
	<p style="text-align: center;">Analysis of the Safety Performance of Civil Aviation of the Kyrgyz Republic for the First Half of 2025</p>	<p style="text-align: center;">QM&SMS</p>
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«APPROVED»
Director of the State Civil Aviation
Agency under the Cabinet of
Ministers of the Kyrgyz Republic

№ 02-315 «26» august 2025 year.


**Analysis
of the Safety Performance of Civil Aviation
of the Kyrgyz Republic for the First Half of 2025**

Bishkek

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0.2. Сокращения

Термин	Определение
AVSEC	Aviation Security
AUI	Act of Unlawful Interference
AR KR	Civil Aviation Regulations of the Kyrgyz Republic
ACC	Aviation Accident
INC	Aviation Incident
AOC	Aviation Occurrence (events not affecting flight safety)
FS	Flight Safety
UAV	Unmanned Aerial Vehicle
SCAA	State Civil Aviation Agency under the Cabinet of Ministers of the Kyrgyz Republic
KR	Kyrgyz Republic
QM&SMS	Quality Monitoring and Safety Management System Department
AVSEC Department	Aviation Security Department
FOD	Flight Operations Department (OPS)
AMD	Airworthiness Management Department (AIR)
APCD	Aviation Personnel Certification Department (PEL)
ANS&UAV	Air Navigation Services Department and Unmanned Aerial Vehicle
AGH&TRD	Aerodromes, Ground Handling, and Transport Regulation Department
ATS	Air Traffic Services
ERP	Emergency Response Plan
SMS	Safety Management System
GHM	Ground Handling Manual
SMM	Safety Management Manual
HF	Human Factors
FC	Flight Crew
ADREP	Aviation Occurrence Classification System
ARC	Any landing or takeoff resulting in an abnormal contact with the runway or landing area
ATM	Events related to air traffic services, communication, navigation, or surveillance issues
BIRD	Events involving collisions and/or hazardous proximity to birds
CFIT	Collision or risk of collision in flight with terrain, water surface, or an obstacle without any indication of loss of control
LOC-I	Loss of control of the aircraft during flight
SCF-NP	Failure or malfunction of an aircraft system or component other than the powerplant
SCF-PP	Failure or malfunction of an aircraft system or component related to the powerplant
SEC	Criminal acts or aviation security-related actions resulting in accidents or incidents

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0.3. Preamble

This analysis was prepared by the Quality Monitoring and Flight Safety Management System Department of the State Civil Aviation Agency under the Cabinet of Ministers of the Kyrgyz Republic (hereinafter referred to as QM&SMS) in accordance with:

- The Air Code of the Kyrgyz Republic;
- Aviation Rules – 19 “Safety Management” of the Kyrgyz Republic;

The analysis was conducted for the purpose of assessing the current state and further enhancing the level of flight safety in the civil aviation sector of the Kyrgyz Republic, as well as implementing the provisions of ICAO Annex 19 to the Convention on International Civil Aviation and ICAO Doc 9859.

Statistical and analytical methods were applied in the Analysis to verify, study, describe, transform, consolidate, evaluate, and visualize data and information on flight safety, in order to identify useful information, formulate conclusions, and support a data-driven decision-making process.

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1. Statistical Data on Civil Aviation Safety in the Kyrgyz Republic Statistical Data on Civil Aviation Safety in the Kyrgyz Republic

In the first half of 2025, the total flight hours of civil aviation aircraft of the Kyrgyz Republic reached 17,704, which is 13.5% higher compared to 2024.

Table 1. Total Flight Hours (H)


Types of Operators / Flight Hours	I п. 2024 (H)	I п. 2025 (H)
Commercial Aviation	15313.02	17 704

Table 2. Overall Indicators

Overall Indicators	I п. 2024	I п. 2025
<i>Absolute Flight Safety Indicators</i>		
Aviation Accidents	0	0
Serious Incidents	3	0
<i>Relative Flight Safety Indicators</i>		
Нап – 0.5	0,3	0
<i>Less than 0.5 fatal aviation accidents per 10,000 flight hours</i>		
Нсаи - 1	0,6	0
<i>Less than 1 serious incident per 10,000 flight hours</i>		

Based on the obtained indicators, the acceptable level in terms of fatal aviation accidents in the first half of 2025 was maintained.

According to the results of the comparative analysis of the number of serious incidents, a positive trend in the reduction of serious incidents is observed, indicating the effectiveness of preventive measures taken by aircraft operators, that is, a good level of work in identifying hazards. On the part of the inspectorate of the State Civil Aviation Agency under the Cabinet of Ministers of the Kyrgyz

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Republic, monitoring of operators is required through the implementation of oversight and control functions.

2. Analysis of Flight Safety Indicators

2.1. Analysis of Aviation Accidents

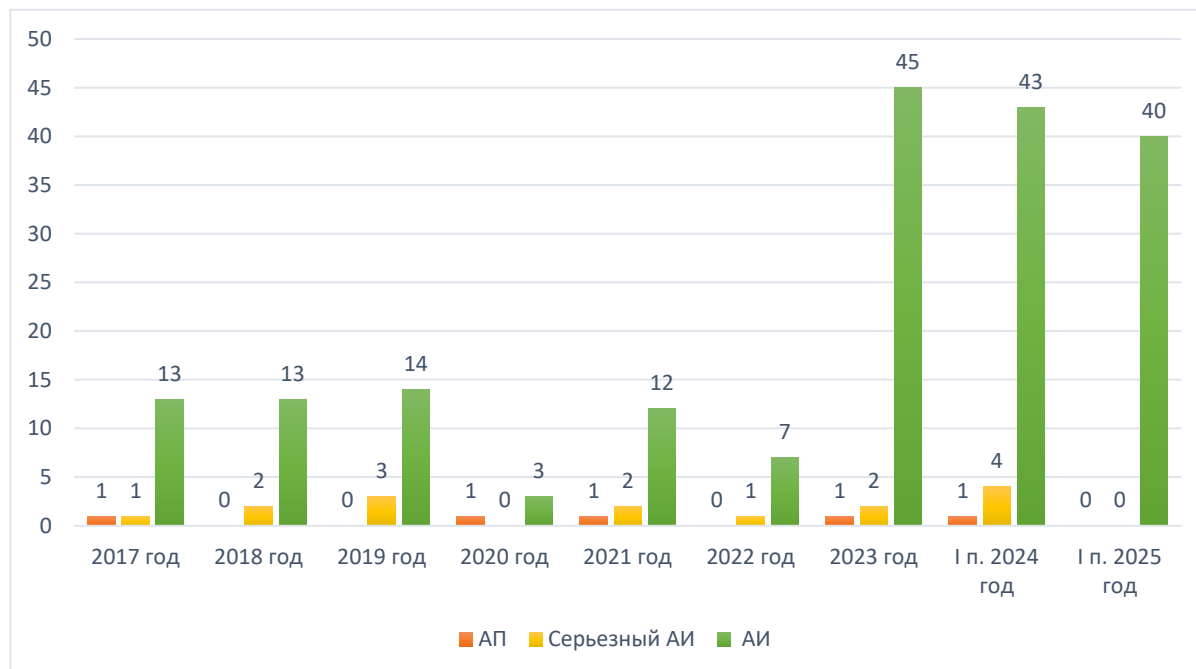
In the period from 2017 to the first six months of 2025, five aviation accidents occurred in the civil aviation sector of the Kyrgyz Republic, including three involving fatalities (an average of one accident every three years) and two without fatalities (an average of one accident every four years).

Share of aviation accidents by type of **activity**:

- Commercial aviation operators – 5
- General aviation operators – 0

According to the submitted materials and analyses on the flight safety of operators and organizations of civil aviation of the Kyrgyz Republic, in the first half of 2025, no aviation accidents involving civil aviation aircraft of the Kyrgyz Republic occurred within the territory or airspace of the Kyrgyz Republic.

Chart 1. Indicators of Accidents, Serious Incidents, Incidents, and Occurrences



2.2. Analysis of Serious Incidents and Incidents

In the first half of 2025, there were 0 serious incidents and 40 aviation incidents in absolute terms, which shows a downward trend compared to the previous year.

Chart 2. Comparative Analysis of Serious Incidents and Incidents with the Previous Year

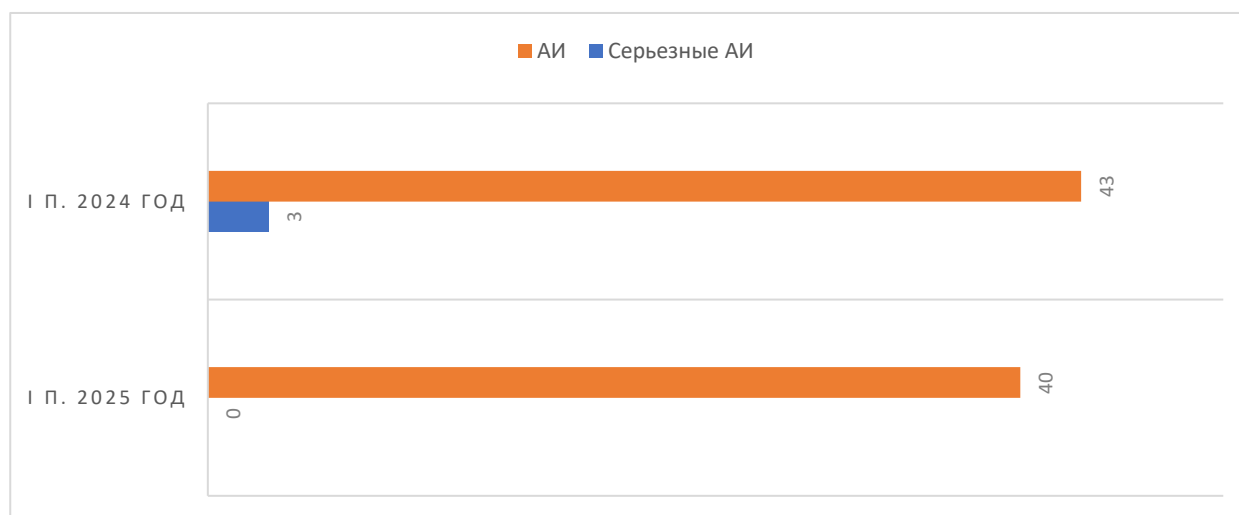
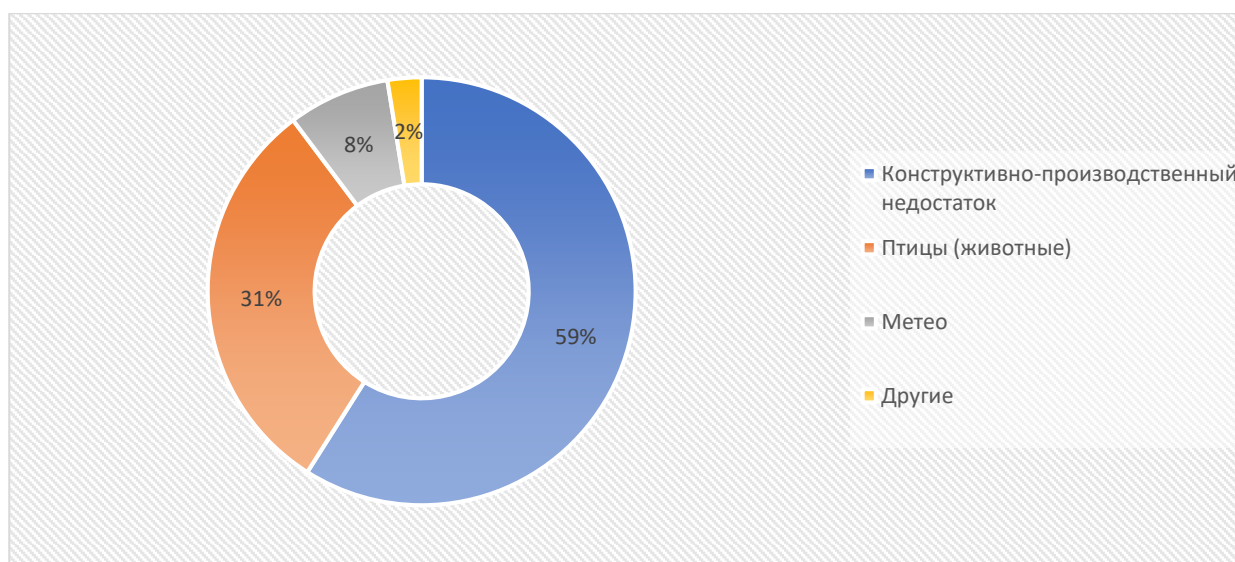


Chart 4. Distribution of Aviation Incidents in the Civil Aviation of the Kyrgyz Republic for the First Half of 2025 by Cause




2.3. Analysis of Aviation Occurrences

In the period from 2021 to the first half of 2025, 190 aviation occurrences were recorded in the civil aviation sector of the Kyrgyz Republic (an average of 37.5 occurrences per year), of which 40 occurred in the first half of 2025.

Table 3. Quantitative Indicators by Cause of Occurrences


Period (years)	Total Occurrences	Основная причина						
		ЧФ	КПН	ОВД	Птицы	Аэропорт	Метео	Другие

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					(животные)		(посадка ниже минимума)	(лазер и т.п.)
2017	13	2	7	-	4	-	-	-
2018	13	1	11	-	1	-	-	-
2019	14	2	6	1	5	-	-	-
2020	3	2	1	-	-	-	-	-
2021	12	2	9	-	-	-	1	-
2022	7	2	4	-	-	1	-	-
2023	45	7	26	-	1	1	2	8
2024	85	9	31	2	7	5	7	24
I п. 2025	40	0	23	0	12	0	4	1

Recommendations Issued on Safety Assurance in the First Half of 2025

In order to prevent similar serious incidents in the future, relevant comments and recommendations were provided to service providers, aerodrome operators, and air transport operators of the civil aviation sector of the Kyrgyz Republic. Corrective action plans were developed based on these recommendations, and corresponding measures were implemented.

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3. Analysis of the Safety Reporting System

3.1. In the first half of 2025, a total of 40 aviation occurrence reports were received and registered in the ECCAIRS database. The reports were received from the State Enterprise “Kyrgyzaeronavigation” in accordance with the notification scheme via SMS alerts, messengers, incoming radiograms through the AFTN channel, electronic messages from civil aviation organizations, and reports from the divisions of the State Civil Aviation Agency under the Cabinet of Ministers of the Kyrgyz Republic.


The QM and SMS Division registers aviation occurrence reports, assigns them a category in accordance with the ICAO ADREP taxonomy, and forwards the event information to the head of the relevant division/sector of the State Civil Aviation Agency under the Cabinet of Ministers of the Kyrgyz Republic or to a subject-matter expert for analysis and determination of the risk category.

In accordance with the Regional Aviation Safety Plan for 2023–2025, five categories of high-risk events in the civil aviation sector of the Kyrgyz Republic were selected as the highest priority due to the high fatality rate and risk of loss of life associated with such aviation accidents. These categories were identified based on the analysis of the mandatory occurrence reporting system and the reports of aviation accident and incident investigations.

3.2. Global Operational Flight Safety Risks:

- Loss of Control In-flight (LOC-I);
- Controlled Flight into Terrain (CFIT);
- Mid-air Collision (MAC);
- Runway Excursion (RE);
- Runway Incursion (RI).

№	ICAO ADREP	I n. 2024	I n. 2025
1	LOC-I	0	0
2	CFIT	0	0
3	MAC	0	0

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4	RE	0	0
5	RI	0	0

Based on the presented and processed data, no aviation occurrences related to the global operational safety risks were recorded in the civil aviation sector of the Kyrgyz Republic in the first half of 2025.

3.3. The Following Categories Were Selected for Further Analysis:


- SEC – Criminal acts, acts in the field of aviation security that lead to accidents or incidents.
- BIRD – Events related to collisions and/or hazardous proximity with birds.
- SCF-NP – Failure or malfunction of an aircraft system or component other than the powerplant.
- SCF-PP – Failure or malfunction of an aircraft system or component related to the powerplant.

3.4. The analysis of events falling under the SEC category showed the following statistics:

For the first half of 2025:

- 6 reports of false information threatening the safety of civil aviation were received (5 false reports at Manas International Airport and 1 false report at Osh International Airport).
- 5 reports were received through the voluntary safety reporting system under the safety reporting framework.
- 7 reports of violations of aviation security standards, rules, and procedures were received through the voluntary reporting system; these were reviewed, and appropriate measures were taken.
- Based on the results of aviation security risk assessments for civil aviation organizations, 4 safety bulletins were issued


Based on the results of oversight activities in the field of aviation security with respect to civil aviation organizations, 28 acts/directives were issued to eliminate identified deficiencies in the field of aviation security for violations of aviation security standards, rules, and procedures. In accordance with the Code of the Kyrgyz Republic “On Offences,” the Aviation Security Division prepared 6 violation

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reports against civil aviation organizations for breaches of aviation security standards, rules, and procedures, and fines totaling 140,000 (one hundred forty thousand) soms were imposed.

As a result of oversight activities, for violations of the regulatory acts of the Kyrgyz Republic in the field of civil aviation, the SCAA Commission under the Cabinet of Ministers of the Kyrgyz Republic suspended the certificates of Aero Kyrgyzstan LLC and Aero Osh LLC. Under paragraph 10 of SL No. 02-394/Sl. “Improvement of the Regulatory Framework,” the adopted regulatory legal acts and other documents are as follows:

- Amendments were made to the Aviation Rules of the Kyrgyz Republic “APKR-17. Aviation Security,” approved by Order No. 787 of the State Civil Aviation Agency under the Cabinet of Ministers of the Kyrgyz Republic dated 24 November 2022, as amended by Order No. 49 of the State Civil Aviation Agency under the Cabinet of Ministers of the Kyrgyz Republic dated 22 January 2025.
- Amendments were made to the Order of the Civil Aviation Agency under the Ministry of Transport and Roads of the Kyrgyz Republic “On the Approval of Requirements for the Operation and Maintenance of Equipment, as well as for Canine Units for Security Screening/Inspection at Civil Aviation Facilities” dated 16 December 2019 No. 06.
- Amendments were made to the Personnel Training Programme on Aviation Security of the Kyrgyz Republic, approved by Order No. 612 of the State Civil Aviation Agency under the Cabinet of Ministers of the Kyrgyz Republic dated 30 July 2024, as amended by Orders No. 13 dated 14 January 2025, No. 24 dated 16 January 2025, and No. 06-131 dated 12 June 2025.
- Amendments were made to the Order of the State Civil Aviation Agency under the Cabinet of Ministers of the Kyrgyz Republic “On the Approval of the Guidance Material Regarding Baggage Carried in the Cargo Hold” dated 13 August 2024 No. 693, as amended by Order No. 73 dated 28 January 2025.
- Amendments were made to the Quality Control Programme in the Field of Aviation Security of Civil Aviation of the Kyrgyz Republic, approved by Order No. 653 of the State Civil Aviation Agency under the Cabinet of Ministers of the Kyrgyz Republic dated 5 August 2024, as amended by Order No. 12 dated 14 January 2025.

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– Amendments were made to the Order of the State Civil Aviation Agency under the Cabinet of Ministers of the Kyrgyz Republic “On the Approval of the Instruction on the Organization of Work of the Aviation Security Division” dated 17 July 2024 No. 570.

– Amendments were made to the Order of the State Civil Aviation Agency under the Cabinet of Ministers of the Kyrgyz Republic “On the Approval of the List of Officials Authorized to Draw up Offence Reports” dated 3 June 2024 No. 448, as amended by the Order of the State Civil Aviation Agency under the Cabinet of Ministers of the Kyrgyz Republic dated 28 January 2025.

– A draft resolution was prepared on amending the Resolution of the Cabinet of Ministers of the Kyrgyz Republic “On Measures to Regulate the Operation of Border Crossing Points of the Kyrgyz Republic Intended for International Road, Air, and Rail Transport, and Internal Fixed Posts on the Roads of the Kyrgyz Republic” dated 19 November 2007 No. 556, and submitted for approval to ministries and agencies. It was approved by Resolution No. 256 of the Cabinet of Ministers of the Kyrgyz Republic dated 15 May 2025.

– A draft List of Items and Devices Prohibited from Being Carried into Guarded Restricted Areas and Transported on Board an Aircraft, Including in Postal Items, was developed and approved by Order No. 10-72 of the State Civil Aviation Agency under the Cabinet of Ministers of the Kyrgyz Republic dated 29 April 2025.

– A draft “Model Regulation on the Aviation Security Service in Civil Aviation Organizations of the Kyrgyz Republic” was developed and is currently under review.

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3.5. Analysis of Events Related to Collisions and/or Hazardous Proximity with Birds and Animals:

Analysis of Confirmed and Unconfirmed Cases at Manas Airport:

In 2024, a total of 23 bird strike cases were recorded, of which 21 were unconfirmed and 2 were confirmed.

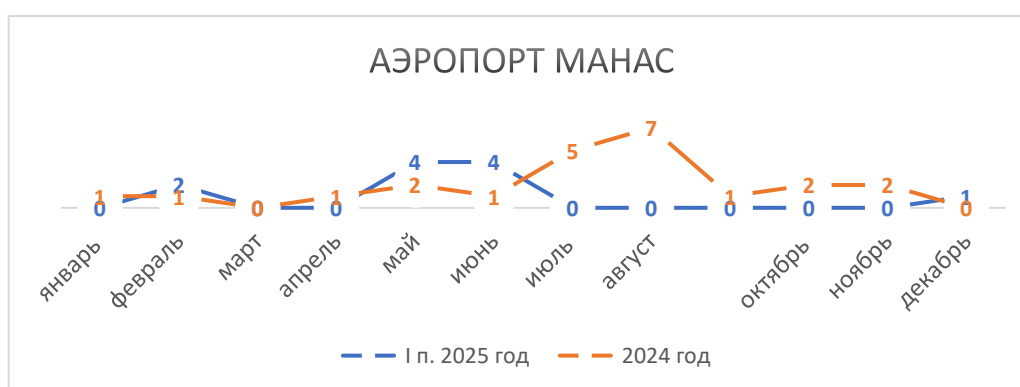
In the first half of 2025, 10 bird strike cases were recorded, of which 3 were confirmed.

- 1) 05.02.2025 – Airline: Wizz Air, Flight 5W 7157, Reg. No. A6WAG, flight phase: landing, landing time 14:08 local time, windshield, no damage. Strike unconfirmed.
- 2) 10.02.2025 – Airline: Pegasus, Flight PC 708, Reg. No. TCNCK, flight phase: landing, landing time 05:35 local time, windshield, no damage. Strike unconfirmed.
- 3) 14.05.2025 – Airline: Turkish Airlines, Flight TK 344, Reg. No. TC-LTM, flight phase: landing, landing time 08:54 local time, nose section, no damage. Strike unconfirmed.
- 4) 15.05.2025 – Airline: Wizz Air, Flight WAZ 7213, Reg. No. A6WAF, flight phase: landing, landing time 19:05 local time, left engine, no damage. Strike unconfirmed.
- 5) 15.05.2025 – Airline: Air Astana, Flight KZR 109, Reg. No. EI-KIA, flight phase: landing, landing time 19:23 local time, left engine, no damage. Strike unconfirmed.
- 6) 18.05.2025 – Airline: Uzbekistan Airways, Flight UZB 777, Reg. No. UK-32029, flight phase: landing, landing time 16:45 local time, left engine, no damage. Strike unconfirmed.
- 7) 05.06.2025 – Airline: Turkish Airlines, Flight TK 342, Reg. No. TC-LTK, flight phase: landing, landing time 06:03 local time, nose radome, no damage. Strike confirmed.
- 8) 10.06.2025 – Airline: Pegasus, Flight PC 704, Reg. No. TC-BBT, flight phase: landing, landing time 04:02 local time, nose radome, no damage. Airline raised no claims. Strike unconfirmed.
- 9) 13.06.2025 – Airline: Anadolu Jet, Flight VF 537, Reg. No. TC-JFU, flight phase: landing, landing time 07:33 local time, right wing, no damage. Airline raised no claims. Strike confirmed.

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10) 17.06.2025 – Airline: Anadolu Jet, Flight VF 573, Reg. No. TC-LAI, flight phase: landing, landing time 07:12 local time, nose radome, right engine. Strike confirmed.

Chart 7. Comparative Analysis of Bird Strikes at Manas Airport

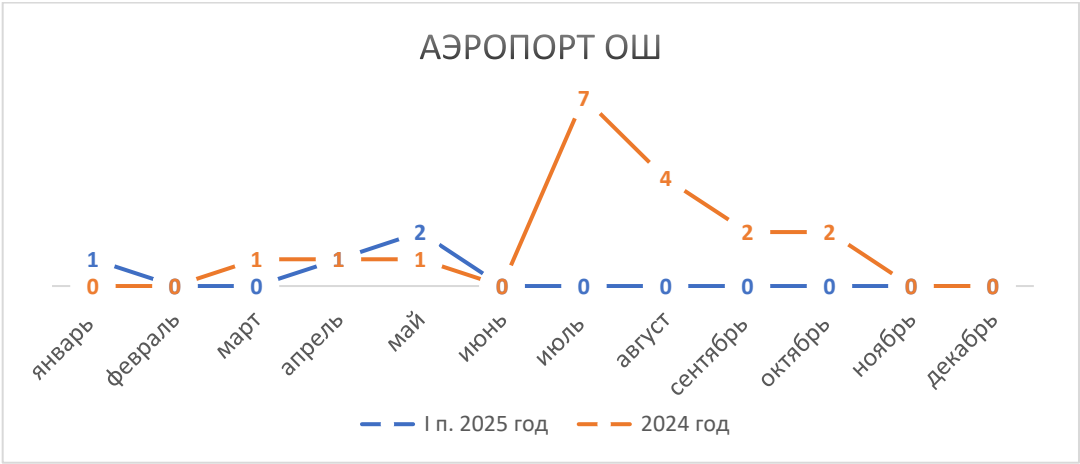


Analysis of Confirmed and Unconfirmed Cases at Osh Airport:

In 2024, all 18 recorded bird strike cases were unconfirmed, with no confirmed cases.

In the first half of 2025, 4 unconfirmed bird strike cases were recorded. Thus, at Osh Airport, there has been no change in the number of confirmed cases, and all recorded strikes remain unconfirmed.

Chart 8. Comparative Analysis of Bird Strikes at Osh Airport

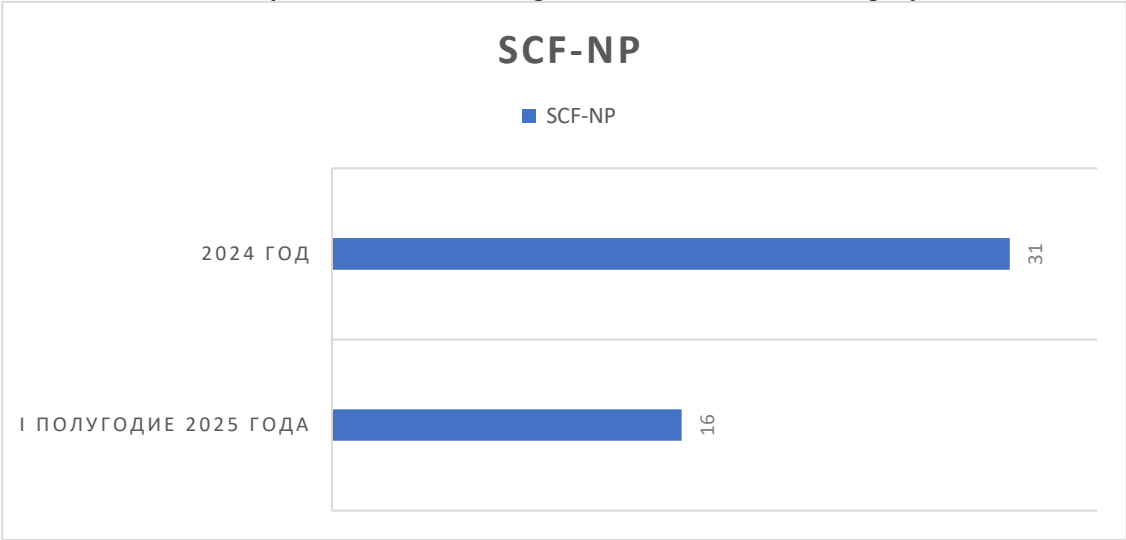


3.6 SCF-NP Analysis – Failure or Malfunction of an Aircraft System or Component Other Than the Powerplant

In the first half of 2025, the number of reports on failures or malfunctions of aircraft systems or components, other than the powerplant, amounted to 16, which is 15 reports fewer than the total in 2024.

Events falling under the SCF-NP category were documented and analyzed in accordance with the requirements of the APKR.

Chart 9. Analysis of Events Falling Under the SCF-NP Category



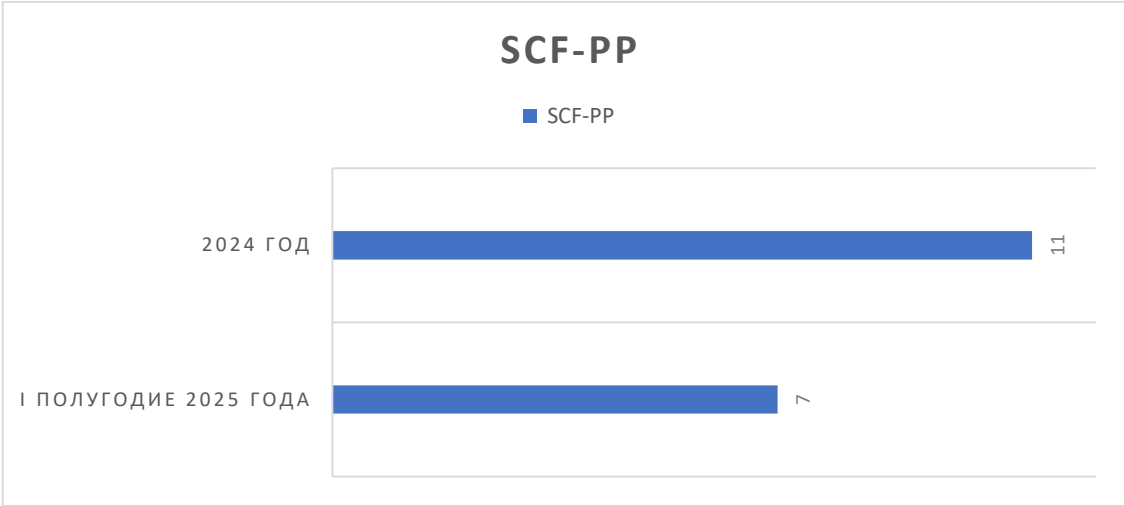
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3.7. SCF-PP Analysis – Failure or Malfunction of an Aircraft System or Component Related to the Powerplan

In the first half of 2025, the number of reports on failures or malfunctions of aircraft systems or components related to the powerplant amounted to 7, which is 4 reports fewer than the total in 2024.

Events falling under the SCF-PP category were documented and analyzed in accordance with the requirements of the APKR.

Chart 10. Analysis of Events Falling Under the SCF-PP Category

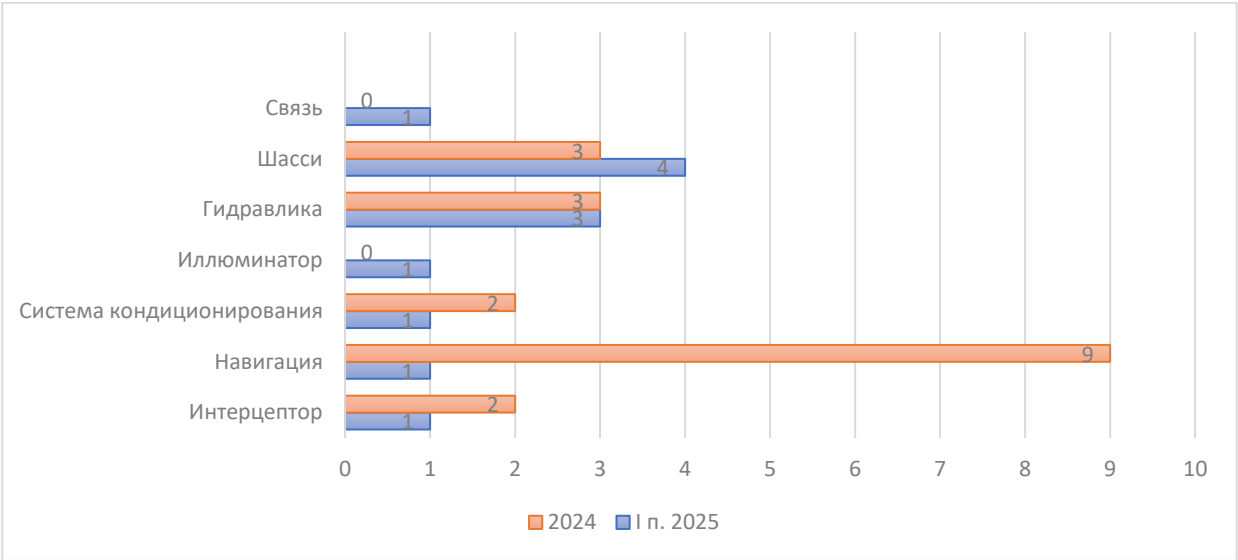





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Chart 11. Technical Malfunctions by Category



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4. Результаты Программы постоянного надзора

In the first half of 2025, the State Civil Aviation Agency under the Cabinet of Ministers of the Kyrgyz Republic, for the purpose of enhancing flight safety and assessing risks, carried out inspections of civil aviation entities of the Kyrgyz Republic in accordance with the 2025 Surveillance and Oversight Programme.

Results of the Continuous Oversight Programme

Inspections Conducted (Inspections/Certifications)	First half of 2025
Flight Operations	22
Airworthiness	22
Aerodromes and Ground Handling	2
Air Navigation	5
Aviation Security	53
Licensing (aviation training institutions)	16

Issued Licences/Certificates	First half of 2025
AOC	0
Certificate of Registration	3
Certificate of Airworthiness	37
Certificate of Compliance and Recognition of AMO	21
Aircraft Noise Certificate	4
Authorization for Onboard Radio Stations	0
Certificate of Deregistration	3
Certificate of Deregistration	9
Export Certificate of Airworthiness	0
Aerodrome Certificate of Fitness	7

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Certificate of Compliance of Aviation Fuel Supply Organizations	1
Certificate of Compliance of Ground Handling Organizations (Airport)	10
Certificate of Compliance of Ground Handling Organizations	5
PANO	1
Issued (Recognized)	16

4.1. Number of Directives Issued to Operators and Civil Aviation Organizations of the Kyrgyz Republic

Flight Operations

In the first half of 2025, 12 directives were issued — the findings identified in the directives were rectified with the submission of a report and supporting documentation.

In 2024, 22 directives were issued — the findings identified in the directives were rectified with the submission of a report and supporting documentation.

Airworthiness

In the first half of 2025, 10 directives were issued — the findings identified in the directives were rectified with the submission of a report and supporting documentation.


In 2024, 16 directives were issued — the findings identified in the directives were rectified with the submission of a report and supporting documentation.

Aerodromes

In 2025, no directives were issued; comments and recommendations were provided within the framework of certification.

Air Navigation

In the first half of 2025, no directives were issued; only recommendations were provided.

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Aviation Security

In the first half of 2025, 28 findings/acts were rectified with the submission of a report and supporting documentation.

In 2024, 53 acts/directives were issued — the findings identified in the directives were rectified with the submission of a report and supporting documentation.

Licensing

In the first half of 2025, 1 directive was issued — the right of «Manas Training Center» LLC to conduct ICAO English language proficiency testing was suspended.

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5. Improvement of the Regulatory Framework

5.1. Improvement of the Regulatory Framework: adopted regulatory legal acts and other documents; adopted regulatory legal acts and other documents in the field of aviation security for the first half of 2025:


1. Air Code of the Kyrgyz Republic. The State Agency, having developed the draft law “On Amendments to Certain Legislative Acts of the Kyrgyz Republic (to the Air Code of the Kyrgyz Republic, the Budget Code of the Kyrgyz Republic, and the Code of the Kyrgyz Republic on Non-Tax Revenues)” aimed at improving efficiency and reducing bureaucracy in the civil aviation system, submitted it to the Administration of the President of the Kyrgyz Republic under No. 02/130 dated 16 January 2025. It was sent to the Jogorku Kenesh of the Kyrgyz Republic on 17 June 2025.

2. Order of the State Civil Aviation Agency under the Cabinet of Ministers of the Kyrgyz Republic No. 1 dated 18 March 2025 “On Approval of the Aviation Rules of the Kyrgyz Republic ‘APKR-1. Issuance of Aviation Personnel Licences.’” The main objective of issuing the new edition of APKR-1 is to maximize the harmonization of standards and procedures for the certification of aviation personnel.

3. Decree of the President of the Kyrgyz Republic No. 121 dated 8 April 2025 “On Amendments to the Decree of the President of the Kyrgyz Republic ‘On Measures to Enhance the Capacity and Competitiveness of Higher Professional Education Institutions of the Kyrgyz Republic’ No. 243 dated 18 July 2022.” This decree granted the I. Abdraimov Kyrgyz Aviation Institute a special status as an educational institution.

4. Order of the State Civil Aviation Agency No. 02 dated 18 April 2025 on the approval of administrative regulations for public services provided by the Kyrgyz Aviation Institute.

5. Resolution of the Cabinet of Ministers of the Kyrgyz Republic No. 260 dated 16 May 2025 “On Amendments to the Resolution of the Cabinet of Ministers of the Kyrgyz Republic ‘On the Maximum Staffing Levels of State Executive Authorities of the Kyrgyz Republic and Other State Bodies of the Kyrgyz Republic, Including Technical and Service Personnel’ No. 264 dated 15 November 2021.” This resolution increased the staffing level of the State Civil Aviation Agency by 20 positions.

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6. Order of the Cabinet of Ministers of the Kyrgyz Republic No. 316-r dated 18 April 2025 “On the Approval of the Draft Agreement between the Cabinet of Ministers of the Kyrgyz Republic and the Government of the Kingdom of Bahrain on Air Services.” Under this agreement, the geography of flights is expanded.

7. New editions have been developed for:


- APKR-6, Part 1 “Commercial Air Transport. Aeroplane. Aircraft Operations”;
- APKR-8 “Aircraft Airworthiness”;
- APKR-7 “Registration of Civil Aircraft”;
- APKR-18 “Safe Transport of Dangerous Goods by Air”;
- APKR-19 “Safety Management.”

8. New editions have been developed for:

- Manual for Issuance of an Air Operator Certificate of the Kyrgyz Republic;
- Regulation on Cabin Crew Members of Aircraft of the Kyrgyz Republic;
- Manual for Medical Examination of Aviation Personnel.

In total, 68 pieces of Guidance Material were updated in all areas by the State Civil Aviation Agency under the Cabinet of Ministers of the Kyrgyz Republic.


9. The draft Resolution of the Cabinet of Ministers of the Kyrgyz Republic “On Approval of the Agreement between the Cabinet of Ministers of the Kyrgyz Republic and the Government of the Kingdom of Bahrain on Air Services,” signed on 21 April 2025 in the city of Manama, was submitted to the Administration of the President of the Kyrgyz Republic.

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6. Recommendations for Improving Flight Safety and Reducing Aviation Occurrences in the Kyrgyz Republic

6.1. Recommendations for the State Civil Aviation Agency under the Cabinet of Ministers of the Kyrgyz Republic:

- Enhance inspector qualifications by organizing regular training on ICAO standards, including risk assessment and root cause analysis, within the 2025 training schedule.
- Strictly and continuously monitor the implementation of directives and recommendations.
- Conduct unscheduled inspections of operators with low safety performance indicators.
- Update the Aviation Rules of the Kyrgyz Republic (APKR) in accordance with the latest ICAO amendments.
- Develop a programme for the re-certification of aviation operators in connection with changes to regulatory requirements.
- Strengthen control over aircraft maintenance, particularly in relation to SCF-NP (component malfunctions) and SCF-PP (powerplant malfunctions) categories.
- Development and updating of regulatory documents.
- Prepare for international audits (EASA, ICAO) through systematic work on addressing findings identified during previous inspections.
- Organize regular meetings with representatives of the aviation industry to clarify new requirements.

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Conclusion

- Implementation of these recommendations will:
 - ✓ Improve the overall level of safety in the Kyrgyz Republic.
 - ✓ Reduce the number of aviation accidents and serious incidents.
 - ✓ Enhance the international image of the civil aviation sector of the Kyrgyz Republic.

Active cooperation between the SCAA and the aviation industry is essential to consistently address identified issues and bring the sector into compliance with international standards..

Head of the QM&SMS Department

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