

Austrian Plan for Aviation Safety 2026

Volume I – Strategic priorities

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Vienna, 2026

Legal notice

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1 Introduction



Image: stock.adobe.com – zhao dongfang

1.1 Overview of the Austrian Plan for Aviation Safety

Safety has the highest priority within the Austrian Civil Aviation System. Therefore, Austria is committed to enhancing aviation safety by following the principle of “Safety First”¹.

The purpose of the Austrian Plan for Aviation Safety (APAS) is to present identified hazards and associated risks which endanger aviation safety in Austria, and to present national safety actions to address the identified safety deficiencies to achieve the established Austrian aviation safety objectives. The mentioned activities are supported by safety (performance) indicators and associated target levels and alert levels, if appropriate. Therefore, the APAS is the main driver for a safe and secure Austrian aviation system.

The Austrian Plan for Aviation Safety is developed in the context of the Austrian Aviation State Safety Programme² (AASSP) which provides the framework for the reactive and in particular for the proactive management of aviation safety activities at national level. The AASSP document promotes the effective implementation of

- the legal framework for the conduct of aviation in Austria;
- an effective safety oversight system;
- a risk-based approach to safety management and
- aviation safety enhancing cooperations with other states, the International Civil Aviation Organisation (ICAO³), represented by the European and North Atlantic Regional Office in Paris (ICAO EUR/NAT RO⁴), national and international private and commercial stakeholders, the European Commission⁵ (EC) and the regional safety oversight organisation European Union Aviation Safety Agency⁶ (EASA).

While safety management at the state level is defined in the Austrian Aviation State Safety Programme document², at the level of the aviation industry this systemic approach is implemented by means of a safety management system (SMS). Austria encourages all aviation stakeholders to support the implementation of the Austrian Aviation State Safety Programme as the primary mean for the continuous improvement of aviation safety within Austria.

1 Appendix 1 – State Safety Policy Statement of the Austrian Aviation State Safety Programme document.

2 The current version of the Austrian Aviation State Safety Programme document can be downloaded on the BMIMI website under the following link: bmimi.gv.at/dam/jcr:3e6f4243-7f87-467b-a7d4-3f6559fb73ec/programme.pdf

3 icao.int/

4 icao.int/EURNAT

5 commission.europa.eu/index_en

6 easa.europa.eu

Risk management activities performed at state level and industry level result in the identification of such risks, which may have an impact to the Austrian civil aviation safety system. Consequently, suitable safety actions and/or mitigating measures are developed at national level, following an evaluation of their effectivity conducted by aviation specialists.

Furthermore, the APAS comprises risks and associated actions/mitigating measures, which are included in the ICAO European Regional Aviation Safety Plan⁷ (ICAO EUR RASP) and the European Plan for Aviation Safety⁸ (EPAS).

The Austrian Plan for Aviation Safety is developed and maintained in alignment with the ICAO Global Aviation Safety Plan⁹, the ICAO Regional Aviation Safety Plan (ICAO EUR RASP) as well as the European Plan for Aviation Safety (EPAS). It is established in conformity with Article 8 of Regulation (EU) 2018/1139, and accompanying the Austrian Aviation State Safety Programme (AASSP) document.

1.2 Relationship between GASP, RASP, EPAS and AASSP/APAS

1.2.1 ICAO Global Aviation Safety Plan (GASP)

The Global Aviation Safety Plan (GASP) has been developed and is maintained by the International Civil Aviation Organization (ICAO) in order to support the continuous improvement of aviation safety worldwide and to prioritise safety enhancing initiatives. It promotes coordination and collaboration among international, regional and national stakeholders aiming to deliver a harmonised, safe, secure and efficient international civil aviation system.

The Global Aviation Safety Plan sets the scene for the implementation of regional and national aviation safety plans, providing the framework for Member States, regional entities and industry stakeholders to develop strategies aiming the improvement of international civil aviation safety. The GASP supports the identification of global safety issues and assists in the design and implementation of safety enhancement initiatives that shape regional and national priorities, and guiding action plans that serve as the basis for continuous improvement.

The GASP includes targets to address challenges such as insufficient financial resources for safety oversight authorities, lack of qualified technical personnel and the need to facilitate assistance to States struggling in the regions. The current edition maintains the in the previous edition defined five global high-risk categories of occurrences but addresses additional global risk categories of occurrences.

7 The current edition of the ICAO EUR RASP is available on the ICAO EUR/NAT RO website: [icao.int/EURNAT/EUR-RASP](https://www.icao.int/EURNAT/EUR-RASP)

8 easa.europa.eu/en/domains/safety-management/european-plan-aviation-safety

9 ICAO Doc 10004, Global Aviation Safety Plan, Edition 2026-2028. Available on ICAO website: [icao.int/sites/default/files/safety/GASP/Documents/Doc.10004.2026-2028.GASP_EN.pdf](https://www.icao.int/sites/default/files/safety/GASP/Documents/Doc.10004.2026-2028.GASP_EN.pdf)

The GASP requests that ICAO Member States establish a National Aviation Safety Plan to describe the initiatives put in place by a State to manage aviation safety at their national level. The National Aviation Safety Plan (NASP) or State Plan for Aviation Safety (SPAS¹⁰) outlines to all interested parties, where the national Civil Aviation Authorities (CAAs) and other national entities involved in the management of the respective State's aviation safety allocate resources.

In addition to the aforementioned, the Global Aviation Safety Plan calls for a strong commitment of States to allocate sufficient resources to meet their national and international obligations in terms of safety management, to continue collaborating through ICAO and with its industry, and to deliver safety enhancing outcomes at national, regional and global level.

1.2.2 ICAO Regional Aviation Safety Plan (RASP)

The Regional Aviation Safety Plan (RASP) is the master planning document containing the strategic direction for the management of aviation safety at the regional level for a set time period. It outlines to all stakeholders where the different regional entities are involved in the management of aviation safety and where these entities should target resources to maintain or better to improve aviation safety over the coming years. The Regional Aviation Safety Plan¹¹ for the ICAO EUR Region (ICAO EUR RASP) consists of two volumes. Its content is aligned with the ICAO GASP and is influenced by the European Plan for Aviation Safety (EPAS).

As stated in the ICAO EUR RASP the ICAO European region (EUR), represented by its accredited member states, is committed to enhancing aviation safety, and increasing collaboration at the regional level. The main purpose of the ICAO EUR RASP is to continually reduce fatalities and the risk of fatalities through the development and implementation of a regional aviation safety strategy. The EUR RASP promotes

- the effective implementation of a safety oversight system within each of its accredited member states,
- the effective implementation of a risk-based approach to manage safety at the regional and national level, and
- the collaboration between states and industry.

All stakeholders are encouraged to support and implement the EUR RASP as the regional strategy for the continuous improvement of aviation safety.

10 National Aviation Safety Plan (NASP) is the terminology used by ICAO whereas the terminology State Plan for Aviation Safety (SPAS) is used by EU/EASA.

11 icao.int/EURNAT/EUR-RASP,
icao.int/sites/default/files/EURNAT/Documents/EUR%20and%20Nat%20Docs/EUR%20Documents/EUR%20RASP/EUR-RASP-Volume-I-EN-Edition-2026-2028-Amd-Dec-2025.pdf

1.2.3 European Aviation Safety Programme (EASP) and European Plan for Aviation Safety (EPAS)

In the European aviation system, rulemaking, safety oversight and safety promotion activities are shared between the EU Member States and the European Institutions, in particular the European Commission (EC) and the European Union Aviation Safety Agency (EASA). The European Aviation Safety Programme¹² (EASP) describes the roles and responsibilities

- of the Institutions of the European Union,
- of the European Union Aviation Safety Agency, and
- of each of the European Member States.

The European Plan for Aviation Safety (EPAS) is a component of the EASP and provides the framework for safety at Union level and contains information about actions taken by EASA to maintain or to increase aviation safety in the European Union. The EPAS also defines so called Member State Tasks (MST) to address identified safety issues which should be addressed by the EU Member States in their National/State Plan for Aviation Safety (N/SPAS). The EASP and EPAS taking into account the ICAO GASP and ICAO EUR RASP.

1.2.4 Austrian Aviation State Safety Programme (AASSP) and Austrian Plan for Aviation Safety (APAS)

The APAS complements the Austrian Aviation State Safety Programme (AASSP) document, which sets the scene for the management of civil aviation safety in Austria² by describing the regulatory system and the legal requisites on national, European and international level, the processes and functions implemented in the Austrian aviation system (in particular in the Austrian civil aviation authorities) and the responsibilities of all stakeholders concerned in this programme. The AASSP document specifies the strategic direction of the processes implemented by defining high level safety objectives.

The AASSP document as well the APAS are aligned with the current version of the ICAO GASP, the ICAO EUR RASP and the EPAS.

12 Report from the Commission to the European Parliament and the Council, "The European Aviation Safety Programme", COM(2022) 529 final and COM(2022) 529 final – Annex (eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex:52022DC0529)

1.3 Structure of the Austrian Plan for Aviation Safety

The APAS consist of two Volumes. Volume I present the strategy for enhancing aviation safety and comprises of the following five chapters:

- Introduction,
- Purpose of the Austrian Plan for Aviation Safety,
- Austria's Strategic Approach to Managing Aviation Safety,
- Safety risks, and
- Monitoring of the Implementation.

APAS Volume II contains Austrian's safety issues and corresponding mitigating actions to enhance safety of the Austrian civil aviation system. These national safety issues and corresponding mitigating actions are stemming from:

- the European Plan for Aviation Safety, the so-called Member State Task (MST);
- the ICAO Regional Aviation Safety Plan (RASP) for the ICAO EUR Region with its Rulemaking Tasks (RMT), Safety Management Tasks (SMT) and Safety Promotion Tasks (SPT);
- the internal risk managing processes of each Austrian civil domain aviation authority; and
- from the overarching Austrian Hazard Identification and Risk Management Process (HIRMP).

Due to unforeseen circumstances the planned changes in the process of developing and publishing of Volume II of the Austrian Plan for Aviation Safety 2026, the 2026 version of Volume II was not ready for approval and publication when Volume I of the APAS 2026 has been approved and published. Thus, Volume II of APAS 2026 is not yet publicly available. APAS Volume II will be published as soon as the technical issues are solved and the process of developing and publishing of APAS Volume II has been finalised. In the meantime, detailed information regarding Austria's identified safety risks/safety issues and corresponding mitigating actions are available on request only. Please send your request with a detailed description of the interested information to l4@bmimi.gv.at.

1.4 Responsibility for the Development, Implementation and Monitoring of the Austrian Plan for Aviation Safety

The Austrian Federal Ministry for Innovation, Mobility, and Infrastructure (BMIMI) is responsible for the development, implementation, and monitoring of the APAS. The ministry is supported by Austro Control GmbH, the Austrian Aero-Club, the Austrian Safety Investigation Authority, and other relevant stakeholders.

1.5 Operational Context

The following tables give an overview of the size and complexity of the Austrian aviation industry/system by area, dated 30th April 2026.

Table 1: Aircraft Register, Source: Austro Control GmbH and Austrian Aero-Club

Item	Number of Aircrafts on an Austrian register
Sailplanes	476
Ultralight aircraft	95
Aircraft below 2000 kg	812
Aircraft from 2000 kg until 5699 kg	134
Aircraft over 5699 kg	447
Rotorcraft	285
Balloon	437
motorised Hang glider	51
motorised Paraglider	183
Total	2.920

Table 2: Personal Licences¹³, Source: Austro Control GmbH and Austrian Aero-Club

Item	Number of personal licences issued
Sailplane Pilot Licence	3.115
Ultralight Pilot Licence	424
Private Pilot Licence Aeroplane	7.653
Commercial Pilot Licence Aeroplane	3.293
Airline Transport Pilot Licence Aeroplane	5.481
Light Aircraft Pilot Licence Aeroplane	585
Light Aircraft Pilot Licence Helicopter	0
Multi Pilot Licence	279
Private Pilot Licence Helicopter	481
Commercial Pilot Licence Helicopter	674
Airline Transport Pilot Licence Helicopter	63
Balloon Pilot Licence	216

¹³ Does not include drone pilot licences

Item	Number of personal licences issued
Hang-/Paraglider Licence	10.349
motorised Hang-/Paraglider Licence	482
national Parachutist Licence	2.386
Maintenance 1. Class Licence	31
Maintenance 2. Class Licence	51
Part 66 Licence	1.080
ATCO Licence	570
Total	37.213

Table 3: Organisations, Source: Austro Control GmbH and Austrian Aero-Club

Item	Number of licences, certificates or declarations issued
Maintenance	122
Production	22
Design	14
Approved Training Organisation Aeroplane, Type Rating Training Organisation Aeroplane, Flying Training Organisation Aeroplane	51
Approved Training Organisation Helicopter, Flying Training Organisation Helicopter	7
Declared Training Organisation Aeroplane	48
Declared Training Organisation Helicopter	1
Declared Training Organisation Balloons	3
Declared Training Organisation Sailplane	61
Approved National Civil Aviation School Hanggliding and Paragliding	39
Approved National Civil Aviation School Parachute	11
Approved National Civil Aviation School Ultralight-aircraft	8
Part 147 Training Organisation	2
Total	389

Table 4: Aero Medical, Source: Austro Control GmbH

Item	Number of licences, certificates or declarations issued
Aeromedical Centres	2
Aeromedical Examiner	89
Total	91

Table 5: Flight Operation, Source: Austro Control GmbH

Item	Number of certificates or declarations
Aircraft	42
Rotorcraft	12
NCC (A+H)	22
SPO (A+H)	16
SPO High Risk	10
Balloons	30
Total	132

Table 6: Drones, Source: Austro Control GmbH

Item	Number of personal licences issued or Registered UAS operators
Registered UAS operators	92.326
Drone pilot licences	137.043

Table 7: Aerodromes and Ground Handling, Source: Federal Ministry for Innovation, Mobility and Infrastructure

Item	Number of licences, certificates or declarations issued
Aerodromes	6
Ground Handling Organisations	26

Table 8: Air Navigation Services, Source: Federal Ministry for Innovation, Mobility and Infrastructure

Item	Number of licences, certificates or declarations
Air Navigation Service Provider	1

2

Purpose of the Austrian Plan for Aviation Safety



Image: stock.adobe.com – Fabio Principe

The main goal of the Austrian Plan for Aviation Safety (APAS) is to communicate effectively relevant aviation safety information to all interested parties, e.g. ICAO, EASA, EC, Austrian aviation stakeholders, foreign CAAs, etc. To do so, the Austrian Plan for Aviation Safety provides a systematic overview of the identified aviation safety issues which are relevant for Austria and its aviation stakeholders, the results of performed aviation safety risk assessments and the developed and implemented safety actions and/or mitigating measures. These safety issues and safety risks, and the corresponding safety actions/safety measures have been identified and developed through the Austrian Hazard Identification and Risk Management Process (HIRMP).

3

Austria's Strategic Approach to Managing Aviation Safety



Image: stock.adobe.com – heyckli

3.1 General

The Austrian Plan for Aviation Safety presents the actions derived from Austria's Hazard Identification and Risk Management Process, the safety data collection and processing systems (ECCAIRS 2), as well as the work undertaken by service providers in the development and implementation of their safety management systems (SMS). The APAS is developed and maintained by the Ministry for Innovation, Mobility, and Infrastructure, in coordination with Austro Control GmbH, the Austrian Aero-Club and the Austrian Safety Investigation Authority. The APAS is updated on a yearly basis.

The actions contained in this plan are implemented through the Austrian civil aviation authorities and in particular cases by aviation service providers' SMS. Some of the national actions are linked to over-arching actions at the regional and international levels and help to enhance aviation safety globally.

The Austrian Plan for Aviation Safety also addresses emerging issues. Emerging issues include new concepts of aviation operation, new technologies under development or newly implemented in the aviation sector, new or changed public policies, new business models or ideas that might impact safety in the future, for which insufficient data exists to complete typical data-driven analysis. It is important that Austria remains vigilant on emerging issues to identify potential operational safety risks as early as possible, collects and analyse relevant data and proactively develops and implements mitigating actions to address them. The full list of safety issues and the corresponding actions are presented in Volume II of the APAS.

3.2 Safety promotion

Noteworthy is that Austria focuses on numerous safety promotion initiatives and activities, delivered by highly qualified and experienced aviation authority experts. In the context of safety promotion, such as Season Opener events, road shows, trainings, workshops, safety briefings, folders, leaflets, surveys, self-assessment checklists, and tailored industry guidance, topics of significant impact on aviation safety are shared with the aviation community.

Overall, safety promotion is an essential mean in the enhancement of safety performance of all stakeholders. Various activities have also resulted in significant improvement of the reporting culture, whereas further efforts will be made to refine data and information quality.

Safety recommendations of Union-wide relevance within the European Central Repository for Safety Recommendations in aviation (ECR-SRIS) are now publicly accessible, which allows for direct sharing and dissemination of important information to concerned stakeholders.

4 Safety Risks



Image: stock.adobe.com – 88Yashima

4.1 General

The Austrian Plan for Aviation Safety includes safety issues and the corresponding mitigating actions that address national operational safety risks, derived from lessons learned from operational occurrences and from a data-driven approach. These mitigating actions may include:

- rulemaking activities;
- policy development;
- targeted safety oversight activities;
- safety data analysis, and
- safety promotion actions.

As already described in Chapter 1.3 of this document, Volume II of the Austrian Plan for Aviation Safety is divided into several chapters to make the information more accessible to stakeholders.

4.2 ICAO's Global High-Risk Categories and Other Risk Categories

The vision of ICAO is to achieve and maintain the goal of zero fatalities in commercial operations by 2030 and beyond. The GASP identifies a series of global high-risk categories of occurrences (G-HRCs) that need to be addressed to mitigate the risk of fatalities. The types of occurrences considered to be G-HRCs, in alignment with the ICAO CAST/CICTT occurrence categories, were selected based on actual fatalities, high fatality risk per accident or the number of accidents and incidents. Based on ICAO's results from analysis of safety data collected globally from proactive and reactive sources of information, as well as from ICAO and other non-governmental organizations, five G-HRCs were identified for the 2026-2028 edition of the GASP¹⁴:

1. Controlled flight into terrain (CFIT);
2. Loss of control in-flight (LOC-I);
3. Mid-air collision (MAC);
4. Runway excursion (RE); and
5. Runway incursion (RI).

14 See note 9

In addition to the G-HRCs listed above, ICAO identified the following other Global Risk Categories of occurrences (oGRC):

1. Abnormal runway contact (ARC);
2. System/component failure or malfunction (non-powerplant) (SCF–NP); and
3. Turbulence encounter (TURB).

A detailed description of the before mentioned five ICAO Global High-Risk Categories and the three additional Global Risk Categories are presented in Appendix 1 of this document.

4.3 European Plan for Aviation Safety (EPAS)

Not only ICAO addresses safety risks in aviation also the European Plan for Aviation Safety does. These safety risks/safety issues (defined by EASA as key risk areas - KRA) are the result of the European Safety Risk Management process. The following European KRA are mentioned in EASAs Annual Safety Review 2025¹⁵:

Aeroplanes

Commercial Air Transport (CAT) - complex aeroplanes

1. Aircraft upset (loss of control)
2. Airborne collision
3. Collision on runway

Commercial Air Transport (CAT) - other than complex aeroplanes

1. Collision on runway
2. Airborne collision
3. Terrain collision

Non-Commercial Complex (NCC) aeroplanes

1. Aircraft upset (loss of control)
2. Airborne collision
3. Collision on runway

Specialised Operations (SPO) aeroplanes

1. Aircraft upset (loss of control)
2. Airborne collision
3. Collision on runway

15 easa.europa.eu/en/document-library/general-publications/annual-safety-review-2025

Non-Commercial Operations (NCO) other than complex aeroplanes

1. Aircraft upset (loss of control)
2. Terrain collision
3. Airborne collision

Helicopters

All helicopter operations

1. Aircraft upset (loss of control)
2. Terrain Collision
3. Airborne collision

Commercial air transport (CAT) helicopters

1. Aircraft upset (loss of control)
2. Airborne collision
3. Terrain collision

Specialised Operations (SPO) helicopters

1. Obstacle collision in night
2. Aircraft upset (loss of control)
3. Other injuries

Non-commercial operations (NCO) helicopters

1. Aircraft upset (loss of control)
2. Terrain collision
3. Obstacle collision in flight

Balloons

1. Obstacle collision in flight
2. Airborne collision
3. Aircraft upset (loss of control)

Sailplanes

1. Aircraft upset (loss of control)
2. Airborne collision
3. Obstacle collision in flight

Unmanned aircraft systems (UAS)¹⁶

1. Loss of control – inflight

16 EASA did not publish KRAs for occurrences/incidents related to the operation of unmanned aircraft systems in its Annual Safety Review 2025. Instead, EASA published only the occurrence categories, in accordance with the ICAO ADREP taxonomy.

2. Airprox/ACAS alert/loss of separation/(near) midair collisions
3. Other

Aerodrome operations and ground handling

1. Fire, smoke and pressurisation
2. Aircraft upset
3. Ground damage

Air Traffic Management or Air Navigation Services (ATM/ANS)

1. Airborne collision
2. Collision on runway
3. Terrain collision

For further information, please consult the European Plan for Aviation Safety (EPAS) and the Annual Safety Review 2025¹⁷ (ASR 2025) of EASA.

4.4 Austria's Operational Safety Risks

The following national risks are the of top priority for Austria. They were identified through the Hazard Identification and Risk Management Process (HIRMP) and are based primarily on analyses from reports mandatorily and voluntarily reported since 2019 to the Austrian centralised reporting office in Austro Control¹⁸ and are collected in the ECCAIRS 2 (E2) system. Information stemming from other sources like oversight activities and safety investigation reports are included in the analysis as well.

For each of the following civil aviation system areas, the top three safety risks are published, if applicable. Corresponding safety actions and mitigating measures are developed and are presented in Volume II of the APAS.

Systemic safety and resilience

1. Authority or organization lack of resources
2. Inadequate oversight or certification by the relevant authorities.
3. Poor or absent Safety Culture

Competences of personnel

1. Unintended flight in IMC (UIMC)
2. Windshear or thunderstorm (WSTRW)
3. Medical (MED)

¹⁷ easa.europa.eu/en/document-library/general-publications/annual-safety-review-2025

¹⁸ Also known as "Zentrale Meldestelle" (ZMS)

Flight operations

1. Controlled flight into or toward terrain (CFIT)
2. External load related occurrences (EXTL)
3. Runway excursion (RE)

General Aviation & recreational aviation

Sailplane Operations

1. Glider towing related events (GTOW)
2. Airprox/ACAS alert/loss of separation/(near) mid-air collision (MAC)
3. Collision with obstacle(s) during take-off and landing (CTOL)
4. Low altitude operations (LALT)

Ballon Operations

1. Collision with obstacle(s) during take-off and landing (CTOL)
2. Abnormal runway contact (ARC)

Hang- and Paragliding

1. Collision with obstacle(s) during take-off and landing (CTOL)
2. Airprox/ACAS alert/loss of separation/(near) mid-air collision (MAC)

Design and Production

No HRCs for this civil aviation system area are defined.

Maintenance and Continuing Airworthiness Management

1. System/component failure or malfunction – non-powerplant) (SCF-NP)
2. Powerplant failure or malfunction (SCF-PP)

Air traffic Management/Air Navigation Services (ATM/ANS)

1. Airprox/ACAS alert/loss of separation/(near) mid-air collision (MAC)
2. Airborne Collisions

Aerodromes and Ground Handling

1. Runway Incursion¹⁹ (RI)
2. Aircraft Upset
3. Ground damage

Unmanned Aircraft Systems and Manned VTOL-capable Aircraft

Airborne Collisions

¹⁹ Runway incursion includes incursions by aircraft, vehicle and persons as well taxiway incursions by aircraft, vehicle and persons

New Technologies and Concepts

No HRCs for this civil aviation system area are defined right now.

Environmental Protection

No HRCs for this civil aviation system area are defined right now.

4.5 Emerging Issues

Emerging issues include new concepts of aviation operation, new technologies under development or newly implemented in the aviation sector, new or changed public policies, new business models or ideas that might impact safety in the future, for which insufficient data exists to complete typical data-driven analysis. Emerging issues cannot automatically be considered as operational safety risks due to the lack of data. It is important that the international aviation community remain vigilant on emerging issues to identify hazards, collect relevant data, and proactively develop mitigating actions/measures when deemed necessary to address any associated risks. The management of emerging aviation safety issues, particularly by mitigating safety risks, can provide opportunities to foster innovation. The use of new technologies, alternative procedures and new kinds of operation should therefore be encouraged.

4.6 Disrupting Events

A disruption event is a rare but very significant event at a global, regional, or national level, which adversely affects aviation activities ad hoc. Disruption events affect states, including safety and security authorities, as well as aircraft operators, operators of aerodromes, ATS providers, and industries dependent on aviation.

Disruption events are not typically aviation-centric but may have significant impact on aviation operations. Austria is committed to develop measures to respond effectively to disruption events to maintain a safe, resilient, and sustainable level of operations. These include the management of change, communication, and coordination plans with all relevant stakeholders at national, regional and international levels.

The nature of disruption events, such as the recent SARS-COV19 (commonly known as COVID-19) pandemic, can vary in complexity, scope and duration, and may affect the identification of hazards and the management of those safety risks. Recovery from a disruption event may also affect the operational safety risks. To the extent practicable, Austria shares and communicates hazards that may develop into disruption events.

4.7 Other Safety Risks

In addition to the national operational aviation safety risks listed in the Austrian Plan for Aviation Safety, Austria has identified other safety issues and initiatives selected for the APAS. These are given priority since they are aimed at enhancing and strengthening Austria's safety oversight capabilities and the management of aviation safety at the national level.

4.7.1 ICAO Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA)

ICAO defined the eight critical elements (CEs) of a safety oversight system. Austria is committed to the effective implementation of these eight CEs, as part of its overall safety oversight responsibilities, which emphasize Austria's commitment to safety in respect of its aviation activities. Figure 1 below presents the eight CEs.

Figure 1:
Eight critical elements of
a state's safety oversight
system, Source: ICAO



The latest ICAO activity²⁰ in 2019, which aimed to measure the effective implementation of the eight CEs of Austria's safety oversight system, as part of the ICAO Universal Safety Oversight Audit Programme (USOAP), has resulted in the following scores as per December 31st, 2025:

Overall EI score²¹: 93,35% / 92,59%²²

20 The latest ICAO activity in Austria was an off-site validation, which took place in summer/autumn 2019.

21 see Note 23 and 24

22 Due to the continuous development and improvement of the Protocol Questions (PQs) the number of Effective Implementation can vary slightly, which might result in changed values from one APAS edition to the other one without having an ICAO oversight activity.

Table 9: Effective Implementation (EI) Score by Critical Element (CE), Source: ICAO

Critical Element (CE)	Scores (Initial ²³ and Adjusted ²⁴)
CE-1	100,00 % / 100,00 %
CE-2	95,92 % / 94,67 %
CE-3	96,20 % / 94,64 %
CE-4	94,52 % / 92,50 %
CE-5	82,35 % / 79,21 %
CE-6	96,96 % / 96,86 %
CE-7	93,51 % / 93,94 %
CE-8	90,70 % / 94,44 %

Table 10: Effective Implementation (EI) Score by Area²⁵, Source: ICAO

Area	Score (Initial ²⁶ and Adjusted ²⁷)
Primary Aviation Legislation and Civil Aviation Regulations (LEG)	95,45 % / 95,45 %
Civil Aviation Organization (ORG)	81,82 % / 77,78 %
Personnel Licensing and Training (PEL)	100,00 % / 100,00 %
Aircraft Operations (OPS)	96,64 % / 96,94 %
Airworthiness of Aircraft (AIR)	100,00 % / 100,00 %
Aircraft Accident and Incident Investigation (AIG)	68,89 % / 66,67 %
Air Navigation Services (ANS)	100,00 % / 100,00 %
Aerodromes and Ground Aids (AGA)	88,41 % / 86,73 %
State Safety Programme (SSP)	0,00 % / 0,00 %

23 Effective Implementation (EI) result as listed in the Final Report of the activity.

24 Effective Implementation (EI) adjusted to the current set of Protocol Questions (PQs). The current list/set of Protocol Questions is updated from time to time, thus the content and the number of PQs may vary from year to year which results in an adjusted EI value.

25 The eight audit areas according to ICAO are primary aviation legislation and civil aviation regulations (LEG), civil aviation organization (ORG); personnel licensing and training (PEL); aircraft operations (OPS); airworthiness of aircraft (AIR); aircraft accident and incident investigation (AIG); air navigation services (ANS); and aerodromes and ground aids (AGA).

26 Effective Implementation (EI) result as listed in the Final Report of the activity.

27 Effective Implementation (EI) adjusted to the current set of Protocol Questions (PQs). The current list/set of Protocol Questions is updated from time to time, thus the content and the number of PQs may vary from year to year which results in an adjusted EI value.

4.7.2 EASA Standardisation Inspections

Due to the shared competencies between the European Union and its Member States, several responsibilities, duties, and tasks are transferred from Austria to the European Commission (EC). The European Union Aviation Safety Agency (EASA) on behalf of the EC deals with most of these mentioned responsibilities, duties, and tasks.

Austria is committed to the effective implementation of the European civil aviation regulations. In addition, Austria supports European rulemaking activities, safety enhancement initiatives and EASA standardisation inspections.

5 Monitoring of the Implementation

A person wearing a white lab coat is seen from the side, working in a laboratory or control room. They are holding a clipboard with a document in their left hand and pointing at a tablet with their right hand. The tablet displays a software interface with various charts and data. The background shows a control panel with several knobs and buttons.

Each safety action is assigned to one or more responsible authority/ies being in charge for proper implementation of specific safety actions and monitoring of the implemented actions/measures.

Austria continuously monitors the implementation of the safety actions listed in Volume II of the APAS to ensure the intended results are achieved. Based on the close monitoring of the safety actions in Volume II, the Ministry for Innovation, Mobility and Infrastructure will update the APAS accordingly.

Since the Austrian Plan for Aviation Safety is a living document, Austria reviews the APAS every year to keep the identified aviation safety risks, aviation safety issues and selected actions updated and relevant as well to ensure inclusion of new emerging safety issues and safety actions. In addition, the yearly update of the APAS ensures that all relevant MSTs and SPTs of the latest edition of the EPAS and the RMT, SMT and SPT actions of the ICAO EUR RASP are well addressed and that Austria has verified and updated their corresponding safety actions/safety measures through the implemented HIRM process, if required.

Appendix 1

Controlled flight into terrain (CFIT)

CFIT is an in-flight collision with terrain, water, or obstacle without indication of loss of control. Accidents categorized as CFIT involve all instances where an aircraft is flown into terrain in a controlled manner, regardless of the crew's situational awareness. CFIT accidents involve many contributing factors, including procedure design and documentation; pilot disorientation, and adverse weather. Requirements for aircraft to be equipped with ground proximity warning systems have significantly reduced the number of CFIT accidents.

Despite the absence of CFIT accidents involving transport category aircraft over the past few years, CFIT accidents often have catastrophic results when they occur, with very few, if any, survivors. Therefore, there is a high fatality risk associated with these events.

Loss of control in-flight (LOC-I)

A loss of control in-flight (LOC-I) is an extreme manifestation of a deviation from intended flight path. Accidents categorized as LOC-I involve a loss of control in-flight that is not recoverable. LOC-I accidents often have catastrophic results with very few, if any, survivors. Therefore, there is a high fatality risk associated with these events. LOC-I events involve many contributing factors that can be categorized as being either aeroplane systems-induced, environmentally induced, pilot/human-induced or any combination of these three. Of the three, pilot-induced accidents represent the most frequently identified cause of LOC-I accidents. The number of fatalities resulting from LOC-I events involving commercial air transport aeroplanes has led to an examination regarding current training practices, such as the introduction of upset prevention and recovery training requirements for flight crew members.

Mid-air collision (MID)

A mid-air collision (MID) refers to a collision between aircraft while both are airborne. Mid-air collisions can be the result of a level bust due to a loss of separation between aircraft. Mid-air collisions involve many contributing factors, including traffic conditions, air traffic controller workload, aircraft equipment, and flight crew training. Requirements for aircraft to be equipped with traffic alert and collision avoidance system/airborne

collision avoidance system (TCAS/ACAS) have significantly reduced the number of mid-air collisions. However, when they occur, mid-air collisions often have catastrophic results with very few, if any, survivors. Therefore, there is a high fatality risk associated with these events.

Runway excursion (RE)

A runway excursion is a veer off or overrun off the runway surface. The term “runway excursion” is a categorization of an accident or incident which occurs during either the take-off or landing phase. The excursion may be intentional or unintentional, for example the deliberate veer off to avoid a collision brought about by a runway incursion. Runway excursions involve many contributing factors, including un-stabilized approaches and the condition of the runway. The high number of accidents resulting from runway excursions involving commercial air transport aeroplanes has led to several initiatives regarding runway safety. The term “runway safety” describes a series of occurrence categories, including:

- abnormal runway contact;
- ground collision;
- runway excursion;
- runway incursion;
- loss of control on the ground;
- collision with obstacle(s); and
- undershoot/overshoot.

However, runway excursions remain predominant in terms of number of occurrences. Although statistically the majority of runway excursions are survivable, the fatality risk remains significant. The outcome of a runway excursion (such as whether it is survivable) is based on several factors, including the speed at which an aircraft touches down or departs the runway end during the excursion (high energy excursions), runway contamination and the characteristics of the runway end safety area at the aerodrome.

Runway incursion (RI)

A runway incursion is any occurrence at an aerodrome involving the incorrect presence of an aircraft, vehicle, or person on the protected area of a surface designated for the landing and take-off of aircraft. Incursions produce an increased risk of collision for aircraft occupying the runway. When collisions occur outside the runway (for example, on a taxiway or on the apron), the aircraft and/or vehicles involved are usually travelling relatively slowly. However, when a collision occurs on the runway, at least one of the

aircraft involved will often be travelling at considerable speed (high energy collisions) which increases the fatality risk. Runway incursions involve many contributing factors, including aerodrome design, pilot and air traffic controller workload, and use of non-standard phraseology.

Although statistically very few runway incursions result in collisions, there is a high fatality risk associated with these events. The collision between two B747s at Los Rodeos Airport, Tenerife, in 1977, was the result of a runway incursion and remains the worst accident in aviation history, with the highest number of fatalities.

Abnormal runway contact (ARC)

Any landing or take-off involving abnormal runway or landing surface contact.

- Events such as hard/heavy landings, long/fast landings, off center landings, crabbed landings, nose wheel first touchdown, tail strikes, and wingtip/nacelle strikes are included in this category.
- Gear-up landings are also recorded here. However, if a system/component failure or malfunction occurred, which led to the gear up landing, the event is also coded under the appropriate system/component failure or malfunction category.
- Do not use this category for runway contacts after losing control, e.g., runway contact after take-off.
- Occurrences in which the gear collapses during the take-off run or the landing roll are not included here except if a condition in the usage notes above has been met.

System/component failure or malfunction (non-powerplant) (SCF-NP)

Failure or malfunction of an aircraft system or component – other than the powerplant.

- If the failure renders the aircraft uncontrollable it is coded as SCF-NP only, not as loss of control (Loss of Control-Inflight (LOC-I) or Loss of Control-Ground (LOC-G)). However, if the failure does not render the aircraft uncontrollable, but leads to a loss of control, code the event under both SCF-NP and LOC-I or LOC-G, as appropriate.
- Rotorcraft main rotor and tail rotor system, drive system and flight control failures or malfunctions are also coded here.
- Includes errors or failures in software and database systems.
- Includes non-powerplant parts or pieces separating from an aircraft.

- For unmanned aircraft, includes failure or malfunction of ground-based, transmission, or aircraft-based communication systems or components or datalink systems or components.
- Includes failures/malfunctions of ground-based launch or recovery systems equipment.
- Includes all failures/malfunctions, including those related to or caused by maintenance issues.

Turbulence encounter (TURB)

In-flight turbulence encounter.

- Includes encounters with turbulence in clear air, mountain wave, mechanical, and/or cloud associated turbulence.
- Wake vortex encounters are also included here.
- Flights into windshear or thunderstorm related turbulence are coded as WSTRW.
- Includes turbulence encountered by aircraft when operating around or at buildings, structures and objects.

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Abbreviations

AASSP	Austrian Aviation State Safety Programme
AASSP-SC	Austrian Aviation State Safety Programme Steering Committee
ACG	Austro Control GmbH
AeMC	Aero Medical Centre
AGA	Aerodromes and Ground Aids
AIG	Aircraft Accident and Incident Investigation
AIR	Airworthiness of Aircraft
AME	Aero Medical Examiner
ANS	Air Navigation Service
ANSP	Air Navigation Service Provider
AOC	Air Operator Certificate
APAS	Austrian Plan for Aviation Safety
ARC	Abnormal runway contact
ATCO	Air Traffic Controller Licence
ATPL	Air Transport Pilot Licence aircraft and helicopter
ATO	Approved Training Organisations
BMIMI	Federal Ministry of Innovation, Mobility and Infrastructure
CAA	Civil Aviation Authority
CAMO	Continuous Airworthiness Management Organisation
CAST	Commercial Aviation Safety Team
CE	Critical Element
CICTT	CAST/ICAO Common Taxonomy Team
CPL	Commercial Pilot Licence aircraft and helicopter
CTOL	Collision with obstacle(s) during take-off and landing
DTO	Declared Training Organisations
EASA	European Union Aviation Safety Agency
EASP	European Aviation Safety Programme
EASPG	European Aviation System Planning Group
ECCAIRS	European Coordination Centre for Accident and Incident Reporting System
ECR-SRIS	European Central Repository for Safety Recommendations in Aviation
EI	Effective Implementation
EPAS	European Plan for Aviation Safety
FFS	Aircraft Full Flight Simulator
FNPT	Aircraft or helicopter Flight Navigation Procedure Training Device
GASP	Global Aviation Safety Plan
HRC	High Risk Category
ICAO	International Civil Aviation Organisation
ICAO EUR NAT	ICAO European and North Atlantic Office
LAPL	Light Aircraft Pilot Licence Medical

LEG	Primary Aviation Legislation and Civil Aviation Regulations
LOC-I	Loss of control – inflight
MAC	Airprox/ACAS alert/loss of separation/(near) mid-air collision
MST	Member State Tasks
NASP	National Aviation Safety Plan
NAV	Navigation error
NCC	Non-commercial operations with complex motor-powered aircraft or helicopter
NSI	National Safety Issue
OeAeC	Austrian Aero-Club (Österreichischer Aero-Club)
ORG	Civil Aviation Organisation
OPS	Aircraft Operations
PEL	Personnel Licensing and Training
PPL	Private Pilot Licence aircraft and helicopter
RASP	Regional Aviation Safety Plan
RESG	Regional Expert Safety Group
SEI	Safety Enhancement Initiative
SMS	Safety Management System
SPO	Special Operation for aircraft and helicopter
SPT	Safety Promotion Tasks
USOAP	Universal Safety Oversight Audit Programme

