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ESTONIAN STATE PLAN
FOR AVIATION SAFETY
EstPAS
2026-2030

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Acronyms

ADR	Aerodrome
ANS	Air Navigation Service
ANSP	Air Navigation Service Provider
AOC	Air Operator Certificate
ARA	Airspace Risk Assessment
ATC	Air Traffic Control
ATCO	Air Traffic Controller Licence
ATM	Air Traffic Management
ATO	Approved Training Organisation
CAA	Civil Aviation Authority
CAMO	Continuous Airworthiness Management Organisation
CAT	Commercial Air Transport
CIS	Common Information Service
CZIB	Conflict Zone Information Bulletin
EASA	European Aviation Safety Agency
EASP	European Aviation Safety Programme
ECCAIRS	European Co-ordination Centre for Accident and Incident Reporting Systems
ECL	Electronic Checklist
EPAS	European Plan for Aviation Safety
EstPAS	Estonian State Plan for Aviation Safety
ETA	Estonian Transport Administration
EU	European Union
FDM	Flight Data Monitoring
FEM	Flight Examiner Manual
FRM	Fatigue Risk Management
FTL	Flight Time Limitation
GA	General Aviation
GASP	Global Aviation Safety Plan
GH	Ground Handling
ICAO	International Civil Aviation Organization
IS	Information Security
ISMS	Information Security Management System
IST	Implementation Support Task
MEL	Minimum Equipment List

MIL	Military
MO	Maintenance Organization
MST	Member State Task
NCA	National Competent Authority
NSI	National Safety Issue
OPS	Air Operations
RASP	Regional Aviation Safety Plan
RES	Research Task
SCISP	Single Common Information Service Provider
SESAR	Single European Sky ATM research
SMS	Safety Management System
SPAS	State Plan for Aviation Safety
SPEC	Specifications
SPI	Safety Performance Indicator
SPT	Safety Performance Task
SSP	State Safety Programme
SYS	Systemic Issues
TBD	To Be Determined
UAS	Unmanned Aircraft Systems
USSP	U-space Service Provider

Preface

Safety is the highest priority in the aviation domain in Estonia as defined by the State Safety Programme.

The purpose of the aviation safety plan is to outline which areas we will prioritize in the coming years to help maintain and improve aviation safety, in line with the overarching aviation safety goals outlined in the Estonia's aviation state safety programme. The aviation safety plan aims to make the safety work and priorities of the state actors more transparent, accessible, and predictable for the parties involved in aviation.

Each safety area contains a description of the safety issue and what Estonia wants to achieve with the mentioned safety action(s). All safety actions start with a description of the dedicated safety issue and end with the expected output(s). The description is followed by the developed dedicated measure(s), describing how Estonia wants to achieve the expected output and how Estonia intends to mitigate the safety issue. In addition, it mentions the timeline in which the said safety actions are planned to be implemented, the responsible stakeholder(s), and the current status of the safety plan actions.

Each EASA EPAS 2026 or ICAO EUR RASP 2026 safety issue is assessed by the Estonian Transport Administration (ETA). It is ETA's wish that Estonian State Plan for Aviation Safety (EstPAS) contributes to ensuring transparency in the ETA's work and efforts, and that the industry can also find inspiration in EstPAS for its own focus and development.

Executive summary

Changes made in the Estonian State Plan for Aviation Safety (EstPAS) 2026-2030 mainly concern the following:

- Update of the acronyms list;
- Inclusion of a preface outlining the purpose, structure and objectives of the Estonian State Plan for Aviation Safety;
- Inclusion of the description to give a better understanding of how national safety issues are defined.
- Inclusion of the executive summary to give overview of the changes made after the previous EstPAS edition (EstPAS 2025-2029);
- Inclusion of a table containing Safety Promotion Tasks at the end of the Safety Plan Actions chapter;
- Update of the Introduction sub-chapter Relationship between GASP, RASP, EASP/EPAS, EstPAS.

The Plan includes 1 (one) new safety action:

- GEN.003 Airspace complexity and traffic congestion

Removed and merged tasks:

EstPAS 2025-2029	Changes	Reason for change
SYS.001 Member States to give priority to the work on SSP	Removed	Removed from EPAS 2026
SYS.005 Language proficiency assessment requirements for vehicle drivers on manoeuvring area	Removed	Since the problem is limited to a single organisation and is not defined as a safety problem in EPAS, it was excluded from the national safety plan.
SYS.006 Oversight capabilities / focus areas	Removed	Removed from EPAS 2026
SYS.007 Oversight/focus area in Part-147	Removed	No longer pertinent.
SYS.009 Supporting the implementation of the IS management system (ISMS)	Removed	Removed from EPAS 2026
SYS.003 SMS Assessment	Merged with SYS.008 Management systems efficiency	While SYS.003 is more compliance-focused, and SYS.008 more performance-focused, both actions target the assessment and
SYS.008 Management systems efficiency	Merged with SYS.003 SMS Assessment	

		improvement of safety and management systems.
SYS.012 Harmonisation in Helicopter AOC approvals, procedures and documents	Removed	Not a concern for Estonia as we only have 1 helicopter AOC.
OPS.003 Better understanding of the governance structure of operators	Removed	Not a concern for Estonia as there are no group operations.
OPS.005 Guides on air crew fatigue	Removed	As this is an SPT in EPAS, it is now included in the Safety Promotion Tasks table instead of being listed as a separate action.
OPS.006 Dissemination of information on conflict zones	Removed	Removed from EPAS 2026
GEN.002 Promotion of safety culture in GA	Merged with GEN.003 Airspace infringements	Both actions target the promotion of safety culture with the goal of improving the level of safety, including reducing airspace infringements.
GEN.003 Airspace infringements	Merged with GEN.002 Promotion of safety culture in GA	
GH.001 Ground handling safety	Removed	The implementation of new or amended regulation(s), are not to be considered as a safety issue anymore in the context of EstPAS.
UAS.001 Safety promotion on civil drones	Merged with UAS.002 Increase awareness of the Drone operators	Both actions aim to promote safety and enhance awareness for drone operators and the wider public, ensuring drones are safely integrated into the airspace.
UAS.002 Increase awareness of the Drone operators	Merged with UAS.001 Safety promotion on civil drones	

The existing safety actions were thoroughly reviewed, and timelines were extended where necessary to better align with the progress made in delivering the European Plan for Aviation Safety (EPAS) 2026 and the European Regional Aviation Safety Plan (EUR RASP) 2026-2028 actions and deliverables. Safety action titles and descriptions were updated as needed to ensure accuracy and consistency with the regulatory and operational context. Relevant references were incorporated under each safety action to enhance clarity and traceability. Expected outputs were adjusted to reflect evolving priorities and practical outcomes, based on recent assessments and stakeholder feedback.

Introduction

Overview of the Estonian Plan for Aviation Safety

The purpose of this state plan for aviation safety is to continually reduce fatalities, and the risk of fatalities, through the development and implementation of a national aviation safety strategy. A safe aviation system contributes to the economic development of the state and its industries. The EstPAS promotes effective implementation of the safety oversight system, a risk-based approach to managing safety, as well as a coordinated approach to collaboration between the Estonian Transport Administration and other stakeholders. All stakeholders are encouraged to support and implement the EstPAS as the strategy for the continuous improvement of aviation safety.

The EstPAS is in alignment with the following international standards and recommendations and other documents:

- Convention on International Civil Aviation, Annex 19;
- Global Aviation Safety plan (GASP) 2023-2025 (ICAO Doc (10004);
- EASA regulation (EU) 2018/1139;
- The European Aviation Safety Programme (EASP);
- The European Plan for Aviation Safety (EPAS) Edition 2026;
- ICAO European Regional Aviation Safety Plan (EUR RASP) 2026-2028;
- State Aviation Safety Programme (Riiklik lennundusohutusprogramm 2024).

Structure of EstPAS

This EstPAS presents the strategy for enhancing aviation safety for a period of 2026–2030. It comprises three sections. In addition to the introduction, the sections include the safety action plan and the conclusion.

Relationship between the EstPAS and the State Safety Programme (SSP)

Through an effective SSP, the Estonian Transport Administration identifies and mitigates national operational safety risks. The SSP provides safety information to the EstPAS. The SSP allows the Administration to manage its aviation activities in a coherent and proactive manner, measure the safety performance of its civil aviation system, monitor the implementation of the safety plan actions and address any identified hazards and deficiencies. The EstPAS is one of the key documents produced as part of the SSP documentation, which defines and drives the implementation of safety plan actions generated by the SSP process. It also allows ETA to determine initiatives to strengthen the SSP or initiatives that are needed to achieve its safety

objectives. Further information on the Estonian SSP can be found on the Estonian Transport Administration website.

Relationship between the GASP, RASP, EASP/EPAS, EstPAS

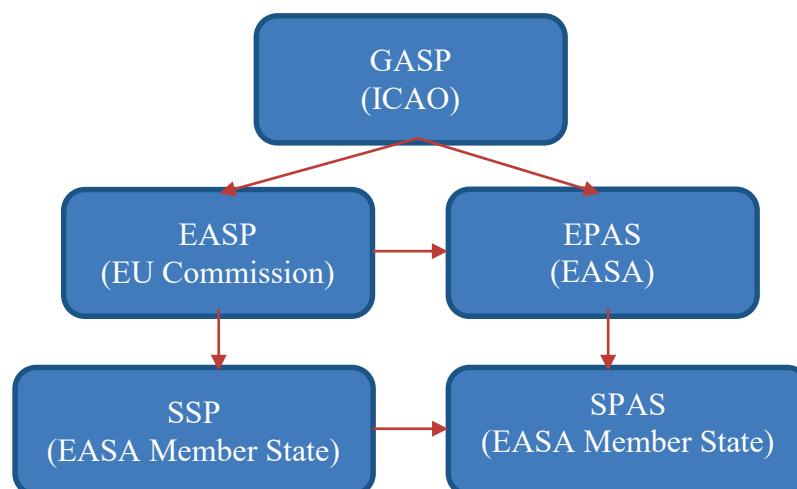
The Global Aviation Safety Plan (GASP) has been developed and is maintained by the International Civil Aviation Organization (ICAO) in order to support the prioritization and continuous improvement of aviation safety worldwide. It promotes coordination and collaboration among international, regional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

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 (ICAO EUR Region).

The European Aviation Safety Programme (EASP) describes the roles and responsibilities of the Institutions of the European Union, of the European Union Aviation Safety Agency (EASA) and of each of the Member States while performing these functions. The European Plan for Aviation Safety (EPAS) is a component of the EASP and provides a framework for safety at Union level.

Responsibility for the SPAS development, implementation and monitoring

The Estonian Transport Administration is responsible for the development, implementation and monitoring of the SPAS in collaboration with the national aviation industry. The SPAS has been developed in alignment with the GASP and EPAS and is updated annually.



Purpose of Estonian State Plan for Aviation Safety

The SPAS is the master planning document containing the strategic direction of the management of aviation safety by looking ahead to a period of five years (2026 to 2030). This plan presents a series of safety plan actions, describes the current status and sets national aviation safety goals and targets. These safety plan actions address identified safety deficiencies and achieve the national safety goals and targets.

The Estonian Transport Administration addresses all aspects of air transport at the State level, with the objective of providing a clear and comprehensive planning and implementation strategy for the future development of the entire civil aviation sector.

The EstPAS has been developed using member state tasks from [EPAS](#) and adding our own national tasks based on the Estonian Transport Administration analysis. EASA has developed EPAS based on [GASP](#), and in close collaboration with the Member States and other relevant stakeholders. The safety plan actions listed in the EstPAS support the improvement of safety in Estonia and at the wider regional and international levels.

How are the State Level Safety Issues and the corresponding mitigating actions defined

State Level Safety Issues (safety issues) are the result of the implemented risk management processes within the State. In order to include a safety issue(s) and the associated mitigation measure(s), the following criteria must be met:

1. The safety issue has to be a single safety concern and must not be a combination of different safety concerns, e.g. one dedicated hazard (like snow) with a dedicated outcome (runway excursion) is defined to be a single safety concern. This definition does not prevent the use of the mentioned hazard and outcome for further safety concerns, like snow and the reduced visibility of airport signs or an unstabilized approach that may result in a runway excursion.
2. The safety issue must be based on sufficient evidence, which shows the negative situation, e.g. increase of reported occurrences, a corresponding Safety Performance Indicator shows a negative trend, systemic issues from oversight, safety recommendations from safety investigation authorities, systemic issues from confidential safety reports (CSR), cyber security issues affecting safety, other issues identified to affect safety.
3. A short but detailed description of the safety issue must be included.
4. A detailed description of the developed mitigating measure(s) and corresponding safety performance indicator(s) must be developed, if applicable.
5. For each safety issue responsible stakeholder(s) must be defined.

6. The safety issue and its corresponding mitigating measure(s) and SPI(s) must be in the responsibility of the State (Estonia) and Estonian Transport Administration (ETA), respectively, e.g. the development of new rules or amendment to them, safety promotion activities and adjusted oversight activities are within the responsibility of the State or a national domain civil aviation authority.
7. The implementation of new or amended national or European regulation(s), including the corresponding safety promotion activities, is/are not to be considered a safety issue in the context of EstPAS.
8. Daily business continuously performed task(s) performed by ETA are also not a safety issue in the context of EstPAS.
9. A safety issue, which is already addressed by an EPAS SPT or by an ICAO RASP SPT, will not be duplicated as a safety issue.
10. Corrective actions to findings stemming from EASA Standardisation Inspections, ICAO Oversight activities or similar activities performed by other entities are not safety issues in the context of EstPAS.

Safety Plan Actions

The SPAS presents the safety plan actions derived from EPAS and includes actions that the Estonian Transport Administration has identified through the safety risk management process and safety data collection and processing systems, as well as the work undertaken by service providers in the development and implementation of their safety management systems (SMS).

The SPAS includes the following national safety goals and targets, for the management of aviation safety, as well as an identified deliverable to monitor the progress made towards their achievement. They are tied to the goals, targets and indicators listed in the EPAS and the GASP and include additional national safety goals, targets and indicators.

Systemic issues

Accidents are almost never the result of one single issue. Instead, they underline the complex nature of aviation safety and the significance of addressing human and organisational factor aspects. They may be associated with shortcomings in processes, methods or operating cultures. If systemic threats are not identified and if the risks caused by them are not managed, they may trigger or contribute to an occurrence.

SYS.001 Promotion of SMS

EPAS reference: MST.0002

Action:

Encourage implementation of effective management systems, especially by small operators, Part-145, Part-CAMO and Part 21 organisations.

Goal: Supporting stakeholders in SMS development and implementation by making guidance material available to them.

Stakeholder responsible: Estonian Transport Administration

Status: The Estonian Transport Administration is monitoring the organisation's SMS systems functioning during oversights and shares safety related guidance materials to aviation organisations. In 2024 joint SMS training with the industry took place.

EXPECTED OUTPUT	
Deliverable(s)	Timeline
Sharing best practices, checklists, tools and other safety promotion materials	Continuous

SYS.002 Management systems efficiency and SMS assessment

EPAS reference: MST.0026

RASP reference: EUR.SMT.0007

Action:

Assessment, improvement and maintenance of management systems of aviation organisations that

include clearly defined responsibility and accountability, safety policy, safety management, competency of personnel, documentation of all management system key procedures and compliance monitoring.

Assess safety management systems of organisations by using the tool developed by EASA and give feedback on compliance.

Goal: Aviation organisations are assessed by using the MS assessment tool and feedback to EASA on compliance is given. Also, risk-based oversight has been implemented by ETA.

Stakeholder responsible: Estonian Transport Administration

Status: The Estonian Transport Administration has integrated this Management System Assessment Tool to its oversight process in some domains (OPS, AIR, ATO). Also, ETA has so far implemented risk-based oversight in three domains (OPS, AIR, UAS).

EXPECTED OUTPUT	
Deliverable(s)	Timeline
Implementation of Management System Assessment Tool	2026
Feedback to EASA on the status of compliance	Continuous
Implementation of risk-based oversight	2026

SYS.003 Establish and maintain an Estonian State Plan for Aviation Safety

EPAS reference: MST.0028

Action:

The Estonian Transport Administration maintains and regularly reviews the national State Plan for Aviation Safety (EstPAS).

Goal: The safety actions stated in the EPAS by EASA and those identified by the Estonian Transport Administration EstPAS are implemented.

Stakeholder responsible: Estonian Transport Administration, Aviation organisations

Status: This is the continuously updated version of the EstPAS. This document guides the Estonian Transport Administration and stakeholders to implement all the safety plan actions.

EXPECTED OUTPUT	
Deliverable(s)	Timeline
EstPAS review	Continuous
The safety plan actions have been implemented	Yearly monitoring at the safety meetings

SYS.004 Improvement of data quality in occurrence reporting

EPAS reference: MST.0043

Action:

Promote the benefits of good data quality in occurrence reports.

Goal: To improve aviation safety through data-driven decision-making

Stakeholder responsible: Estonian Transport Administration, Aviation Sector

Status: ETA promotes occurrence reporting and data quality at the yearly safety meetings.

EXPECTED OUTPUT	
Deliverable(s)	Timeline
Promote good data quality in occurrence reports through regular meetings with Safety Managers of Aviation Organisations	Yearly meetings

SYS.005 Foster a common understanding and oversight of human factors

EPAS reference: MST.0037

RASP reference: EUR.SMT.0009

Action:

The task includes some preparatory activities which will be performed by EASA with the support of the Human Factors Collaborative Analysis Group (HF CAG) as regards the:

- development of guidance and tools for the assessment of competence of regulatory staff before and after training;
- guidance for the appropriate level of human factors competence for human factors trainers;
- development of promotion material to be provided as guidance to Member States and encourage its implementation.

Such guidance and tools will be provided to the Member States' NCAs to support the implementation of the competence framework, and plan and deliver the training to the regulatory staff concerned.

Goal: To maintain a high level of competences

Stakeholder responsible: Estonian Transport Administration

Status: There is no progress of the implementation of the competency framework, because the referenced guidance and tools were not available.

EXPECTED OUTPUT	
Deliverable(s)	Timeline
Implementation of the human factors' competency framework	No deadline is defined yet
Training on human factors to ETA inspectors	2026

Flight operations – aeroplanes

Operational issues are linked to individuals, organisations or operations which are more directly related to occurrences. Operational threats are often identified by analysing occurrence data and carrying out risk assessments.

OPS.001 Reducing the threat of loss of separation between civil and military aircraft

EPAS reference: MST.0024

RASP reference: EUR.SMT.0034

Action:

- Fully apply the ICAO Manual on Civil-Military Cooperation in Air Traffic Management (Doc 10088);
- Support the development and harmonisation of civil-military coordination procedures for ATM at EU level and beyond if possible;
- Report relevant occurrences to EASA.
- Encourage organisations to assess the relevance of the safety issues listed in this safety risk portfolio to their own operations and, where appropriate, capture them in their management systems so that any associated risks can be mitigated effectively.

EASA continues to monitor occurrences reported by Member States, with a view to considering the development of specific actions (e.g. Conflict zone SIB).

Goal: To reduce the threat of loss of separation between civil and military aircraft.

Stakeholder responsible: Estonian Transport Administration, EANS, Military Air Force

Status: Due to War in Ukraine the military presence has been increased. The flights are intensified over High Seas. Sanction based Restrictions are introduced.

EXPECTED OUTPUT	
Deliverable(s)	Timeline
Development of a capability to display military radar data in EANS and its potential integration into civilian air traffic control operations.	2026+

Regular meetings with Military Air Force and EANS	Continuous
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OPS.002 Maintaining a regular dialogue with aircraft operators on flight data monitoring programmes

EPAS reference: MST.0003

RASP reference: EUR.SMT.0043

Action:

Maintaining a regular dialogue on operators’ FDM programmes with the objective of promoting operational safety benefits.

Goal:	Being in a dialogue with operators and supporting them in using FDM systems as part of their safety management. Raising awareness of best practices and guidance materials.
Stakeholder responsible:	Estonian Transport Administration, Operators producing FDM data
Status:	The Estonian Transport Administration is aware of the operators that have added FDM systems as part of their safety management. The work is not started yet because of lack of resources.

EXPECTED OUTPUT	
Deliverable(s)	Timeline
FDM added to safety management of organisations	Continuous
Training ETA inspectors and improving oversight of the topic	Continuous

OPS.003 Oversight capabilities and focus area: flight time specification schemes.

EPAS reference: MST.0034

RASP reference: EUR.SMT.0049

Action:

- Ensure that the Estonian Transport Administration has the required competence to approve and oversee the operators’ flight time specification schemes, in particular fatigue risk management;
- ETA should focus on the verification of the effective implementation of processes established to meet the requirements on operators’ responsibilities;
- When performing audits of the operators’ management systems, ensure the adequate management of fatigue risks.
- Enhancing fatigue awareness and promoting open and honest fatigue reporting among aircrew.

Goal: The Estonian Transport Administration has the required competencies and assesses the aviation organisations (AOC holders) compliance with flight time specification schemes and fatigue management through oversight.

Stakeholder responsible: Estonian Transport Administration, Labour Inspectorate

Status: The ETA has established a cooperative relationship with the Labour Inspectorate and is planning to do the same with the Social Insurance Board.

EXPECTED OUTPUT	
Deliverable(s)	Timeline
Training of the inspectors	Continuous
Joint oversight with Labour Inspectorate	Continuous
Joint oversight with Social Insurance Board	2026
Sharing EASA guidance materials with aviation organisations	Continuous

OPS.004 Assessment of safety culture at air operators*EPAS reference: MST.0042***Action:**

A strong safety and reporting culture is an essential enabler of an effective management system. This task aims to improve the Member States’ capacity to assess the safety culture of air operators involved in CAT operations and complements EPAS action RES.0053 ‘Mapping the socio-economic impact on aviation safety’.

In a first phase (ending 2024-Q1), in order to support national competent authorities (NCAs), EASA will develop guidance and practical tools to measure safety culture of air operators. As soon as finalised, such guidance and tools will be made available to the Member States. This phase will be an interactive phase where contributions/feedback from Member States and industry stakeholders will be sought.

In the second phase (2024-2025), the task for Member States consists in including in their oversight programmes the assessment of safety culture of air operators with the support of the EASA guidance and practical tools.

Goal: A strong safety and reporting culture

Stakeholder responsible: Estonian Transport Administration, Aircraft Operators

Status: ETA is assessing the safety culture in organisations during oversight (in most domains by using the EASA MS assessment tool (MSAT)).

EXPECTED OUTPUT	
Deliverable(s)	Timeline
Oversight programme for air operators includes the assessment of safety culture	Continuous
Introducing the SM ICG Industry Safety Culture Evaluation Tool	2026

Helicopter safety

HEL.001 Helicopter safety promotion

EPAS reference: MST.0015

Action:

- Estonian Transport Administration shares best practices.
- The ESPN-R (previously EHEST), VAST (previously IHSF), NCA, Heli Offshore or other sources of safety promotion material could be freely used and promoted.

Goal: Improve helicopter safety

Stakeholder responsible: Estonian Transport Administration

Status: Helicopter safety promotion is addressed at the annual meetings with the General Aviation Society.

EXPECTED OUTPUT	
Deliverable(s)	Timeline
Participation and delivering a presentation based on the safety analysis of the previous season at the seasonal opening event organised by Private Pilot Union	Annual
Pilots' Newsletter	Semiannual

General aviation

General aviation refers to all other manned aviation apart from commercial air transport.

GEN.001 Improvement in the dissemination of safety messages

EPAS reference: MST.0025

RASP reference: EUR.SPT.0061

Action:

Improve the dissemination of safety promotion and training materials by authorities, associations, flying clubs, flight instructors and/or pilots through means such as safety workshops and safety days/evenings.

Goal: Improving safety promotion as an essential systemic safety factor, so that it would lead to improving general aviation safety.

Stakeholder responsible: Estonian Transport Administration

Status: The Estonian Transport Administration is attending the seasonal opening events of flying clubs and training organizations. Production of safety promotion material. Safety promotion is also part of the oversight. The precise topics for every year are defined by safety review meetings of the Transport Administration.

EXPECTED OUTPUT	
Deliverable(s)	Timeline
Participation and delivering a presentation based on the safety analysis of the previous season at the seasonal opening event organised by Private Pilot Union	Annual
Pilots' Newsletter	Semiannual
Meeting with ATOs/DTOs	Annual

GEN.002 Promotion of safety culture in GA

EPAS reference: MST.0027

RASP reference: EUR.SMT.0062

Action:

ETA should include in its State safety management activities provisions to facilitate and promote a strong safety culture — including Just Culture principles — within General Aviation (GA). This will help foster positive safety behaviours and encourage the reporting of occurrences.

Promoting safety culture is also expected to contribute to reducing airspace infringements. To support this objective, ETA is participating in the annual GA season-opening event.

Goal: Promoting safety culture, so that it would lead to improving general aviation safety.

Stakeholder responsible: Estonian Transport Administration

Status: Promotion of Just Culture is one of the SPIs in Estonian SSP. New channels for the occurrence reporting (ETA homepage + QR code). Safety promotion is also part of the oversight.

EXPECTED OUTPUT	
Deliverable(s)	Timeline
Pilots' Newsletter	Semiannual
Ensuring that safety information and reporting are easy to find and clearly presented on the ETA homepage	Continuous
Participating at the GA event	Annual

GEN.003 Airspace complexity and traffic congestion

EPAS Reference: MST.0038

Action:

ETA should consider 'airspace complexity' and 'traffic congestion' as safety-relevant factors in airspace changes affecting uncontrolled traffic, including the changes along international borders.

Goal: Reducing the risk of airborne collisions

Stakeholder responsible: Estonian Transport Administration

Status: ETA does not have the capability to produce best practices, only to promote and implement them.

EXPECTED OUTPUT	
Deliverable(s)	Timeline
Promoting and implementing good practices in airspace design	Continuous

Aerodromes

ADR.001 Improvement of the Situation with the Bird strikes at Tallinn Airport

Reference: Safety risks register

Action:

- Implementation of continuous bird and wildlife control measures.
- Increase awareness of the Communities on importance of the Issue.

Goal: Improve the situation with the bird strikes and increase awareness of the Communities

Stakeholder responsible: Estonian Transport Administration, Tallinn Airport

Status: Tallinn Airport is working on the improvement of the situation. Estonian Transport Administration performs continuous audits.

EXPECTED OUTPUT	
Deliverable(s)	Timeline
Goals are met, keep the situation at an acceptable level	Continuous
Monitoring of the aerodrome vicinity	Continuous
Preventive actions (e.g. vegetation height management, issuance of warning NOTAMs, lure fields outside the aerodrome perimeter fence, reduction of potential nesting habitats)	Continuous
Deterrent measures (e.g. gas cannons, pyrotechnics, acoustic signals)	Continuous

Unmanned Aircraft Systems (UAS)

UAS.001 Safety promotion on civil drones

EPAS reference: SPT.0091

RASP reference: EUR.SPT.0084

Action:

- Coordinate European activities to promote safe operation of drones to the general public.
- Promote the safe use of drones and the understanding of the drone rules to those undertaking commercial drone operations.
- Promote the design and certification aspects of drones.
- Promote activities to minimize the risk of drones impacting on airspace

Goal: Increasing awareness of drone operators to ensure the safety of drone operations

Stakeholder responsible: Estonian Transport Administration, UAS operators (private and commercial), remote pilots, providers of air traffic management/air navigation services (ATM/ANS) and other ATM network functions (including U-space service providers (USSP) and common information service (CIS) providers, model aircraft associations.

Status: To raise awareness of the general public, the Estonian Transport Administration did a media campaign in 2025 (including TV and radio) and continuously publishes necessary information on its website and Facebook.

EXPECTED OUTPUT	
Deliverable(s)	Timeline
Safety Promotion material (leaflets, newsletters, social media)	Continuous
Participating and delivering presentations at seminars/workshops	Continuous

UAS.002 Support the implementation of the U-space Regulatory Framework

EPAS reference: IST.0003

Action:

Developing best practices for U-space service providers (USSPs) and single common information service providers (SCISPs) certification. In addition, developing best practices for the airspace risk assessment (ARA) process to create the U-space airspace.

Goal:	Ensure smooth certification of the Service Providers
Stakeholder responsible:	Estonian Transport Administration, UAS operators (private and commercial), flight crews; remote pilots, UAS manufacturers, other airspace users (manned aircraft); providers of air traffic management/air navigation services (ATM/ANS) and other ATM network functions (including U-space service providers (USSP) and common information service (CIS) providers, ADR operators, model aircraft associations
Status:	Preparation of the Tallinn CTR ARA in cooperation with Eurocontrol, EANS, and Estonian Aviation Academy. In addition, ETA is working on amendments to the Aviation Act to enable the implementation of U-space regulations.

EXPECTED OUTPUT	
Deliverable(s)	Timeline
Checklists, application forms, procedures	2026

Safety Promotion Tasks

Some EPAS tasks are owned by EASA with the expected deliverable being safety promotion materials. While Estonia is not directly assigned to these tasks, we have chosen to include them in our EstPAS to ensure they remain on our radar. ETA shares any relevant materials with the aviation organisations under its oversight, where applicable.

These tasks can be found in the table below:

Number	Outline	Expected output/ deliverable(s)
SPT.0129	Review and recommend methods of design and management of procedures	Produce checklists, articles, social media promotion
SPT.0012	Promotion of the new European provisions on pilot training. <i>Supporting the implementation of evidence-based training (EBT) and competence-based training and assessment (CBTA).</i>	Produce safety promotion material; Produce the EASA CBTA manual
SPT.0111	Flight examiner manual. <i>Enhance among the examiners certified in the EASA Member States the application and harmonisation of standards and best practices to ensure that an applicant is qualified by a comparable level of competence, including knowledge, skills and attitude.</i>	Produce Recommendations to NCAs; Produce EASA Flight Examiner Manual (FEM) Update 2 (sailplanes and balloons); Update all existing manuals based on industry and NCA feedback
SPT.0107	Address Workforce Shortages	Produce online material and social media promotion
SPT.0097	Promotion of the new European provisions on fuel/energy planning and management	Produce Safety promotion material
SPT.0101	Development of new safety promotion material for high-profile safety issues in commercial, large aeroplane operations (including, aerodromes, ground handling, maintenance and ATM/ANS)	Development of new safety promotion material for high-profile safety issues in commercial, large aeroplane operations
SPT.0121	Improving the safety of parachuting operations	Produce Safety promotion material

SPT.0093	Development of new safety promotion material for high-profile helicopter issues	Safety promotion material regarding the top safety issues for rotorcraft as identified in the Safety Issues in EPAS Volume III through relevant content. This specifically includes also sling load operations.
SPT.0099	Helicopter hoist safety promotion	Produce pilot guidance on hoist operations
SPT.0127	Supporting small helicopter operators in implementing management systems effectively	Produce Safety promotion material
SPT.0128	Support helicopter operators in developing improved organisational processes and procedures	Produce Safety promotion material
SPT.0119	Promoting iConspicuity <i>The concept of iConspicuity has to be understood as the 'in-flight capability' to transmit position and/or to receive, process and display information about other aircraft, airspace, weather or support navigation in real time with the objective of enhancing pilots' situational awareness.</i>	Produce Safety promotion material
SPT.0120	Promoting good practices in airspace design <i>that reduce 'airspace complexity' and 'traffic congestion' with the aim of reducing the risk of airborne collisions involving uncontrolled traffic.</i>	Produce Safety promotion material
SPT.0125	Promotion of the most important safety issues for General Aviation	Produce Safety promotion material
SPT.0088	Promote instrument flying for GA pilots	Produce Safety promotion material
SPT.0132	Best practices for the performance of critical maintenance tasks	Produce guide, podcast/videocast, article, social media promotion

Conclusion

The Estonian Transport Administration will continuously monitor the implementation of the safety plan actions listed in the EstPAS and measure safety performance of the national civil aviation system, to ensure the intended results are achieved.

In addition to the above, the Estonian Transport Administration reviews the EstPAS every year to keep the document, and its content updated and relevant. The Estonian Transport Administration periodically reviews the safety performance of the safety action plans listed in the EstPAS to ensure the achievement of national safety goals and targets.

In the event that the national safety goals and targets are not met, the root causes will be presented. If the Estonian Transport Administration identifies critical operational safety risks, reasonable measures will be taken to mitigate them as soon as practicable, possibly leading to an unscheduled revision of the EstPAS.

A new proposal, such as a new issue or a proposal for a new action to be included in the EPAS, can be submitted at any moment by using the [Candidate Issue Form](#). New proposals to the Estonian EstPAS and any questions regarding its initiatives, and further requests for information, may be addressed to safety@transpordiamet.ee.

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