALoSP   | : | Acceptable Level of Safety Performance                |
| ANS     | : | Air Navigation System                                 |
| ANSD    | : | Air Navigation Safety Division                        |
| ANSP    | : | Air Navigation Service Provider                       |
| AMTO    | : | Aircraft Maintenance Training Organizations           |
| AOC     | : | Air Operator Certificates                             |
| ASSD    | : | Aerodrome Standards and Safety Division               |
| ASR     | : | Air Safety Report                                     |
| ATC     | : | Air Traffic Control                                   |
| ATD     | : | Air Transport Division                                |
| ATM     | : | Air Traffic Management                                |
| ATO     | : | Approved Training Organization                        |
| AWD     | : | Airworthiness Division                                |
| CAA     | : | Civil Aviation Authority                              |
| CEs     | : | Critical Elements                                     |
| C of A  | : | Certificate of Airworthiness                          |
| CNS     | : | Communication, Navigation, and Surveillance           |
| DCA     | : | Department of Civil Aviation                          |
| DMH     | : | Department of Meteorology and Hydrology               |
| FAOC    | : | Foreign Air Operator Certificates                     |
| FIR     | : | Flight Information Region                             |
| FOD     | : | Foreign Object Debris                                 |
| FSD     | : | Flight Standards Division                             |
| FSTD    | : | Flight Simulation Training Devices                    |
| GASP    | : | Global Aviation Safety Plan                           |
| HLSCC   | : | High Level Safety Coordination Committee              |
| ICAO    | : | International Civil Aviation Organization             |
| IFSD    | : | In-Flight Shutdown                                    |
| MEL     | : | Minimum Equipment List                                |
| MET     | : | Aeronautical Meteorology                              |
| MCAR-SM | : | Myanmar Civil Aviation Requirements-Safety Management |

|       |   |                                                      |
|-------|---|------------------------------------------------------|
| MOC   | : | Management of Change                                 |
| MOT   | : | Ministry of Transport                                |
| MoU   | : | Memorandum of Understanding                          |
| MTSB  | : | Myanmar Transport Safety Branch                      |
| NASP  | : | National Aviation Safety Plan                        |
| RA    | : | TCAS Resolution Advisories                           |
| RASG  | : | Regional Aviation Safety Group (Asia-Pacific Region) |
| RBS   | : | Risk-Based Surveillance                              |
| SAR   | : | Search and Rescue                                    |
| SARPs | : | Standards and Recommended Practices                  |
| SDCPS | : | Safety Data Collection and Processing System         |
| SMI   | : | Safety Management Implementation                     |
| SMS   | : | Safety Management System                             |
| SPI   | : | Safety Performance Indicator                         |
| SPT   | : | Safety Performance Target                            |
| SRM   | : | State Safety Risk Management                         |
| SSOO  | : | State Safety Oversight Organization                  |
| SSOD  | : | Standards and Safety Oversight Division              |
| SSPIT | : | SSP Implementation Team                              |
| SSP   | : | State Safety Programme                               |
| TOR   | : | Terms of Reference                                   |

## CHAPTER 1. DEFINITION

**Acceptable Level of Safety Performance (ALoSP).** The level of safety performance agreed by State authorities to be achieved for the civil aviation system in a State, as defined in its State safety Programme, expressed in terms of safety performance targets and safety performance indicators.

**Accident.** 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 as 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, self-inflicted 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, windcreens, the aircraft skin (such as small dents or puncture holes), or for 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.

Note 1.— For statistical uniformity only, an injury resulting in death within thirty days of the date of the accident is classified, by ICAO, as a fatal injury.

Note 2.— An aircraft is considered to be missing when the official search has been terminated and the wreckage has not been located.

Note 3.— The type of unmanned aircraft system to be investigated is addressed in Annex 13, Chapter 2, Para 2.3.

Note 4.— Guidance for the determination of aircraft damage can be found in Annex 13, Attachment E.

**Accountable Executive.** A single, identifiable person having responsibility for the effective and efficient performance of the service provider's SMS.

**Aeroplane.** A power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.

**Aircraft.** Any machine which can drive support in the atmosphere from reactions of the air, and includes balloons whether fixed or free, airships, kites, gliders and flying machines;

**Hazard.** A condition or an object with the potential to cause or contribute to an aircraft incident or accident.

**Helicopter.** A heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axes.

Note. —Some States use the term “rotorcraft” as an alternative to “helicopter”.

**Human performance.** Human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations.

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

Note.— The types of incidents which are of main interest to the International Civil Aviation Organization for accident prevention studies are listed in the Accident/Incident Reporting Manual. (ADREP Manual) (Doc 9156).

Note.— The types of incidents which are of main interest to the International Civil Aviation Organization for accident prevention studies are listed in Annex 13, Attachment C.

**Industry Codes of Practice.** Guidance material developed by an industry body, for a particular sector of the aviation industry to comply with the requirements of the International Civil Aviation Organization's Standards and Recommended Practices, other aviation safety requirements and the best practices deemed appropriate.

Note. —Some States accept and reference industry codes of practice in the development of regulations to meet the requirements of Annex 19, and make available, for the industry codes of practice, their sources and how they may be obtained.

**Operational Personnel.** Personnel involved in aviation activities who are in a position to report safety information.

Note. Such personnel include, but are not limited to: Flight Crews; Air Traffic Controllers; Aeronautical Station Operators; Maintenance Technicians; Personnel of Aircraft Design and Manufacturing Organizations; Cabin Crews; Flight Dispatchers, Apron Personnel and Ground Handling Personnel.

**Organization responsible for the Type Design.** The organization that holds the type certificate, or equivalent document, for an aircraft, remote pilot station, engine or propeller type, issued by a Contracting State.

**Risk Mitigation.** The process of incorporating defences, preventive controls or recovery measures to lower the severity and/or likelihood of a hazard's projected consequence.

**Safety.** The state in which risks associated with aviation activities, related to, or in direct support of the operation of aircraft, are reduced and controlled to an acceptable level.

**Safety Data.** A defined set of facts or set of safety values collected from various aviation-related sources, which is used to maintain or improve safety.

Note.— Such safety data is collected from proactive or reactive safety-related activities, including but not limited to:

1. accident or incident investigations;
2. safety reporting;
3. continuing airworthiness reporting;
4. operational performance monitoring;
5. inspections, audits, surveys; or
6. safety studies and reviews.

**Safety Information.** Safety data processed, organized or analyzed in a given context so as to make it useful for safety management purposes.

**Safety Management System (SMS).** A systematic approach to managing safety, including the necessary organizational structures, accountability, responsibilities, policies and procedures.

**Safety Objective.** A brief, high-level statement of safety achievement or desired outcome to be accomplished by the State safety programme or service provider's safety management systems.

Note — Safety objectives are developed from the organization's top safety risks and should be taken into consideration during subsequent development of safety performance indicators and targets.

**Safety Oversight.** A function performed by a State to ensure that individuals and organizations performing an aviation activity comply with safety-related national laws and regulations.

**Safety Performance.** A State's or service provider's safety achievement as defined by its safety

performance targets and safety performance indicators.

**Safety Performance Indicator.** A data-based parameter used for monitoring and assessing safety performance.

**Safety Performance Target.** The State or service provider's planned or intended target for a safety performance indicator over a given period that aligns with the safety objectives.

**Safety Risk.** The predicted probability and severity of the consequences or outcomes of a hazard.

**State Safety Programme (SSP).** An integrated set of regulations and activities aimed at improving safety.

**Surveillance.** The State activities through which the State proactively verifies through inspections and audits that aviation license, certificate, authorization or approval holders continue to meet the established requirements and function at the level of competency and safety required by the State.

**System.** An organized, purposeful structure that consists of interrelated and interdependent elements and components, and related policies, procedures and practices created to carry out a specific activity or solve a problem.

## **CHAPTER 2. GENERAL AND APPLICABILITY**

### **2.1 Applicability**

Myanmar Civil Aviation sector consists of Commercial Air Transport Operators (Domestic and International), Air Navigation Service Providers (ANSPs), Certified Aerodromes, Approved Maintenance Organizations (AMOs), and Approved Training Organization (ATO). The Department of Civil Aviation (DCA), under the Ministry of Transport (MOT), acts as the primary civil aviation authority in Myanmar, discharging statutory Oversight in accordance with International Obligations.

### **2.2 Purpose**

The purpose of this document is to communicate the aviation safety programmes for Civil Aviation in Myanmar to all Stakeholders. This focuses on roles and responsibilities, as well as actions taken by the Department of Civil Aviation as the responsible organization for the State Safety Management in Civil Aviation. It aims to achieve an Acceptable Level of Safety Performance (ALoSP) in Civil Aviation.

### **2.3 Scope**

The State Safety Programme (SSP) provides an overview of Civil Aviation safety programmes to the personnel involved in safety regulations as well as to all stakeholders with a responsibility of SMS implementation.

### **2.4 Document Control**

The copy of the State Safety Programme (SSP) soft copies will be made available to all regulatory staff having safety oversight responsibilities. Any major changes to this document will be achieved by a re-issue of the entire document and other changes will be achieved by amending individual pages.

### **2.5 Distribution of Document**

The State Safety Programme (SSP) shall be distributed to Civil Aviation Organizations, relevant Stakeholders and Governmental Department through soft copies of the document.

## CHAPTER 3. INTRODUCTION

### 3.1 SSP Concept

An SSP is defined as an integrated set of regulations and activities aimed at improving Safety. It includes specified safety activities that must be performed by the State, and regulations and directives promulgated by the State to support fulfillment of its responsibilities concerning safe and efficient delivery of aviation activities of the State. The SSP is a management system for the management of safety by the State. The implementation of the SSP must be commensurate with the size and complexity of the State's Aviation System and may require coordination among multiple authorities responsible for individual elements of Civil Aviation functions in the State.

### 3.2 SSP Framework

The Myanmar SSP structure aligns fully with the 4 Core Components and 16 Elements of the ICAO framework:

#### **1. State Safety Policy, Objectives and Resources (SSP Component 1)**

- 1.1 Primary Aviation Legislation (CE 1)
- 1.2 Specific Operating Regulations (CE 2)
- 1.3 State System and Functions (CE 3)
- 1.4 Qualified Technical Personnel (E 4)
- 1.5 Technical Guidance, Tools and Provision of Safety-Critical Information (CE 5)

#### **2. State Safety Risk Management (SSP Component 2)**

- 2.1 Licensing, Certification, Authorization and Approval Obligations (CE 6)
- 2.2 Safety Management System Obligations
- 2.3 Accident and Incident Investigation
- 2.4 Hazard Identification and Safety Risk Assessment
- 2.5 Management of Safety Risks

#### **3. State Safety Assurance (SSP Component 3)**

- 3.1 Surveillance Obligations (CE 7)
- 3.2 State Safety Performance Measurement and Monitoring
- 3.3 Management of Change
- 3.4 Continual Improvement of the SSP

#### **4. State Safety Promotion (SSP Component 4)**

- 4.1 Internal communication and dissemination of safety information
- 4.2 External communication and dissemination of safety information

### 3.3 National Safety Strategic Objectives

1. To achieve a continuous reduction of operational safety risks across all domestic sectors.
2. To strengthen safety oversight capabilities across all technical divisions (SSOD, FSD, AWD, ANSD, ASSD).
3. To implement effective, synchronized SMS and SSP environments with mandatory industry compliance.
4. To proactively expand data sharing and coordination at the regional level via RASG.
5. To ensure the appropriate infrastructure is robust enough to fully support safe operations in Civil Aviation.

Continuous reduction of operational safety risk is realized by maintaining a decreasing trend of accident rate and reducing the rate of occurrences related to high-risk categories. Similarly, safety oversight capability is strengthened by reaching a positive safety oversight margin in all categories. To achieve this, Myanmar shall develop and implement strategies, regulatory frameworks, and processes to ensure that aviation activities perform to the highest level of safety practicable. So far Myanmar has taken a performance-based approach to aviation safety regulation, to encourage and support the Safety Management Systems (SMS) of the service providers, and implement ICAO's Standards and Recommended Practices (SARPs) to the highest degree practicable. Myanmar shall also collaboratively participate at the regional level for the sharing of safety data and information, fostering mutual transparency and continuously harmonizing regional aviation safety goals in alignment with the Regional Aviation Safety Group (RASG).

### 3.4 International Obligations

Annex 19, Safety Management to the Convention on International Civil Aviation, brings together the standards for safety Management that requires ICAO States to establish an SSP. An SSP is an ICAO framework for States to co-ordinate their regulatory oversight and achieve an Acceptable Level of Safety Performance (ALoSP) in Civil Aviation. An SSP is intended to support a risk-based aviation system by States and thus the implementation of SMS by aviation Service Providers.

### 3.5 State Safety Programme

SSP is a system-level description of its aviation safety management and the specific safety activities it undertakes to support its responsibilities to achieve safe and efficient aviation. As required in MCAR-SM, the core of SSP consists of the eight Critical Elements (CEs) of State Safety Oversight system and other integrated safety management processes.

State Safety Oversight Critical Elements are -

- a) Primary Aviation Legislation (CE-1)

- b) Specific Operating Regulations (CE-2)
- c) State System and Functions (CE-3)
- d) Qualified Technical Personnel (CE-4)
- e) Technical Guidance, Tools and Provision of Safety-Critical Information (CE-5)
- f) Licensing, Certification, Authorization and Approval Obligations (CE-6)
- g) Surveillance Obligations (CE-7) and
- h) Resolution of Safety Issues (CE-8).

The other integrated Safety management processes are -

- a) Accident and Incident Investigation
- b) Management of Safety Risks
- c) Hazard Identification and Safety Risk Assessment
- d) Safety Management System Obligation
- e) State Safety performance
- f) Internal communication and dissemination of safety information and
- g) External communication and dissemination of safety information.

These are incorporated in the four components of SSP framework, which are -

- a) State Safety Policy, Objectives and Resources
- b) State Safety Risk Management
- c) State Safety Assurance and
- d) State Safety Promotion.

The Monitoring and Oversight framework described in this document also guides the establishment and maintenance of the SMS that certificated aviation service providers are required to establish.

---

## CHAPTER 4. STATE SAFETY POLICY, OBJECTIVES AND RESOURCES

### 4.1 Safety Policy

Safety policy is a formal document describing the safety intentions and direction of DCA. The State safety policy projects senior management's attitude to safety and to the promotion of a positive safety culture. To ensure it remains relevant and appropriate, the safety policy is reviewed annually by the High-Level Safety Coordination Committee (HLSCC) and revised if found necessary.

### 4.2 Safety Objectives

The development of safety objectives starts with a clear understanding of the highest safety risks in the aviation system. Safety risk in the aviation system is influenced by many different factors, such as the size and complexity of the aviation system as well as the operational environment. The safety objectives are set once the top safety risks are identified. The safety objectives thus set are revised annually during HLSCC meetings in accordance to the safety data analysis.

In order to develop an understanding of the top safety risks, quantitative data is used as far as is available. Qualitative information and expert analysis may also be used where needed. The *SSP implementation Team* shall carry out guided discussions to gain understanding of the broader safety risks across the aviation system. These experts can be guided by available safety trend information, known accidents and serious incidents contributing factors, or known deficiencies.

### 4.3 Safety Resources

The Standards and Safety Oversight Division (SSOD) is tasked with comprehensive oversight responsibilities on behalf of the Department of Civil Aviation (DCA). To ensure effective operations, the DCA maintains adequate human resources aligned with the specific manpower requirements necessary to execute each division's safety functions.

### 4.4 Enforcement Policy

In accordance with Article 12 of the Chicago Convention, the Department of Civil Aviation, Myanmar implements and enforces ICAO Standards and Recommended Practices (SARPs) to ensure that all aircraft operating within Myanmar, as well as Myanmar Registered Aircraft operating anywhere, comply with the applicable Regulations.

Where specific operating regulations are not met, enforcement action may be initiated. The DCA is responsible for issuing Certificates, Licenses, and Approvals for all Civil Aviation Activities. Effective enforcement is achieved through proportionate administrative actions, such as amending, suspending, or revoking these authorizations. If the DCA has reasonable grounds to believe that a potential threat to flight safety exists and is no longer satisfied

that the holder can maintain safe operations, formal enforcement action will be taken.

The Enforcement Policy is comprehensive and establishes, for example:

1. the conditions and circumstances under which safety deviations are addressed through established enforcement procedures;
2. the conditions and circumstances under which operators and service providers are permitted to internally resolve certain safety deviations within the context of their SMS, to the satisfaction of the DCA; and
3. the principle that no information derived from safety reporting systems under the SSP or SMS shall be used as a basis for enforcement action, except in cases of gross negligence or wilful deviation

#### **4.5 Primary Aviation Legislation (CE- 1)**

The Myanmar Aircraft Act (1934), as amended in 2013, and the Myanmar Aircraft Rules (2018), together with associated regulations, constitute the primary legislative framework for civil aviation in Myanmar. This legislation grants the Director General of the DCA the statutory authority to promulgate specific operating regulations, conduct safety oversight, enforce compliance, issue or revoke operational certificates, and manage safety data.

#### **4.6 Specific Operating Regulations (CE-2)**

To incorporate the International Civil Aviation Organization (ICAO) Standards and Recommended Practices (SARPs), the Myanmar Civil Aviation Requirements (MCARs) have been issued by the DCA under the authority conferred by the Myanmar Aircraft Act (1934), as amended in 2013.

The DCA also issues Directives, Advisory Circulars, Orders, and Guidance Materials to facilitate the effective implementation of these regulations. These documents are reviewed from time to time to ensure they remain relevant, current, and effective. Additionally, procedure manuals are provided to guide DCA staff in performing their duties and responsibilities effectively. All Civil Aviation Regulations are accessible via the DCA website: [www.dca.gov.mm](http://www.dca.gov.mm).

#### **4.7 State System and Functions (CE-3)**

##### **4.7.1 Ministry of Transport**

The Ministry of Transport (MOT) is the policy making body for Civil aviation matters in Myanmar. The MOT, in consultation with the Department of Civil Aviation (DCA) and other relevant ministries, formulates the rules and regulations necessary to maintain a safe and orderly civil aviation system. The MOT also established the Myanmar Transport Safety Branch (MTSB), which is responsible for investigating Air, Marine and Rail transport accidents and incidents in Myanmar.

#### **4.7.2 Department of Civil Aviation (DCA)**

The DCA, as the autonomous regulatory body for Civil Aviation, is responsible for the overall regulation of Civil Aviation in Myanmar. In its regulatory capacity, the DCA is also responsible for the establishment, maintenance, and continuous improvement of the State Safety Programme. Service providers and certificate holders under DCA jurisdiction are required to satisfactorily demonstrate that their management systems adequately incorporate Safety Management System principles.

#### **4.7.3 Department of Meteorology and Hydrology (DMH)**

The DMH is responsible for providing meteorological services necessary for civil aviation in accordance with ICAO Annex 3. The DCA and DMH have executed a Memorandum of Understanding (MoU) detailing the operational modalities for the provision of aviation meteorological services.

#### **4.7.4 Myanmar Transport Safety Branch (MTSB)**

The Myanmar Transport Safety Branch (MTSB) is an independent investigation authority responsible for investigating Air, Marine, and Rail Transport accidents and incidents in Myanmar. The MTSB operates independently from transport regulators, policymakers, and service providers to maintain objectivity. Its primary mission is to promote transport safety through independent investigations.

The MTSB contributes to aviation safety by independently investigating and analyzing the circumstances surrounding accidents, serious incidents, or incidents, identifying safety deficiencies, and issuing safety recommendations. Its primary output is safety information and recommendations provided to individuals, regulators, the aerospace industry, and aviation service providers to prevent recurring hazards. MTSB investigations focus strictly on safety enhancement and learning, rather than apportioning blame or liability.

#### **4.7.5 Organizational Committees and Accountable Executive**

The Director General of the DCA is designated as the Accountable Executive for the State Safety Programme (SSP) and is responsible for ensuring that all management levels deliver the highest standard of safety performance. The Director General is tasked with developing and implementing operational policies aligned with safety management principles, overseeing the implementation, operation, and supervision of the SSP, and coordinating activities across various state aviation organizations within the Myanmar regulatory framework.

Furthermore, the execution of the SSP relies on the active participation and synchronization of all designated National Entities, specifically the Ministry of Transport (MOT), the Department of Civil Aviation (DCA), the Myanmar Transport Safety Branch (MTSB), and the Department of Meteorology and Hydrology (DMH), utilizing the dual-

layered framework of the High-Level Safety Coordination Committee (HLSCC) and the SSP Implementation Team (SSPIT), alongside active working and coordinating committees.

#### 4.7.6 Department of Civil Aviation Safety Regulations Divisions

The regulatory and oversight functions carried out by the DCA are distributed among the following divisions:

- **Standards and Safety Oversight Division (SSOD):** headed by a Director, serves as the core advisory body to the Director General (DG). The Division is mandated to systematically review Myanmar's Civil Aviation Legislation, Acts, Rules, and Procedures to ensure optimal alignment with contemporary industry developments and to facilitate required amendments or enactments. In maintaining international compliance, the SSOD continuously monitors global aviation legal frameworks and the Standards and Recommended Practices (SARPs) of the International Civil Aviation Organization (ICAO). The Division evaluates these provisions for national integration, successfully incorporating updates into the state regulatory framework. Additionally, the Division maintains rigorous oversight through continuous inspection and verification, ensuring that all DCA-issued Licenses, Certificates, Ratings, and Authorizations adhere strictly to national regulations and international benchmarks. To facilitate robust oversight and verification functions across the Department of Civil Aviation, all technical and operational divisions are required to submit copies of all newly issued Certificates and Approvals to the SSOD immediately upon issuance. This mechanism ensures prompt verification against established DCA standards. Furthermore, to foster department-wide synergy and regulatory synchronization, all technical divisions shall submit their Annual Audit Plans to the SSOD prior to the launch of each audit cycle, ensuring structured tracking and absolute compliance.
- **Flight Standards Division (FSD):** headed by a Director, is responsible for the certification of Air Operators, approval of Dangerous Goods operations, validation of Foreign Air Operator Certificates (FAOC), oversight of designees, and acceptance of air operators' Safety Management Systems (SMS). The division is primarily responsible for implementing ICAO Annexes 1, 6, 18, and 19, and works in close cooperation with the Airworthiness Division (AWD), Air Navigation Safety Division (ANSO), Aerodrome Standards and Safety Division (ASSD), Air Transport Division (ATD), and Standards and Safety Oversight Division (SSOD). The FSD conducts continuous safety surveillance and periodic inspections to ensure operators maintain compliance with applicable regulations, operational limitations, and the provisions of their Air Operator Certificates (AOC) and Operations Specifications

(Ops Specs). And the division is responsible for the issuance, validation, and renewal of personnel licenses, including the assessment of medical fitness of pilots and air traffic controllers by a designated medical assessor as well as Aviation English Language Proficiency of pilots and air traffic controllers by a qualified Language Expert and two Subject Matter Experts. The FSD also oversees the approval and oversight of Flight Simulation Training Devices (FSTD), Approved Training Organizations (ATO), and Aircraft Maintenance Training Organizations (AMTO), ensuring that training and licensing standards are consistently upheld to maintain aviation safety.

- **Airworthiness Division (AWD):** headed by a Director, is responsible for the airworthiness control of aircraft registered in Myanmar, issuance of certificates of registration, maintaining the national registry of civil aircraft, issuance of certificates of airworthiness, approval of maintenance organization and conducting of air operator certification inspections related to airworthiness and ramp inspections on FAO in cooperation with the FSD division.
- **Air Navigation Safety Division (ANSD):** headed by a Director, is responsible for advising the Director General on safety policies and regulatory requirements regarding Air Navigation Services (ANS). The ANSD oversees Air Navigation Service Providers (ANSPs) in implementing safety-related SARPs and ICAO Annexes, ensuring the safety of ANS operations and training across Air Traffic Management (ATM), Communication, Navigation, and Surveillance (CNS), Aeronautical Information Services (AIS), Search and Rescue (SAR), Aeronautical Meteorology (MET), Flight Procedure Design (PANS-OPS), and Aeronautical Charts (MAP) within the Yangon FIR.
- **Aerodrome Standards and Safety Division (ASSD):** Responsible for airport safety regulation and the development and review of national standards for aerodrome design, operation, and maintenance. The ASSD manages aerodrome certification and conducts initial, periodic, and surveillance inspections of physical characteristics, facilities, operating procedures, and aerodrome operators' SMS, in coordination with ATD, ANSD, FSD, and SSOD.

#### 4.7.7 High-Level Safety Coordination Committee (HLSCC)

A collaborative inter-agency High-Level Safety Coordination Committee (HLSCC) is established to monitor SSP implementation, guide its development, and ensure effective safety management functions across the State. The Committee comprises the following representatives:

1. Director General, Department of Civil Aviation — Chairman
2. Deputy Director General, Department of Civil Aviation — Vice-Chairman

3. Deputy Director General, Department of Civil Aviation — Vice-Chairman
4. Head of Myanmar Transport Safety Branch (MTSB) — Member
5. Representative, Department of Meteorology and Hydrology (DMH) — Member
6. Director, Standards and Safety Oversight Division (SSOD) — Member/ Secretary
7. Director, Flight Standards Division (FSD) — Member
8. Director, Airworthiness Division (AWD) — Member
9. Director, Air Navigation Safety Division (ANSD) — Member
10. Director, Aerodrome Standards and Safety Division (ASSD) — Member
11. Director, Air Transport Division (ATD) — Member
12. Representatives from Air Force (*if airspace/aerodrome sharing is applicable*) — Member
13. Representatives from other relevant entities /Aviation Service Providers — Co-opted on an "as needed" basis

The main purpose of the establishment of the HLSCC is:

- a) **To ensure** efficient SSP implementation through effective communication while avoiding duplication of effort and conflicting policies;
- b) **To facilitate** high-level, continuous coordination among all relevant agencies and stakeholders;
- c) **To evaluate** and act upon safety recommendations originating from the SSP Implementation Team (SSPIT) meetings;
- d) **To monitor and ensure** that the State achieves its established Acceptable Level of Safety Performance (ALoSP);
- e) **To provide** strategic guidance for the effective implementation of SMS within each member's respective organization; and
- f) **To promote** high-level discussions on aviation safety matters to foster effective communication, safety information sharing, and data exchange.

#### 4.7.8 SSP Implementation Team (SSPIT)

For the effective implementation of the SSP, an SSP Implementation Team (SSPIT) has been established, comprising the following ex-officio members:

- a) **Director, SSOD** — Coordinator
- b) **Director, FSD** — Member
- c) **Director, ANSD** — Member
- d) **Director, ASSD** — Member
- e) **Director, AWD** — Member
- f) **Representative, Ministry of Transport (AIG)** — Member

The Team is responsible for executing actions assigned to the respective Divisions in accordance with the phased implementation of the SSP. It manages SSP implementation

within the DCA by ensuring that procedures, Terms of Reference (TOR), and training are developed aligned with the SSP, thereby fostering a consistent approach to safety management. The Team may invite representatives from other entities when deemed necessary. The frequency of SSPIT meetings shall be in accordance with the provisions outlined in the *Procedure Manual for Safety Management Functions*.

The responsibilities of the SSPIT include, but are not limited to, the following:

- a) Conducting State Safety Data Collection and Processing System (SDCPS) activities and performing State safety data verification;
- b) Carrying out State Safety Risk Management (SRM) activities;
- c) Determining and proposing the State Safety Performance Indicators (SPIs) and Safety Performance Targets (SPTs) for endorsement, based on the analysis of safety data derived from the SDCPS;
- d) Participating in and driving State Safety Promotion activities;
- e) Reviewing safety recommendations resulting from accident and serious incident investigation reports, and monitoring/reporting on the status of their implementation;
- f) Preparing an Annual State Safety Report based on integrated safety management activities; and
- g) Proposing relevant safety matters or issues to continuous improvement mechanisms, thereby assisting in enhancing the overall effectiveness of both the SSP and the National Aviation Safety Plan (NASP). The Team may co-opt representatives from the Ministry of Transport (AIG) or other relevant entities as invitees whenever necessary.

#### **4.8 Qualified Technical Personnel (CE-4)**

Personnel who perform safety-related functions within the DCA are designated as technical personnel.

The DCA attaches high priority to recruiting qualified personnel, providing comprehensive induction and training commensurate with specific job roles, and ensuring the continuous development of their competencies and skills. Qualified, responsible, and professional performance is an integral part of the organizational strategy and operational culture of the DCA.

The basic qualification requirements for safety oversight personnel are defined by the DCA and incorporated into the procedure manuals and handbooks of the respective safety oversight divisions. The minimum qualification requirements for safety inspectors in the domains of Air Navigation Services (ANS), Airworthiness (AIR), Flight Operations (OPS), Aerodromes and Ground Aids (AGA), and Safety Management Systems (SMS) are explicitly specified in their respective inspector handbooks and procedure manuals

#### **4.9 Technical Guidance, Tools and Provision of Safety-Critical Information (CE-5)**

The DCA provides technical guidance materials, tools, and standardized procedures aligned with applicable regulations to enable safety inspection personnel to perform their functions effectively, consistently, and in a standardized manner. Each division has established its own procedure manuals, handbooks, and checklists to guide its technical staff in executing their regulatory duties.

In addition, the DCA provides technical guidance and advisory material (such as Advisory Circulars and Guidance Documents) to the aviation industry to facilitate compliance with relevant safety regulations and support the effective implementation of Safety Management Systems (SMS).

#### **4.10 Resolution of Safety Issues (CE-8)**

The Department of Civil Aviation (DCA) maintains a structured and proactive monitoring system to ensure that safety deficiencies, hazards and regulatory non-compliances identified through surveillance, audits, or inspections are systematically resolved by the responsible individuals or service providers within specified timeframes.

When safety deviations or non-compliances are detected, the respective regulatory divisions (FSD, AWD, ANSD, ASSD) shall issue formal findings and track Corrective Action Plans (CAPs). The process ensures that corrective actions address the root cause of the safety issue to prevent recurrence. If a service provider fails to resolve critical safety issues within the agreed timeline, enforcement actions shall be initiated in accordance with the Enforcement Policy outlined in Section 4.4.

## CHAPTER 5. STATE SAFETY RISK MANAGEMENT

Identification of potential safety risks to the aviation system as a whole is a primary function under an effective State Safety Programme (SSP). The traditional methods of analyzing the causes of accidents or incidents are augmented by the DCA with proactive processes to achieve this objective. These processes assist in identifying and addressing precursors and contributors to accidents, while strategically managing safety resources to maximize safety improvements. The DCA, therefore:

- a) Requires, through MCAR-SM, that all service providers implement an SMS to manage and improve the safety of their aviation-related activities;
- b) Has established procedures and acceptance criteria to determine whether a service provider's Safety Risk Management (SRM) process is acceptable; and
- c) Has established procedures to review and ensure the continuous effectiveness of service providers' SMSs.

### 5.1 Licensing, Certification, Authorization and Approval Obligations (CE-6)

Licensing, Certification, Authorization, and Approval Obligations are critical components of the State's safety risk control strategy. They provide assurance that service providers meet the required standards to operate safely within the Myanmar aviation system.

The processes and procedures relating to the Licensing, Certification, Authorization, and Approval systems are documented to ensure that individuals and organizations performing aviation activities meet all established requirements before exercising the privileges of a License, Certificate, Authorization, or Approval.

### 5.2 SMS Obligations

In accordance with MCAR-SM, the DCA mandates that service providers implement an SMS. The procedures for accepting service providers' SMS Manuals shall adhere to the requirements established by the respective oversight divisions having jurisdiction over those service providers. Guidance for SMS implementation is provided to service providers within MCAR-SM and associated advisory materials.

### 5.3 Accident and Incident Investigation

The Myanmar Transport Safety Branch (MTSB) conducts the investigations in accordance with Myanmar Aircraft Act, Myanmar Aircraft Accident and Incident Investigation Rules (MAAIIR) and ICAO Annex 13. The sole objective of the investigation of an accident or incident shall be the prevention of accidents and incidents. It is not the purpose of this activity to apportion blame or liability. MTSB investigates the civil aircraft accidents pursuant to Article 26 of the Chicago Convention and also investigates serious incidents as recommended by Annex 13, Attachment C and, where there will be safety lessons to be drawn, incidents that are not classified as serious incidents.

The Department of Civil Aviation (DCA) collaborates with the MTSB's investigations as required and implements the safety reporting system for accidents prevention. Service providers are also required to submit the occurrence reports to the DCA and MTSB to promote the safety culture and support continuous safety enhancement. Accident and incident investigation is one of the elements of the State Safety Programme (SSP), which is an integrated set of regulations and activities of a State aimed at improving safety.

#### **5.4 Hazard Identification and Safety Risk Assessment**

The DCA has established and maintains a process to collect and analyze safety data through MCAR-SM and its Safety Data Collection and Processing System (SDCPS). This system integrates processing and reporting mechanisms, safety databases, information exchange schemes, and recorded data-including results from accident/incident investigations, safety audits, mandatory safety reporting systems, voluntary safety reporting systems, and self-disclosure reporting schemes.

#### **5.5 Just Culture**

The State's safety policy actively encourages effective safety reporting by defining the line between acceptable performance (unintended errors) and unacceptable performance (gross negligence, recklessness, willful violations, or sabotage), thereby providing fair protection to reporters. The DCA and service providers under its jurisdiction foster a "Just Culture" framework that promotes, nurtures, and defends voluntary safety reporting while preventing the inappropriate criminalization of error. Protecting safety information from unauthorized or punitive use is essential to ensure its continued availability for safety management purposes. The DCA's oversight inspection pay particular attention to the effective implementation of Just Culture principles within service providers' SMSs.

Furthermore, the Safety Policy Statement issued by the Accountable Executive (Director General of the DCA) commits to protecting SDCPS data and enforcing a policy ensuring that no information derived from any SDCPS under the SSP or SMS is used as a basis for disciplinary or enforcement action, except in cases of gross negligence or willful deviation.

#### **5.6 Management of Safety Risk**

The objective of safety risk management is to ensure that safety risks are controlled effectively to achieve the State's Acceptable Level of Safety Performance (ALoSP). The DCA has developed and maintains a process to manage safety risks through risk acceptance, mitigation, avoidance, or transfer. The DCA ensures that identified safety issues and deficiencies are resolved in a timely manner through a monitoring system that tracks progress and verifies corrective actions taken by individuals and organizations performing aviation activities.

## CHAPTER 6. STATE SAFETY ASSURANCE

### 6.1 Surveillance Obligations (CE-7)

The DCA verifies whether the safety levels maintained by service providers conform to established State targets through continuous audits and inspections. The DCA periodically reviews the safety performance of individual service providers under its jurisdiction.

Within the scope of its aviation Safety Oversight, the DCA proactively ensures through structured audits and surveillance that holders of Licenses, Certificates, Authorizations, and Approvals strictly comply with applicable National Regulations and International Standards. Foreign Air Operators operating within Myanmar are also subject to foreign aircraft safety assessments (RAMP Inspections) conducted by the DCA.

The oversight and surveillance framework accounts for both the safety performance and the size and complexity of each service provider's operations. To ensure effective safety oversight, each regulatory domain within the DCA shall determine its required technical workforce. Detailed procedures and methodologies for calculating workforce requirements shall be documented in the respective division manuals.

The DCA shall adopt a Risk-Based Surveillance (RBS) approach, where surveillance planning is driven by the organization's risk profile, and execution focuses on managing operational risks in addition to verifying regulatory compliance. A risk-based surveillance framework involves assessing performance-influencing factors, organizational changes, and safety performance indicators that constitute an organization's risk profile. Recognizing that an organization's risk profile is inherently dynamic, the DCA shall maintain a process to gather and analyze safety intelligence from diverse sources to continually monitor changing operational risks and adjust surveillance frequencies accordingly.

### 6.2 State Safety Performance

The Department of Civil Aviation shall establish the Acceptable Level of Safety Performance (ALoSP) to be achieved through its SSP. The ALoSP is achieved through the effective implementation and continuous maintenance of the SSP, as well as the establishment of Safety Performance Indicators (SPIs) and Safety Performance Targets (SPTs) that demonstrate safety is effectively managed and built upon compliance with ICAO SARPs.

#### 6.2.1 Acceptable Level of Safety Performance (ALoSP)

The ALoSP expresses the safety levels expected by the DCA across the National Aviation System. It defines sector-specific safety targets and establishes metrics to measure the effectiveness of State regulatory and safety oversight activities impacting overall aviation safety. To objectively evaluate and ensure that the baseline metrics for the Acceptable Level

of Safety Performance (ALoSP) are systematically achieved, the DCA has established comprehensive cross-divisional oversight matrices.

The specific quantitative and qualitative metrics for the Flight Standards Division (FSD), Airworthiness Division (AWD), Air Navigation Safety Division (ANSO), and Aerodrome Standards and Safety Division (ASSD) are formally codified in *Appendix 2: State Safety Performance Indicators (SPIs) and Safety Performance Targets (SPTs)* of this Manual. All certified aviation Service Providers, Air Operators, and aerodrome stakeholders shall strictly align their internal Safety Management Systems (SMS) with the framework detailed therein.

### **6.3 Management of Change (MOC)**

The DCA systematically evaluates and manages the impact of organizational and operational changes within the National Aviation System. When significant changes are proposed or planned, the DCA utilizes its Management of Change (MOC) process to analyze, assess, and mitigate any new or altered safety risks. No operation shall commence or continue within a changed operational context until all associated safety risks have been fully assessed and acceptable mitigations are implemented.

---

## CHAPTER 7. STATE SAFETY PROMOTION

### 7.1 Internal Communication and Dissemination of Safety Information

DCA promotes safety awareness and the sharing and exchange of safety information within the aviation organizations to support the development of a positive safety culture that fosters an effective SSP.

The SSP Implementation Team meetings also form an integral part of internal communication to address concerns and to share and exchange knowledge and information. With a view to facilitating the collection of information on actual or potential safety deficiencies, the DCA and MTSB have established Mandatory and Voluntary safety reporting systems.

The statistics of occurrence reporting data, along with assessments from the concerned divisions, are collected by the DCA. Regarding the Aircraft Accident Investigation, final reports are publicly and published on the MTSB webpage: [https://mot.gov.mm/my/Myanmar Transport Safety Branch](https://mot.gov.mm/my/Myanmar_Transport_Safety_Branch)

The DCA and MTSB will promote by the establishing safety information sharing networks among all users of the aviation system and shall facilitate the free exchange of information on actual and potential safety deficiencies.

Aviation Safety Meetings and Workshops are key implementation of Safety Promotion and a vital part of internal communication to resolve concerns and exchange knowledge and information.

### 7.2 External Communication and Dissemination of Safety Information

The DCA uses various channels for communicating with stakeholders. In collaboration with these stakeholders, the DCA organizes safety training courses and promotional activities.

The DCA shares its safety information with other States and stays informed about the safety status of other States through the Safety Management Implementation (SMI) website, a platform provided by ICAO for the sharing and exchange of safety information. Furthermore, the DCA works in close collaboration with RASG and RAOOs by participating in various meetings, seminars, workshops, and training sessions.

**Appendix 1****State Safety Policy**

The DCA is responsible for the management of Civil Aviation Safety. We are committed to developing strategies, policies, and processes to ensure that all aviation activities are carried out to the highest level of safety performance while meeting International Standards.

As the Director General of the DCA, I am accountable for the implementation, operation, and management of the State Safety Programme (SSP). The SSP sets out our approach to managing aviation safety risks and underscores our commitment to:

- a. Ensuring that DCA management is accountable for the delivery of the highest level of safety performance;
- b. Establishing an effective SSP that will identify and manage State safety risks to reduce the likelihood of fatal accidents;
- c. Working collaboratively with our aviation industry on safety issues to encourage the sharing of safety information;
- d. Ensuring that the DCA has sufficient resources and competent personnel to discharge their safety responsibilities;
- e. Carrying out surveillance and oversight activities in a targeted and proportionate manner, supported by data analyses based on safety risks;
- f. Promoting a positive safety culture within the DCA and across the entire aviation industry;
- g. Establishing a Just Culture in respect of our safety reporting systems to encourage individuals and organizations to report safety issues or concerns;
- h. Establishing State safety objectives supported by meaningful Safety Performance Indicators (SPIs) and Safety Performance Targets (SPTs) to continuously improve safety; and
- i. Ensuring that no information gathered under the SSP or the SMS will be used as the basis for enforcement action, except in cases of gross negligence or willful deviation.



Director General

Department of Civil Aviation, Myanmar

Date: 30 September, 2026

## Appendix 2

### State Safety Performance Indicators (SPIs) and Safety Performance Targets (SPTs)

Pursuant to Chapter 6, Section 6.2 of the State Safety Programme (SSP) Manual and in alignment with the ICAO Annex 19 framework, the Department of Civil Aviation has established the following sector-specific Safety Performance Indicators (SPIs) and Safety Performance Targets (SPTs) to monitor and measure the Acceptable Level of Safety Performance (ALoSP) within the civil aviation system of Myanmar.

#### 1. Flight Standards Division (FSD)

| Operational Area      | Safety Performance Indicator (SPI)                                                                                                                  | Safety Performance Target (SPT)                                                                                |
|-----------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|
| Accidents & Incidents | Rate of commercial air transport accidents / hull losses per 100,000 flight hours.                                                                  | Maintain “o” fatal accidents per year across all commercial operators.                                         |
| High-Risk Events      | Rate of serious operational incidents (Loss of Control-Inflight, Controlled Flight Into Terrain, Runway Incursions/ Excursions) per 10,000 sectors. | Achieve a $\geq 10\%$ annual reduction in high-severity precursor incidents compared to the baseline.          |
| Approach Stability    | Number of reported unstable approach events per 1,000 commercial landings (derived from FDM/FOQA oversight).                                        | Maintain unstable approach rates below “2.0” per 1,000 landings across all AOC holders.                        |
| Terrain / Airspace    | Number of GPWS/TAWS and TCAS Resolution Advisories (RA) reported per year.                                                                          | Zero unmitigated trends in terrain/ airspace proximity warnings over a 12-month rolling period.                |
| Licensing Integrity   | Percentage of flight crew and examiner renewal/initial applications processed without regulatory discrepancies.                                     | $\geq 98\%$ compliance with licensing qualification criteria before license issuance/ endorsement.             |
| Medical Fitness       | Number of safety incidents involving pilot medical incapacitation or expired medical assessments.                                                   | Maintain “o” incidents linked to unmonitored medical conditions or non-compliant medical fitness certificates. |

**2. Airworthiness Division (AWD)**

| <b>Operational Area</b> | <b>Safety Performance Indicator (SPI)</b>                                                                           | <b>Safety Performance Target (SPT)</b>                                                        |
|-------------------------|---------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|
| In-flight Shutdowns     | Number of In-Flight Shutdown (IFSD) events per 100,000 engine flight hours across the commercial fleet.             | Maintain an IFSD rate of less than 0.02 per 1,000 engine hours on a 12-month rolling average. |
| Technical Failures      | Number of airworthiness-related air safety reports (ASRs) concerning major system failures per 10,000 flight hours. | Reduce major component/system failure rates by $\geq 5\%$ annually.                           |
| Maintenance Compliance  | Percentage of Approved Maintenance Organizations (AMOs) found with Level 1 findings during surveillance audits.     | Maintain “0” Level “1” findings during routine and unannounced AWD surveillance inspections.  |
| Deferred Defects        | Number of MEL (Minimum Equipment List) items carried over beyond the standard rectification interval limits.        | Ensure $\geq 95\%$ of deferred defects are rectified within their categorized MEL timeframes. |

**3. Air Navigation Safety Division (ANSD)**

| <b>Operational Area</b> | <b>Safety Performance Indicator (SPI)</b>                                                                 | <b>Safety Performance Target (SPT)</b>                                                                                                      |
|-------------------------|-----------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|
| Separation Minima       | Number of Loss of Separation (ATC-induced) events per 100,000 controlled flight movements.                | Maintain the rate of separation losses below 0.5 per 100,000 movements within the Yangon FIR.                                               |
| Airspace Safety         | Number of unauthorized airspace penetrations or operational deviations per year.                          | Achieve a 10% annual reduction in airspace deviations through enhanced PANS-OPS and controller briefings.                                   |
| System Outages          | Total cumulative downtime of critical Communication, Navigation, and Surveillance (CNS) systems per year. | Ensure availability of critical CNS/ATM systems is achieve the 10% annual reduction in Communication, Navigation, and Surveillance systems. |

|                 |                                                                                                              |                                                                                                                                 |
|-----------------|--------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|
| Readback Errors | Number of reported pilot-controller communication readback/hearback per 100,000 controlled flight movements. | Maintain readback/hearback error rates below 10 per 100,000 controlled flight movements through standard phraseology oversight. |
|-----------------|--------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|

#### 4. Aerodrome Standards and Safety Division (ASSD)

| Operational Area        | Safety Performance Indicator (SPI)                                                                                            | Safety Performance Target (SPT)                                                                                                                      |
|-------------------------|-------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|
| Runway Safety           | Number of Runway Incursions (Severity Category A and B) per 100,000 aircraft movements.                                       | No more than 3 occurrences per 100,000 aircraft movements                                                                                            |
| Apron/Ramp Safety       | Number of ramp accidents/incidents or ground accidents/incidents resulting in aircraft damage per 100,000 aircraft movements. | No more than 6 occurrences per 100,000 aircraft movements in aircraft damage by collision                                                            |
|                         |                                                                                                                               | No more than 12 occurrences per 100,000 aircraft movements caused by ground vehicle collision                                                        |
|                         |                                                                                                                               | No more than 60 occurrences per 100,000 aircraft movements any occurrence that did not result in incident or accident but had the potential to do so |
|                         |                                                                                                                               | No more than 50 per 100,000 aircraft movements in fuel spillage                                                                                      |
| Wildlife Hazard         | Number of confirmed wildlife/bird strikes resulting in aircraft damage per 100,000 aircraft movements.                        | No more than 15 confirmed strikes per 100,000 aircraft movements                                                                                     |
| Maneuvering Area Safety | Number of accidents reported on active maneuvering areas per 100,000 aircraft movements.                                      | No more than 6 occurrences per 100,000 aircraft movements                                                                                            |
| FOD Found               | Number of Foreign Object Debris (FOD) findings reported on active maneuvering areas during daily inspections.                 | No more than 75 findings per 100,000 aircraft movements                                                                                              |
| Health and Safety       | Number of incidents findings reported on active maneuvering areas per 100,000 aircraft movements.                             | No more than 24 per 100,000 aircraft movements in public injuries                                                                                    |
|                         |                                                                                                                               | No more than 12 per 100,000 aircraft movements in occupational injuries                                                                              |

