Belgium Aviation Safety Programme

Produced by the Belgian Civil Aviation Authority in conjunction with the Federal Public Service of Mobility and Transport and the Belgian Air Accident Investigation Unit.

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1 Foreword

One of the duties of the Belgian State is to create an environment in which the aviation sector can perform its activities at the highest possible safety level. The Belgian Civil Aviation Authority (BCAA) is responsible, on behalf of the Belgian State, for developing and maintaining the Belgium Aviation Safety Programme (BASP) in accordance with the requirements of ICAO.

The BASP applies to the BCAA and the Belgian Air Accident Investigation Unit (AAIU(Be)). The BASP is a description of the various regulations and activities for maintaining and improving the safety of aviation and ensuring that Belgium operates in compliance with EU regulations and the safety management requirements set forth in the appendices to the Chicago Convention.

The BASP describes how Belgium has ensured through legislative means that the service providers have the required safety management systems, that the BCAA monitors the functioning of the safety management systems and oversight responsibilities, and that the responsibilities of the individual service providers in Belgium are clearly defined. The BASP also serves as a tool for describing the complex network of regulations composed of the legislation of individual sectors of aviation as a single, clear entity with the objective of improving aviation safety.

Laurent Ledoux,

President of the Federal Public Service of Mobility and Transport
In charge of the Belgian Civil Aviation Authority
2 The BASP in relation to EASA/EASP

The European Aviation Safety Programme (EASP) is a collective term for the integrated set of EU rules together with the activities and processes used to jointly manage and improve safety at the EU level. The overall objective is to ensure that the system for the management of aviation safety in the EU delivers a safety performance that is the best of any world region, uniformly enjoyed across the whole of the EU, and continuing to improve over the time. Consequently, the approach to safety management is evolving beyond regulatory compliance to developing proactive, evidence-based risk management leading to targeted actions and to contain and improve performance in the areas of high risk.

In the European aviation system, rulemaking, oversight and safety promotion activities are shared between the Member States and the European Institutions. The EASP describes the roles and responsibilities that each of them have while performing these functions. As certain competencies have been transferred from the Member States to the European Union, in order to obtain a complete picture of safety in Belgium, Member State of EU, both the EASP and the BASP needs to be considered.

The European Aviation Safety Plan (EASp) connects identified safety risks/issues with mitigating actions. It is developed, agreed and implemented in collaboration between EASA, NAA’s and the industry. It is not legally binding yet and relies on cooperative actions by all relevant parties to support the actions identified in the plan and to ensure its continued updating and effectiveness. The EASp and the BASp are complementary documents. Annual iterations of the plan allow for actions to be revised in view of performance and progress achieved, and determines whether issues are better addressed at national level or by collective pan-European action.

The risks identified in the EASp are mitigated by safety actions that EASA, Eurocontrol, the European Commission, the industry and EASA Member States take on board. All the partners work together, streamline their activities and add their efforts to drive the accident rate even further down. Through the BASp, the BCAA on behalf of Belgium, aims to contribute to the realization of the EASp.
3 Safety Legislative Framework

The primary legislation dealing with aviation matters in Belgium is:

- the Law of June 27th 1937 (Loi du 27 juin 1937 portant révision de la loi du 16 novembre 1919 relative à la réglementation de la navigation aérienne- Wet van 27 juni 1937 houdende herziening van de wet van 16 november 1919, betreffende de regeling der luchtvaart – Belgian Aviation Act);

- the Royal Decree of March 15th 1954 (Règlementant la navigation aérienne – tot Regeling der Luchtvaart).


As Belgium is a member of the European Union, EU aviation legislation is applicable in Belgium in all matters over which the EU has jurisdiction. The key EU regulation addressing aviation safety is the Basic Regulation (EC) No 216/2008 of the European Parliament and of the Council on common rules in field of civil aviation and establishing a European Aviation Safety Agency (EASA). The Basic Regulation (EC) No 216/2008 and the implementing rules made under it (the “EASA Regulations”) contain the regulations applicable to most civil aircraft in Europe. The Ministerial Decree of January 20th 2009 designates the BCAA as the competent authority of Belgium for the purposes of the EASA regulations.

The EU aviation legislation is available from the EU’s electronic database EUR-Lex, where the EU’s judicial texts are freely available ( http://eur-lex.europa.eu/ ). The EASA regulation and the implementing rules can be found on the EASA website, http://easa.europa.eu/.

Some aircraft however (aircraft described in Annex II of the Basic Regulation (EC) No 216/2008 – together termed non-EASA aircraft) are not covered by the EU regulations and remain subject to national regulation.

Non-binding guidance material is also issued to complement the EU regulations (Acceptable Means of Compliance). With regard to EU legislation, the EASA has the primary authority to issue Acceptable Means of Compliance. The non-binding guidance material is available on the EASA website.
Non-binding guidance material is also issued to complement the Belgian aviation legislation (circular letters). With regard to national legislation, the BCAA has the primary authority to issue circular letters. The circular letters are available on the BCAA website [http://www.mobilit.belgium.be](http://www.mobilit.belgium.be).

Both the EU’s and Belgium’s aviation legislation are based on the international Standards and Recommended Practices (SARP’s) approved by the International Civil Aviation Organization (ICAO). The Convention on International Aviation signed at Chicago on 7th December 1944 also known as the Chicago Convention is the key agreement governing aviation safety in Belgium, Europe and internationally. The aviation SARP’s approved by ICAO are published as Annexes to the Convention. These are enforced in Belgium through EU legislation, the Belgian Aviation Act and/or other Belgian aviation regulations.

The European Directive 2003/42/EC of the European Parliament and of the Council on occurrence reporting is implemented by means of Royal Decree April 22nd 2005. The BCAA Circular CIR/INS-01 provides guidelines on the application of the Royal Decree. The duty to report occurrences applies to aviation organizations in civil aviation in Belgian territory. The regulation also applies to operation with Belgian registered aircraft outside Belgium or aircraft operating on an aviation license issued in Belgium.


Another regulation that is important for aviation safety is Regulation (EU) No 2111/2005 on the establishment of a Community list of air carriers subject to an operating ban within the Community and on informing air transport passengers of the identity of the operating air carrier, and repealing Article 9 of Directive 2004/36/EC, the so-called Safety List Regulation. When the BCAA issues a flight permit or an operating admission for traffic between Belgium and third countries, or an overflight permit for flying over Belgium, it assures that the entity applying for the license or permission is not found on the safety list maintained by the European Commission. Observations made during ramp inspections in Belgium and other EU countries give rise to the periodic update of the safety list.
4. Belgian aviation safety policy and objectives

4.1 Background of the BASP

On the basis of Annexes 1 (Personnel Licensing), 6 (Flight Operations), 8 (Airworthiness), 11 (Air Traffic Services), 13 (Aircraft Accident and Incident Investigation), 14 (Aerodromes) and Annex 19 (Safety Management) to the Convention, ICAO has specified responsibilities and obligations generally connected to safety management for its member states.

Safety management is implemented through the activities of the BCAA and the service providers. The BCAA must define quantitative safety objectives, and the service providers must establish the functions required for safety management and the relevant safety management systems with the purpose of meeting the objectives.

In this document, ‘service providers’ refers to air traffic control and air navigation services (ATC/ANS), airport operators, aircraft operators, approved training organizations, aero-medical centers, organizations for flight synthetic training devices, production organizations, continuing airworthiness management organizations, maintenance organizations and maintenance training organizations.

The BCAA has performed a gap analysis to determine what actions should be developed for the further application of the BASP including a timeframe of actions and gaps. The BCAA updated the gap analysis beginning 2014. The requirements pertaining to the operators’ safety management systems are implemented through EU legislation as described in point 5.1.

The BASP implementation plan will be incorporated in the BCAA Management Plan to ensure the necessary resources for the implementation and maintenance of the BASP. The BCAA Management Team ensures, by means of the follow-up of the BCAA Management Plan, the coordination of the gap analysis process, the development of the BASP implementation plan, the monitoring and reporting on the progress of the BASP, the SSP/SMS training and technical expertise of the employees.
4.2 Belgian aviation safety policy

The BCAA has defined safety as its main objective. As safety is of primary importance at the BCAA, the latter will never yield to economic, commercial and political pressure. The BCAA is committed to integrating a safety culture into all its activities in order to ensure that aviation safety is managed as effectively as possible. The current safety level should be maintained and, where possible, further improved.

As a minimum, the Belgian aviation safety standards meet the requirements of ICAO, EU, and the applicable national requirements.

The BCAA promotes safety and a suitable operating environment for the aviation business. The safety management principles, continuous improvement and a risk based approach are the cornerstones of Belgian aviation safety. Responsibility for safety is divided between the Authority (BCAA) and the aviation organizations in line with their respective areas of responsibility.

The BCAA is part of the Federal Public Service for Mobility and Transport. The Federal Public Service for Mobility and Transport commits itself to keep the BCAA’s resources, expertise and staff required for aviation safety duties at a sufficient level. This work will be supported through continuous training and international cooperation.

The employees of the BCAA and the AAIU(Be) are informed about the Belgian aviation safety policy and any amendments to this policy.

The BCAA safety policy can be found on the BCAA website:

4.3 Safety responsibilities and accountabilities

In matters of aviation safety, the legislative authority has been transferred to the European Union to a large extent. The European Parliament, the EU Council and the European Commission are competent to issue regulations on aviation safety, directly applicable in the Member States. The EASA is responsible for some duties that have traditionally belonged to national aviation authorities (e.g. type certification of aircraft and approval of foreign operators). National legislative authority covers the aircraft and equipment referred to in Annex II to the Basic Regulation (EC) No 216/2008.

The Law of June 27th 1937 (Aviation Act) on the revision of the Law of November 16th 1919, regarding the arrangement of aviation designates the BCAA as the national aviation authority, charged with duties that include those specified in EASA legislation (Ministerial Decree of February 02nd 2009 and Ministerial Decree of October 25th 2013 art.4). The BCAA grants licenses and permits, supervises operators and issues aviation regulations complementing the Law of June 27th 1937 (Royal and Ministerial Decrees).

The BCAA Director General is responsible for the BASP. The BASP is developed to improve aviation safety by promoting close cooperation between the Belgian aviation sector and the BCAA.

The internal review for the assurance of continuing improvement and effectiveness of the BASP is performed by the BCAA Management System Unit. The review also includes the State’s activities in compliance to the ICAO Universal Safety Oversight Programme (USOAP), Continuous Monitoring Approach (CMA). The unit works directly for the BCAA Director General and is independent from the operational departments.

The need to update the BASP is assessed at least once per year. The BCAA Management System Unit is also responsible for assessing the need to update the BASP and, when necessary, for coordinating the update. An amendment to the BASP may arise from parties within the BCAA, who must consider updating the BASP when they become aware of any need for amendment. Initiatives for amending the BASP may also be made by national and international parties outside the BCAA. The BCAA Director General approves the amendments to the BASP.

Other responsibilities and accountabilities of the BCAA are also described in the EASP.
4.4 Accidents and incidents Investigation

In Belgium, the investigation of aviation accidents and incidents is carried out by the Air Accident Investigation Unit, the AAIU(Be). The AAIU(Be) is an independent department of the Federal Public Service Mobility and Transport where investigation is guaranteed to be independent of BCAA’s administrative and supervisory activities. Aviation accidents and incidents are investigated in accordance with the provisions of Regulation (EU) No 996/2010 of the European Parliament and of the Council and the standards of the Convention on International Civil Aviation.

When a decision is made on whether to initiate safety investigation, the severity of the incident and the likelihood of its recurrence are taken into consideration. Even an incident with minor consequences may be investigated if the investigation is predicted to produce information of significance for improving general safety and preventing accidents.

The safety investigation results in an investigation report, with safety recommendations to competent authorities and other parties. The safety recommendations encapsulate the investigators’ idea of how similar accidents could be avoided in the future. The AAIU(Be) monitors the adoption of the recommendations. Safety investigations are performed solely for the purpose of improving safety; the investigation does not address questions of guilt or responsibility, nor does it consider liability for damages.
4.5 Enforcement policy

Almost every aspect of aviation activity is subject to a regime of permission. Pilots, aircraft maintenance engineers and Air Traffic Control Officers must have a license. Belgian service providers must have a certificate. Individual aircraft must have a certificate of airworthiness or a permit to fly. With the exception of design organization approvals, all these permissions are issued, so far as individuals and aviation organizations in Belgium are concerned, by the BCAA. They are all issued in accordance with legal requirements setting out the criteria which must be met in order to grant such permission. If, in the course of its oversight, the BCAA detects non-compliances with the requirements, it can intervene through administrative measures. The BCAA has powers to limit, suspend or revoke where it is no longer satisfied that the relevant criteria are met.

A failure to comply with the requirements of the Law of June 27th 1937 and its related Decrees is a criminal offence in Belgium. And therefore these failures are subject to both penal and administrative procedures. The BCAA Aviation Safety Inspectorate investigates the criminal offences. Actual offences are transferred to the relevant Crown Prosecutor. If a violation is dismissed by the Prosecutor for reasons unrelated to the constituent elements of the violation, the BCAA will impose an administrative fine.

The Royal Decree of April 22nd 2005 requires aviation organizations to report any occurrences associated with their own operations or of which they are otherwise aware. This Decree implements the EU Occurrence Reporting Directive 2003/42/EC. As required by this Directive, the Decree provides that (with the exception of cases of gross negligence) no criminal proceedings shall be instituted in respect of unpremeditated or inadvertent infringements of the law which come to the attention of the relevant authorities only because they have been reported under the mandatory occurrence reporting scheme.
5. Aviation safety risk management

5.1 Safety requirements for service providers’ safety management systems

A safety management system involves a systematic approach that includes the administrative structures, accountability, safety policy and procedures required for safety management. The safety management system is used to identify safety threats, ensure corrective action to maintain appropriate levels of safety, carry out continuous monitoring and regular assessment of safety levels, and strive for continuous improvement of the safety management system.

ICAO requires that Approved Training Organizations, flight operators, maintenance organizations, aircraft design and manufacturing organizations, air traffic service providers, and airport operators implement a safety management system that fulfils the requirements of ICAO Annex 19 with regard to Safety Management.

The requirement for a safety management system for flight training organizations is implemented in Belgium through the Air Crew Regulation (EU) No 290/2012.

The requirement for a safety management system for flight operators, is implemented in Belgium through Air Operations Regulation (EU) No 965/2012.

The requirement for a safety management system for approved maintenance organizations, and aircraft design and manufacturing organizations has not yet been implemented in Belgium. The SMS of an approved maintenance organization providing services to operators of airplanes or helicopters engaged in international commercial air transport, in accordance with ICAO Annex 6 is not addressed yet in Regulation (EC) No 2042/2003. Adjustment of the Regulation is provided by the end of 2015. The SMS of an organization responsible for the type design of an aircraft and manufacturing organizations in accordance with ICAO Annex 19 is not addressed yet in Regulation (EU) No 748/2012. Adjustment of the Regulation is provided by the end of 2017.

For airport operators, the requirement for a safety management system was implemented nationally with the Royal Decree of March 15th 1954. The BCAA has audited all Belgian airport safety management systems and found them to comply with ICAO safety management system requirements. The EASA regulations relating to airports includes requirements for a safety management system, which correspond at least to the ICAO Annex standard.

The BCAA shall, through annual audits and approval processes, monitor and review the operation and adequacy of service providers’ safety management systems.

5.2 Agreement on the service provider’s safety performance

An important part of the BASP is the definition of an acceptable level of safety by means of safety performance targets (SPT) and safety performance indicators (SPI). SPT’s indicate the minimum level that service providers shall reach in their operations. The achievement of the safety level will be monitored via SPI’s relevant to each target.

The BCAA has defined a method for assessing the safety risk. The BCAA has already developed a number of SPI’s and has published these indicators in the Belgian BASp. These SPI’s are used to assess the safety performance for specific safety measures.

Air traffic service providers are governed by Regulation (EC) No 691/2010, which concerns the improvement of performance of air navigation services. This regulation defines indicators for environment, capacity, cost-effectiveness and safety. With respect to safety, the regulation defines targets for the efficiency of safety management, application of a risk analysis tool for severity classification as well as for a just culture.

The BCAA, has not, at this time, established an acceptable level of safety (ALoS) that is applicable to organizations in the operation of their SMS. The safety indicators of the BASp are expected to be used by service providers to monitor and measure safety performance.

To assist organizations to implement a SMS, and on methods to identify operational hazards, the BCAA has published various guidance documents on the BCAA’s website among others Safety Management International Collaboration Group (SMICG) and European Strategic Safety Initiatives (ESSI) documents.
The development of Belgian SPI’s is based on common European and international indicators. Alongside the indicators defined by EASA, efforts have been made to develop indicators that are as comprehensive as possible and take into account the national circumstances specific to Belgium.

The effectiveness of safety performance indicators is reviewed annually in connection with the assessment of the need for updating the BASp.

5.3 Requirements for the BCAA

EASA Regulations also contain requirements for authorities. Authorities are required to have a management system that includes a documented policy and procedures that describe their organization as well as the tools and procedures available. The authority must also have an adequate number of qualified staff, as well as the necessary procedures for assessing and verifying the sufficiency and qualifications of staff.

The BCAA has therefore implemented a system to monitor how its operations comply with the authority requirements. The BCAA has an internal control system in place. The internal control system is an integral process that is designed to address risks and to provide reasonable assurance that the objectives of the BCAA are being achieved. The internal control system also determines the internal audit priorities. The internal control system serves to establish whether the BCAA respect the regulations and correctly execute the applicable processes, procedures and guidelines. The system is based on the PDCA cycle (‘Plan, Do, Check, Act’) and contributes to the continuous improvement of the operational activities.

The BCAA Management Plan, the BCAA Management System Manual (MASM), and the BCAA’s procedures manuals form essential elements in the required management system.
6. Aviation Safety Assurance

6.1 Safety oversight

The safety oversight carried out by the BCAA is predominantly based on approvals and licensing, as well as oversight through practical inspections and audits.

The BCAA has described the processes by which safety oversight of service providers is conducted. These processes take into account the international and national requirements governing each area. The BCAA operational departments have established their own oversight procedures, reflecting the oversight requirements under the relevant EU Implementing Rules (IR), and these are described in the relevant BCAA’s Procedures Manuals.

The BCAA has systems for addressing identified safety-related shortcomings through audit findings. These are recorded in order of priority with the most severe Level 1 finding being made where the BCAA determines that the level of compliance and the safety performance has fallen to the extent that there is a significant risk to flight safety. According to EU Regulations, such a finding will result in the suspension or the limitation of an approval or the prevention of an aircraft from flying or, in the most severe cases, prosecution.

The inspection and auditing processes are used to oversee the activities of the service provider and its safety management system, ensuring that they fulfil the national and international requirements. Service providers are generally audited according to an annual oversight plan. In addition, operations are monitored through individual safety inspections among others SAFA/SANA inspections.

The oversight plans of the BCAA operational departments describe in more detail the organizations or units to be audited. Audits are carried out by inspectors qualified in auditing in accordance with the relevant audit process. After the audit, the service provider receives an audit report, describing the findings and requesting the service provider to take any appropriate corrective actions. The BCAA assesses the adequacy of the corrective actions and either approves them or requests further clarification if needed.
6.2 Safety data collection, analysis and exchange

The system of mandatory reporting is part of the BCAA. The BCAA collects safety information from various sources. One of the main sources is occurrence reports, which shall be filed to the BCAA by all natural persons related to the operation, maintenance, repair or manufacture of aircraft, to aerodrome operations or to air navigation services. Accidents and serious incidents must additionally be reported to AAIU(Be) without delay.

The system of voluntary reporting is part of the AAIU(Be) to promote the voluntary reporting culture. The system of voluntary occurrence reporting is used to collect details on events and other safety information that do not fall under the system of mandatory reporting. Anyone who becomes aware of an issue affecting flight safety for which he or she is not obliged to file a report may also submit a voluntary report.

If the task of filing reports with the BCAA has been assigned to a certain entity within the organization, the reporter need not submit the report personally. In this case, the organization shall employ a system for ensuring that the obligation to report is fulfilled.

The BCAA stores the reports received, without identifying information, in the European ECCAIRS incidents database. Through ECCAIRS, Belgium exchanges safety information with other states.

In addition to occurrence reports, sources of safety information include audit and inspection findings, information from safety management systems of service providers and safety recommendations from accident investigation reports.

Occurrence data received through occurrence reports are used in accordance with the ‘just culture’ principle: the authorities will refrain from legal action against unplanned or unintended violations that come to the authorities’ attention as a result of compliance with the requirement for occurrence reporting, except in cases of gross negligence or actions punishable under criminal law. Similarly, operators shall not discriminate against employees who report an incident of which they are aware.

The BCAA assesses the severity and frequency of every occurrence that has come to its knowledge. Based on all of the safety information gathered, it makes analyses to identify major trends that affect safety and factors contributing to the incidents. The information analyzed is also used for defining corrective actions if necessary.
The risk level of a specific type of occurrence is determined by applying a combination of probability and impact. The BCAA Safety Committee discusses these types of occurrences and subsequently addresses the aviation risks to be dealt with as a priority, selected by taking into account factors such as the level of risk-mitigation actions already in place. The BCAA Safety Committee is also responsible for assessing, approving, modifying and following up the corrective actions of the BASp.

The implementation of the BASP has resulted in the drafting of the BASp. This plan forms part of the Belgium aviation safety policy and seeks to eliminate potential sources of safety problems through the optimization of regulatory and supervisory activities. The BASp, which is valid for a period of five years, is based on the operational objectives derived from the risk management system. Corrective actions derived from safety recommendations of the AAIU(Be) are also incorporated into the BASp. The operational objectives contained in the BASp are developed in consultation with the Belgian service providers. The Safety Plan is approved by the BCAA Director General and is annually assessed and published.
The BCAA organizes periodic consultative meetings with representatives of the Belgian aviation sector for communicating achievements related to the BASP and for presenting the BASP, including any modifications and updates. The BASP is assessed and published annually. The Belgian service providers and aviation associations receive a copy of the BASP each year.

The employees of the BCAA and the Air Accidents Investigation Unit are informed annually about the BASP and any amendments to this plan.

6.3 Risk-based targeting of oversight

The safety information collected and the results of analyses are used for risk-based targeting of oversight. Actions are targeted, for example, through an increase in the number of inspections or audits, increased frequency of inspections or audits, and emphasis on areas of greater concern or need in the inspections or audits.

Risk-based criteria in oversight planning are taken into account in the oversight processes and work procedures of the BCAA.

For the moment the BCAA is reviewing its general procedures to prioritize inspections or audits towards those areas of greater concern or need.
7 Safety Promotion

7.1 Internal training, communication and dissemination of safety information

The BCAA maintains and develops the professional skills of its staff by providing training and supporting the maintenance of professional aviation skills.

The BCAA has developed an internal training policy and procedures and has a process in place to identify safety management related training requirements including SSP and SMS. Internal training records show that personnel involved in SSP implementation have undergone appropriate SSP/ SMS training.

The BCAA website continuously informs the employees of the availability of new publications of the BASP, the BASp, the Belgian aviation safety policy, safety analysis reports, promotional material like Belgian leaflets, ESSI or SMICG documents, etc.

Enforcement policies and procedures are available on the BCAA network servers.

The BCAA Departments and the AAIU(Be) have access to the ECCAIRS database and receive also the results of the periodic risk analysis of occurrences including SPI trends.

Dissemination of safety information within the BCAA is mainly effected through regularly arranged safety review meetings with the BCAA safety coordinators. The safety coordinator acts as a single point of contact within the respective BCAA Department for all safety related items. At these periodic meetings, safety coordinators and management representatives discuss the assessment and analysis of occurrences and the possible corrective actions resulting from these assessments and analysis.

The BCAA Safety Committee is periodically provided with a review of the safety situation, the status of Safety Performance Indicators and any other current safety-related issues. The BCAA Safety Committee discusses and selects the aviation risk to be handled with priority and validates and amends the BASp.
7.2 External training, communication and dissemination of safety information

The BCAA website continuously informs the aviation industry of the availability of new publications of the BASP, the BASp, the Belgian aviation safety policy, safety analysis reports, promotional material like Belgian leaflets, ESSI or SMICG documents, brochures etc.

The BCAA organizes periodic consultative meetings with representatives of the Belgian service providers.

These meetings have the following objectives:
- communicating achievements related to the BASP to aviation sector representatives;
- presenting and discussing the actions of the BASp to aviation sector representatives, including any modifications, updates and the relevance of risks to be handled with priority.

The BASp is assessed and published annually. The Belgian aviation organizations and aviation associations receive a copy of the BASp each year.

The BCAA is an active member of the Network of Analysts (NoA). This voluntary partnership between EASA and other aviation organizations aims to enhance aviation safety in Europe by providing a framework for the collaboration of safety analysis activity throughout the European Aviation Safety Community. The primary mission is to improve aviation safety by identifying safety risks and bringing such risks to the attention of the decision makers.

The BCAA supports the initiatives to develop and implement the EASP and EASp at EASA level. The Belgian CAA also supports the initiatives of the European Regional Aviation Safety Group (RASG-EUR) at the level of ICAO to implement the ICAO Global Aviation Safety Plan (GASP) and the ICAO Global Aviation Safety Roadmap (GASR).

At a national level safety information is discussed at Local Runway Safety Teams (LRST), the Belgian Aviation Wildlife Hazard Committee (BaWiHaC), safety symposiums etc.

As part of its tasks as a regulatory authority, the BCAA provides advice and information to aviation-industry organizations and individuals on changes in national and international regulations and guidelines. Advice is given in person, and information sessions are arranged as needed on specific safety-related matters that the operators should pay attention to in their activities.
### 8 Glossary

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<tr>
<td>AAIU(Be)</td>
<td>Air Accident Investigation Unit of Belgium</td>
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<td>ALoS</td>
<td>Acceptable Level of Safety</td>
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<td>ANSP</td>
<td>Air Navigation Service Provider</td>
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<td>ATCo</td>
<td>Air Traffic Controller</td>
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<td>BASP</td>
<td>Belgian Aviation Safety Programme</td>
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<td>BASp</td>
<td>Belgian Aviation Safety Plan</td>
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<td>BAWiHaC</td>
<td>Belgian Aviation Wildlife Hazard Committee</td>
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<td>BCAA</td>
<td>Belgian Civil Aviation Authority</td>
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<td>EASA</td>
<td>European Aviation Safety Agency</td>
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<td>European Aviation Safety Plan</td>
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<td>EC</td>
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<td>ECCAIRS</td>
<td>European Coordination Centre for Aviation Incident Reporting System</td>
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<td>EU</td>
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<td>ICAO</td>
<td>International Civil Aviation Organization</td>
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<td>ICAO Continuous Monitoring Approach</td>
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<td>ICAO GASP</td>
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<td>ICAO GASR</td>
<td>ICAO Global Aviation Safety Roadmap</td>
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<td>ICAO RASG-EUR</td>
<td>ICAO European Regional Aviation Safety Group</td>
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<td>ICAO USOAP</td>
<td>ICAO Universal Safety Oversight Programme</td>
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<td>IR</td>
<td>Implementing Rule</td>
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<td>LRST</td>
<td>Local Runway Safety Team</td>
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<td>Management System Manual</td>
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<td>MOR</td>
<td>Mandatory Occurrence Report</td>
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<td>National Aviation Authority</td>
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<td>NoA</td>
<td>Network of Analysts</td>
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<td>SAFA</td>
<td>Safety Assessment of Foreign Aircraft</td>
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<td>SANA</td>
<td>Safety Assessment of National Aircraft</td>
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<td>SMICG</td>
<td>Safety Management International Collaboration Group</td>
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<td>SMS</td>
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9 Annexes

9.1 Belgian Aviation Safety Plan (BASp)

The BASp is published as a separate document available at:
