«ҚАЗАҚСТАННЫҢ
АВИАЦИЯЛЫҚ ӘКІМШІЛІГІ»
АКЦИОНЕРЛІК ҚОҒАМЫ

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OF KAZAKHSTAN
JOINT STOCK COMPANY

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БҰЙРЫҚ
№_____
Астана қаласы

ПРИКАЗ
№556 от 22.05.2026
город Астана

ORDER
№_____
Astana city

On approval of the Safety report of the Republic of Kazakhstan for 2025

In accordance with paragraph 47 of the Flight Safety Program in the field of civil aviation, approved by Decree of the Government of the Republic of Kazakhstan dated March 11, 2016, № 136, **I ORDER:**

1. Approve the attached «Safety report of the Republic of Kazakhstan for 2025».

2. Director of the Department of Management system and rulemaking:

1) Ensure the publication of the Safety report of the Republic of Kazakhstan for 2025 on the Internet resource of the JSC «Aviation Administration of Kazakhstan»;

2) Communicate the «Safety report of the Republic of Kazakhstan for 2025» to civil aviation organizations.

3. I reserve control over the execution of this order.

4. This order comes into force from the date of its signing.

Chief Executive Officer -
Chairman of Management Board **Michael Eugene Daniel**

AVIATION
ADMINISTRATION
OF KAZAKHSTAN

SAFETY REVIEW OF CIVIL AVIATION IN THE REPUBLIC OF KAZAKHSTAN FOR 2025

Mangilik El Avenue 55/15
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INTRODUCTION

Safety review of Civil Aviation enables the assessment of current trends and the identification of priority areas to enhance the effectiveness of measures aimed to prevent accidents and incidents.

Safety review of Civil Aviation is an analytical document used to evaluate the current safety situation and identify trends (increase or decrease) across relevant areas of aviation operations. It is based on factual data obtained through the processes and procedures of service providers Safety Management Systems (SMS), includes information on occurrences and conducted to assess safety performance and support the implementation of preventive measures to improve the level of safety in civil aviation.

Safety review is prepared by «Aviation Administration of Kazakhstan» JSC (AAK) in accordance with the Law of the Republic of Kazakhstan «On the Use of Airspace of the Republic of Kazakhstan and Aviation Activities [1], it takes into account the goals and objectives of the Flight Safety Program in Civil Aviation [2], is based on data provided by service providers under the Rules for the Organization of Flight Operations in the Civil Aviation of the Republic of Kazakhstan [3] and incorporates information in line with the Rules for the Submission of Data and Investigation of Aviation Accidents and Incidents in Civil and Experimental Aviation [4].

TABLE OF CONTENTS

INTRODUCTION 2
1. DATA SOURCES AND PROCESSING METHODOLOGY 4
2. BRIEF OVERVIEW OF SAFETY REVIEW JSC «AAK» 5
3. COMMERCIAL AIR TRANSPORT 6
3.1 Accidents 7
3.2 Incidents / serious incidents 8
3.3 Absolute / relative safety indicators 9
4. AERIAL WORK AND GENERAL AVIATION 12
4.1 Accidents 14
4.2 Incidents / Serious incidents 16
4.3 Absolute / relative safety indicators 18
5. ANALYSIS OF MANDATORY AND VOLUNTARY REPORTS 20
5.1 Mandatory reports 20
5.2 Voluntary reports 25
6. SAFA INSPECTION RESULTS 26
7. REGULATORY IMPROVEMENT 27
List of Abbreviations 28
Links…. 29

1. DATA SOURCES AND PROCESSING METHODOLOGY

Within this Safety Review for 2025, data obtained from the competent investigation authority for 2025 were used, as conducted by the accidents and incidents on transport investigation Department of the Ministry of Transport of the Republic of Kazakhstan (AITID MT RK).

According to the data provided by the investigation authority, the total number of occurrences subject to investigation amounted to 35, including: 4 accidents (with 4 fatalities), 3 serious incidents, and 28 incidents.

It should be noted that differences (in particular with the number of incidents) between the data of this Safety Review for 2025 conducted by JSC «AAK» and the data of the investigation authority for 2025 AITID MT RK are related to the methods applied for identifying safety risks. The accidents and incidents on transport investigation Department primarily applies a reactive approach, based on recording and analysis of aviation occurrences subject to investigation after they occur, whereas JSC «AAK» applies proactive and preventive approaches based on recording and analysis of occurrences, including low-risk events, to identify potential hazards and systemic deficiencies. For this purpose, JSC «AAK» uses data derived from safety analyses and flight operations reports submitted by service providers within their Safety Management Systems.

2. BRIEF OVERVIEW OF SAFETY REVIEW JSC «AAK»

Commercial aviation

In 2025, Kazakh airlines conducting commercial operations performed 127,245 flights and carried 15.4 million passengers, indicating a relatively high level of operational activity, with 53 incidents and 1 serious incident recorded.

Aerial works (AW) and general aviation (GA)

In 2025, 28,936 flights were conducted in aerial work (AW) and general aviation (GA). During 2025, 4 accidents were recorded in AW and GA operations, including 2 fatal accidents. The total number of fatalities 4.

Overall, despite the significant volume of operations, the level of safety is assessed as acceptable, however accidents with fatalities highlight the need to strengthen preventive measures, identify hazards (risk assessment), and implement appropriate corrective actions aimed at preventing the recurrence of such occurrences.

Table 1. Quantitative Data for 2025

Commercial aviation
1. Flights conducted: **127,245**
2. Number of passengers carried by Kazakh airlines: **15,4млн**
3. Accidents (A/C): **-**
4. Serious incidents: **1**
5. Incidents: **53**
AW and GA
1. Flights conducted: **28,936**
2. Fatal accidents: **2**
3. Non-fatal accidents: **2**
4. Number of fatalities: **4**
5. Serious incidents: **1**
6. Incidents: **5**

3. COMMERCIAL AIR TRANSPORT

Based on data received from air operators engaged in commercial air transport, 127,245 flights were conducted in 2025, which is 6.73% more compared to 2024 (119,222) and 12.54% more compared to 2023 (113,066), indicating an increase in flight operations intensity.

Chart 1 presents information on the number of flights conducted and percentage growth rates.

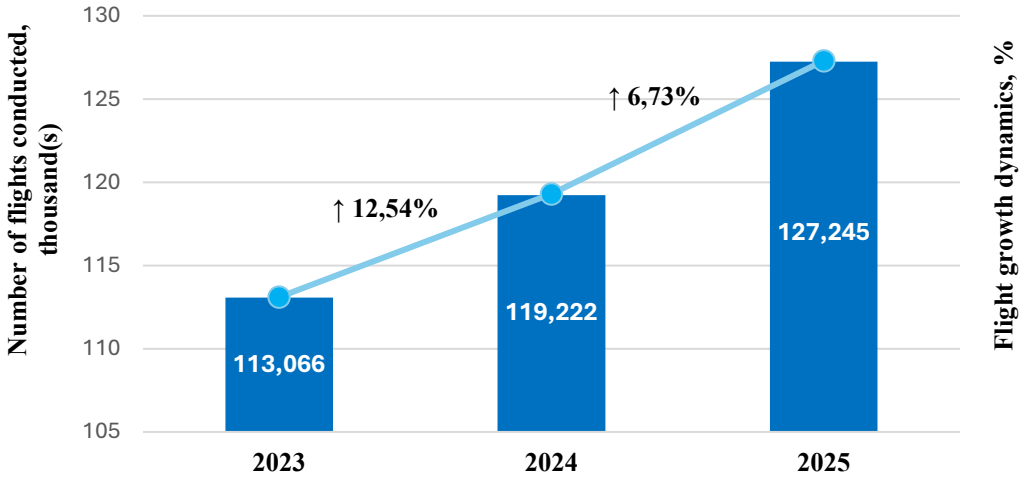


Chart 1. Number of flights and percentage growth in commercial aviation

Thus, considering the data on commercial air transport operations, a steady and consistent increase in operational activity has been observed over the period 2023-2025.

In 2025, increased air traffic intensity associated with the growth in flight numbers has also led to an increase in crew flight hours, aircraft cycles, and the overall workload on operational and maintenance units. This requires enhanced monitoring of safety performance indicators within the Safety Management System (SMS) to maintain an acceptable level of risk amid the continued potential expansion of operational activity.

3.1 Accidents

In the period from 2019 to 2025 aviation accidents occurred irregularly, no fatal accidents were recorded in the commercial air transport operations in Kazakhstan, despite the growth in the number of flights conducted. In 2021, two non-fatal accidents occurred, while the most severe occurrence in terms of consequences took place in 2024 (1 accident / 38 fatalities), involving a foreign airline (Azerbaijan Airlines) operating in the territory of the Republic of Kazakhstan.

Overall, the increase in traffic volume was not accompanied by a rise in the number of aviation accidents, however fatal accident involving Azerbaijan Airlines highlights the need for further preventive measures, systematic proactive hazard identification, and the implementation of corrective actions within the Safety Management System (SMS).

Chart 2 shows statistics on the number of accidents in commercial air transport based on information provided by the accidents and incidents on transport investigation Department of the Ministry of Transport of the Republic of Kazakhstan (AITID MT RK), as well as on flight operations data and analyses submitted by service providers for the period 2019-2025.

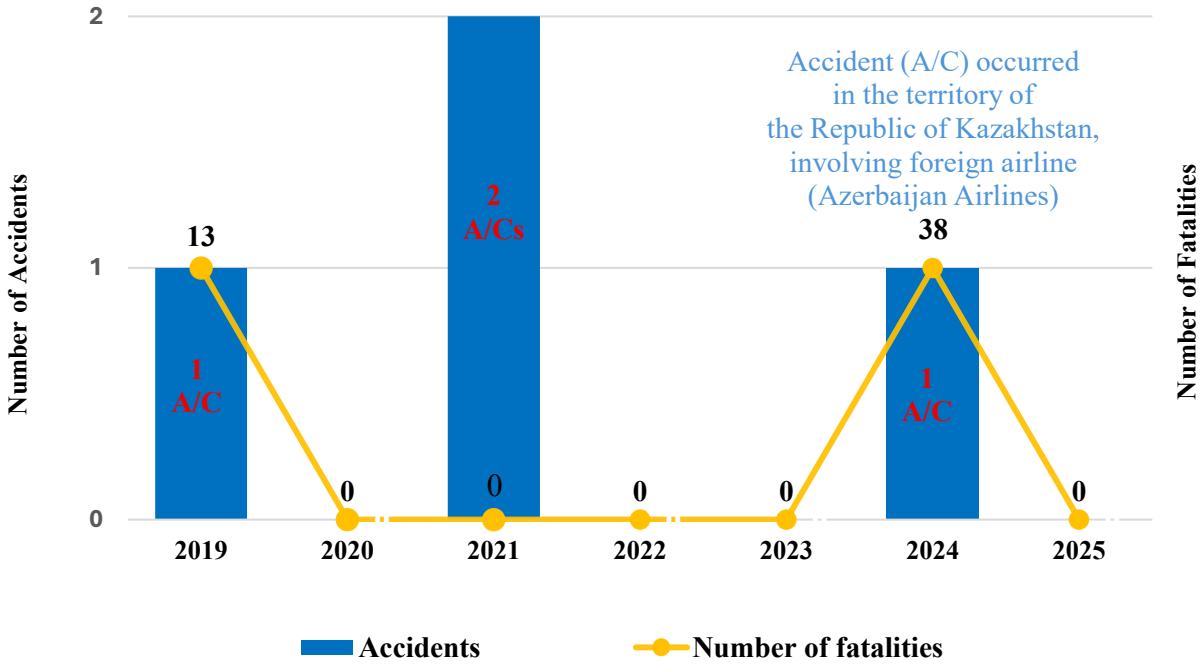


Chart 2. Number of accidents and fatalities in commercial aviation

It is important to note that accidents have serious consequences, including fatalities, material damage and reputational losses, and also negatively affect the overall level of safety. To mitigate the consequences of accidents, prompt response by emergency and rescue services, effective implementation of the emergency response plan, and the introduction of corrective and preventive measures within the Safety Management System are required, aimed at reducing the severity of consequences and preventing the recurrence of such occurrences.

3.2 Incidents / serious incidents

Based on data for the period 2023-2025, commercial air transport shows an overall downward trend in the number of incidents, along with a steady decrease in the number of serious incidents.

In 2025, a total of 53 incidents were recorded, representing 10% decrease compared to 2024 (59 incidents) and remaining within the 2022 level (51 incidents), indicating a stabilization of occurrence levels despite the continued increase in the number of flights.

In 2025, the number of serious incidents amounted to 1, representing a decrease compared to 2024 (3 serious incidents) and significantly below the peak value recorded in 2023 (5 serious incidents).

Chart 3 below presents information on incidents and serious incidents in commercial aviation based on data for the period 2023-2025.

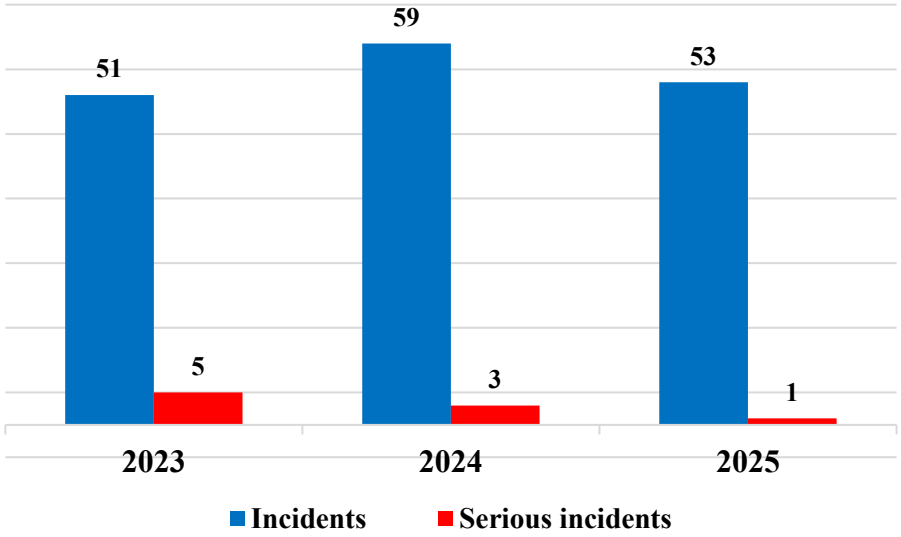


Chart 3. Number of incidents and serious incidents in commercial aviation

Overall, the reduction in the number of serious incidents, while maintaining a comparable level of total incidents, indicates a decrease in the severity of occurrences and improved effectiveness of risk management measures within the existing Safety Management Systems. This trend demonstrates the effectiveness of preventive measures aimed at the early identification of hazards and the prevention of incident escalation into more severe outcomes.

At the same time, the persistence of a significant number of incidents highlights the need to maintain systematic analysis the causes of aviation occurrences, strengthen monitoring of safety performance indicators (SPI), and enhance preventive and corrective measures. Particular attention should be given to preventing the recurrence of common types of incidents and further reducing the likelihood of their escalation into serious incidents, with the aim of maintaining an acceptable level of risk in commercial aviation.

53 incidents in 2025 highlights the need for continuous monitoring of operations and the improvement of Safety Management Systems by service providers, as well as the continuous exchange of information between service providers and the authorized civil aviation organization.

The distribution of incidents and serious incidents in commercial aviation by root cause factors is presented in Table 2.

Table 2. Distribution of incidents and serious incidents by root causes

Period	Total	By causes						
		HF	TECH	ATM	BIRD	AIRPORT	ENV	OTHER
2023	56	13,5	25	3	9	3	0,5	2
2024	62	12	32	0	13	2	2	1
2025	54	7	33	0	8	3	2	1

** - incidents classified by air operators occurred outside the airspace of the Republic of Kazakhstan.*

Note. *Occurrences classified as incidents (serious incidents) occurred within the airspace of the Republic of Kazakhstan due to causes related to ATM are reflected in the Safety Review conducted by the air navigation service provider.*

In 2025, as in previous periods, the main causes of incidents were technical and design/manufacturing deficiencies (**61%**), as well as improper execution of aerodrome ground procedures (human factors – **13%**) and bird strikes (**15%**).

3.3 Absolute / relative safety indicators

Table 3 below presents the conversion of absolute safety indicators into relative indicators for accidents ($K_{A/C}$), incidents (K_I), and serious incidents (K_{SI}), calculated per 10,000 operations based on the actual number of commercial flights conducted over the period 2023-2025.

Indicators are converted from absolute to relative values using the following formula:

$$\text{Relative indicator } K_{A/C} / K_I / K_{SI} = \frac{\text{Absolute indicator (AC/ I/ SI)}}{\text{Number of flights}} \text{ x } 10\,000$$

Table 3. Absolute / relative safety indicators

Occurrences / Number of flights	2023 113 066	2024 119 222	2025 127 245
Absolute safety indicators			
Accidents (A/C)	0	1	0
Incidents (I)	51	59	53
Serious incidents (SI)	5	3	1
Relative safety indicators			
Accident rate ($K_{A/C}$)	0	0,1	0
Incident rate (K_I)	4,51	4,9	4,2
Serious incident rate (K_{SI})	0,4	0,2	0,1

** - a numerical value used for the calculation of relative indicators of aviation occurrences, which may be expressed as the number of flights.*

Chart 4 presents relative flight safety indicators (accident rate, incident rate, and serious incident rate) in commercial air transport.

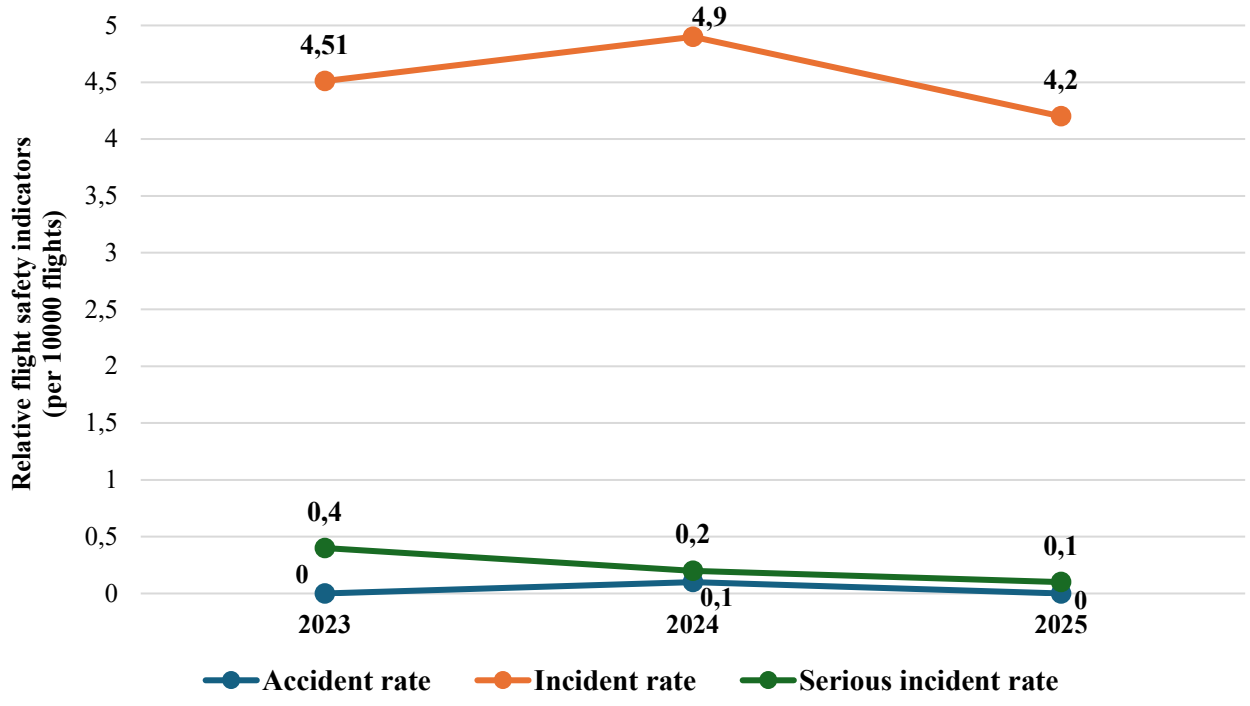


Chart 4. Number of flights and accident, incident and serious incident rates in commercial aviation

The analysis of relative flight safety indicators for the period 2023-2025, calculated per 10,000 flights, provides an objective assessment of safety level, considering changes in the operational activity of commercial air transport.

The accident rate ($K_{A/C}$) during the analyzed period remains at zero level in 2023 and 2025, with a single value of 0.1 in 2024, which indicates the absence of a systematic increase in accidents despite the growth in flight volume (increased aircraft operations and growth of aviation activity). The incident rate (K_I) remains at a relatively stable level, amounting to 4.51 in 2023, 4.9 in 2024, and 4.2 in 2025, which indicates the absence of a negative trend and confirms the controlled nature of incidents under increasing operational workload.

The most pronounced positive trend is observed in the serious incident rate (K_{SI}), which consistently decreased from 0.4 in 2023 to 0.2 in 2024 and 0.1 in 2025. The reduction in the relative number of serious incidents indicates a decrease in the severity of aviation occurrences and the effectiveness of implemented preventive and corrective measures within the Safety Management System.

Overall, the combined analysis of absolute and relative indicators shows that the increase in the number of flights performed over the period 2023-2025 did not lead to a deterioration of safety level. At the same time, the results obtained confirm the need for continued systematic monitoring of safety performance indicators (SPIs), priority analysis of incident causes, and further implementation of measures aimed at maintaining an acceptable level of risk in commercial air transport.

4. AERIAL WORK AND GENERAL AVIATION

Based on the data on the number of flights conducted under general aviation (GA) and aerial work (AW), a total of 28,936 flights were performed in 2025, which is **33.7%** less compared to 2024 (43,655) and **22.1%** less compared to 2023 (37,143).

Comparative data on the number of general aviation and aerial work flights for the period 2023-2025 are presented in Table 4.

Table 4. General aviation and aerial work flight operations

Type of operation	2023	2024	2025
Aerial work (AW)	36016	42700	28554
General aviation (GA)	1127	955	382
Total:	**37143**	**43655**	**28936**

Chart 5 presents general information on flight hours of aircraft (GA and AW) and the percentage rate of reduction.

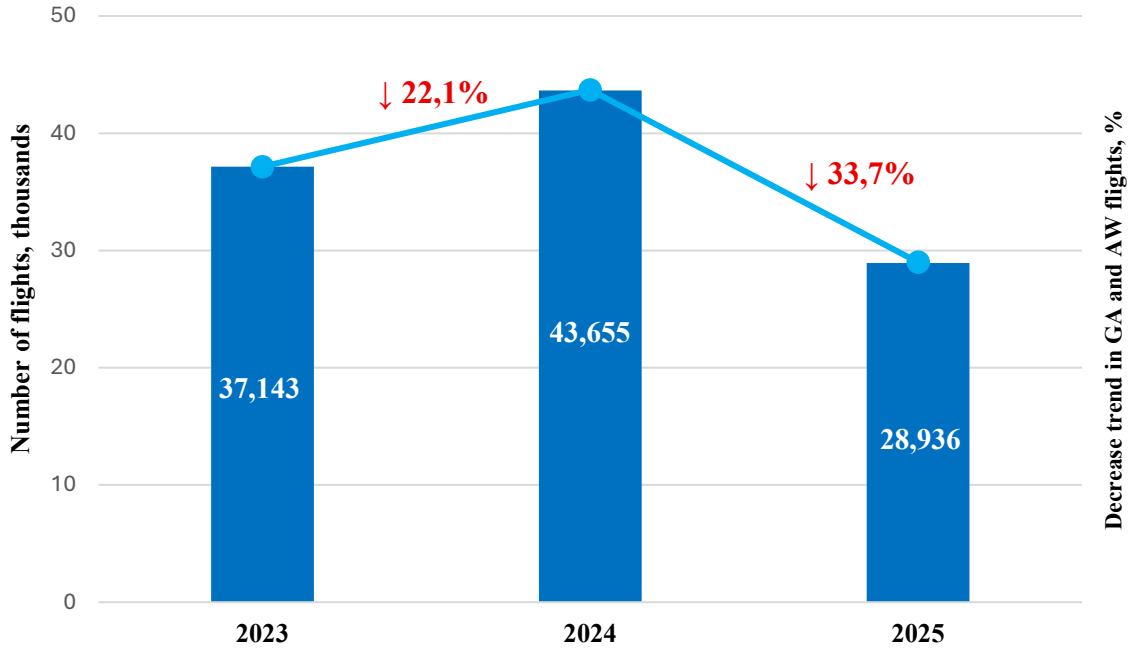


Chart 5. Number and percentage distribution of GA and AW flights

The number of general aviation flights decreased by more than half (**60%**) over the reporting period, from 955 in 2024 to 382 in 2025.

In the aerial work segment, a **33.1%** decrease in flight activity was recorded (from 42,700 in 2024 to 28,554 in 2025). The reduction in AW flight activity is attributed to a decrease in demand for certain types of services. Most likely, the decline in AW activity is associated with a growing use of unmanned aircraft systems (UAS), which are increasingly employed to perform related tasks. The use of UAS enables a significant improvement in operational efficiency and reduces risks to flight crews when performing tasks in remote or potentially hazardous areas.

Table 5. Valid UAS certificates/authorisations

Documents	2024	2025
UAS operator certificates	378	491
UAS conformity certificates	16	148
Approved UAS declarations	729	940
Approved UAS operator training programmes	20	15

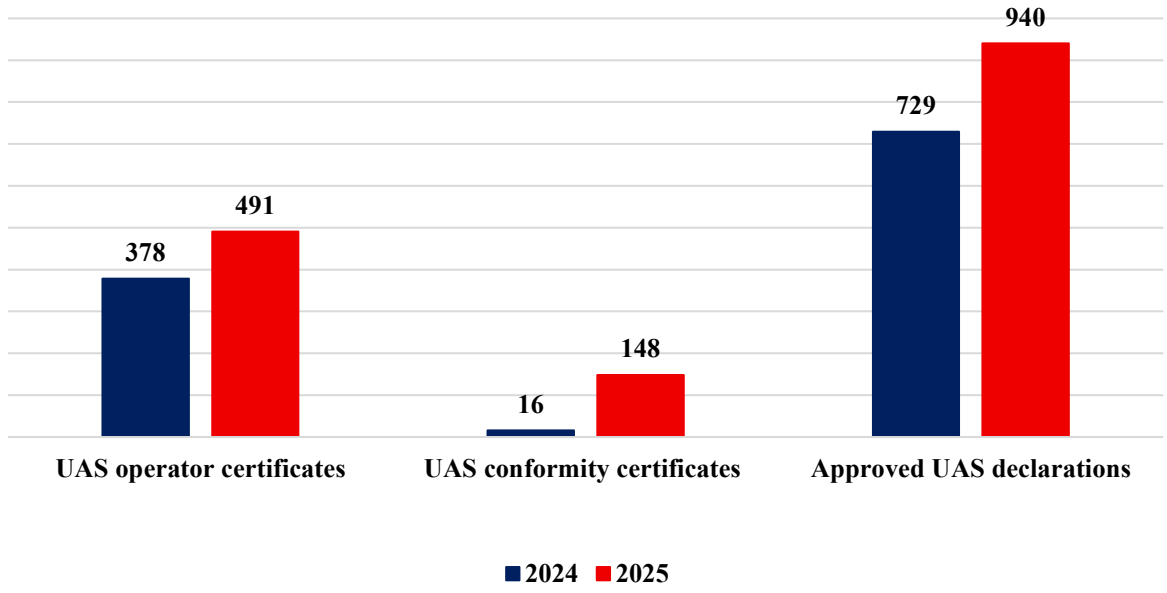


Chart 6. UAS data

4.1 Accidents

According to information provided by the AITID MT RK, as well as materials and analyses of occurrence reports and operator safety performance for 2025 in the territory of the Republic of Kazakhstan, there were four accidents, two involved fatalities. For the 2024 period, five accidents were recorded, one of which involved fatalities.

Non-fatal accident (hard landing in Arkalyk)

05.02.2025г. during a sanitary aviation flight conducted on the Kostanay-Arkalyk route, an accident involving An-2 occurred. During the final approach at Arkalyk, while descending approximately 30 metres above ground level, the flight crew encountered blowing snow (with low-level visibility). The crew decided to initiate a go-around. During the subsequent approach, the aircraft performed a hard landing. The aircraft sustained substantial damage. There were no fatalities or injuries. At present, an investigation is being conducted by the AITID MT RK.

Fatal accident (crash near Zholaman aerodrome, Akmola region)

22.06.2025г. during a training flight in the vicinity of Zholaman aerodrome, fatal accident occurred involving TL-2000 (light privat aircraft). There were two persons on board (the pilot and one passenger), both sustained fatal injuries. At present, an investigation is being conducted by the AITID MT RK.

Fatal accident (crash near Tonkeris, Akmola region)

17.08.2025г. privat light aircraft Aerostar R40F (registration UP-LA229) crashed in open area. The accident occurred without a post-impact fire. There were two persons on board (the pilot and one passenger), both sustained fatal injuries. An investigation is currently being conducted by the AITID MT RK.

Non-fatal accident (ground contact near Zhalpaktal, West Kazakhstan region)

24.09.2025г. during a medical aviation flight on the Uralsk-Zhalpaktal-Uralsk route an accident occurred on final approach on an unprepared site in the vicinity of Zhalpaktal, within the West Kazakhstan region. During landing roll, the flight crew failed to maintain directional control resulting in an uncommanded turn and subsequent contact of the left lower wing with the ground surface. There were no fatalities. An investigation is currently being conducted by the AITID MT RK.

Chart 7 presents statistics on the number of accidents in general aviation flights and aerial work operations based on information provided by the accidents and incidents on transport investigation Department of the Ministry of Transport of the Republic of Kazakhstan, as well as on flight operations data and analyses submitted by service providers for the period 2019-2025.

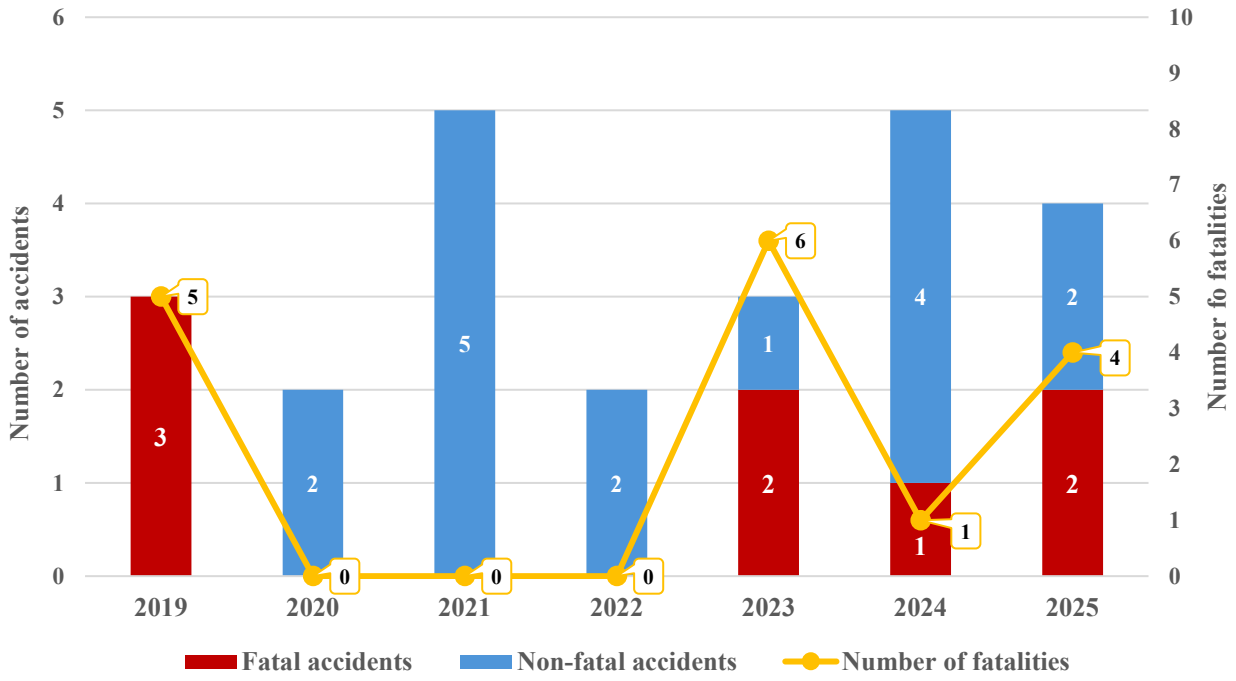


Chart 7. Ratio of accidents / fatalities in GA and AW

4.2 Incidents / Serious incidents

The diagram below (chart 8) presents information on incidents and serious incidents occurring in General Aviation (GA) and Aerial Work (AW) operations, based on data for the period 2023-2025.

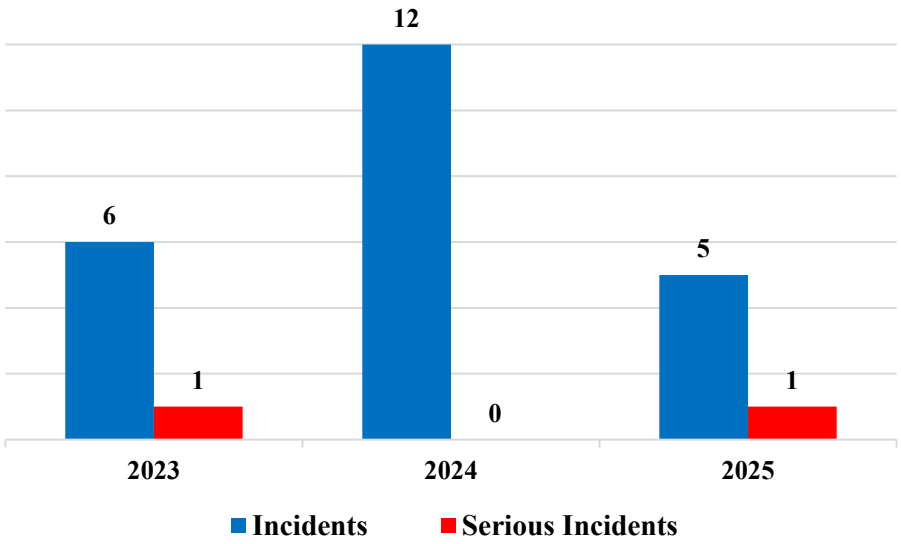


Chart 8. Number of serious incidents and incidents in GA and AW operations

Distribution of incidents by contributing factors derived from data collected and information provided by aircraft operators, involving General Aviation (GA) and Aerial Work (AW).

Table 6. Distribution of incidents and serious incidents by contributing factors

Period	Total	By causes						
		HF	TECH	ATM	BIRD	AIRPORT	ENV	OTHER
2023	7	3	3	1	0	0	0	0
2024	12	4	6	0	0	0	2	0
2025	6	2	4	0	0	0	0	0

** - incident occurred in the uncontrolled airspace of the Republic of Kazakhstan.*

Table 7. Distribution of incidents and serious incidents by type of operations

Period	Aerial work	General aviation
2023	6 incidents / 1 serious incident	0
2024	10 incidents	2 incidents
2025	5 incidents / 1 serious incident	0

Based on the number of incidents and serious incidents recorded during the period 2023-2025, the following is established:

• In 2023, a total of 6 incidents and 1 serious incident were recorded. All occurrences took place during aerial work operations and were attributed to human factors (HF) and design/manufacturing-related (TECH) factors. No incidents were recorded in the general aviation segment;

• In 2024, 12 incidents were recorded in total, including 10 incidents during AW operations and 2 incidents during GA. The main contributing factors were human factors (HF) and design/manufacturing-related (TECH) factors. The absence of serious incidents despite the increase in the number of incidents may indicate that the identified technical and design/manufacturing deficiencies did not lead to a significant reduction in the level of safety, however, they point to an increase in the occurrence of system failures and technical malfunctions;

• In 2025, 5 incidents and 1 serious incident were reported. All occurrences took place within the AW segment. As in 2023, all events were attributed to human factors (HF) and design/manufacturing-related (TECH) factors. No incidents were recorded in GA. Compared to 2023, the number of serious incidents in 2025 remained unchanged, indicating a continued exposure to the risk of more severe consequences in the presence of technical and design/manufacturing-related deficiencies.

It should be noted that the contributing factors to incidents and serious incidents are common and are associated with technical and design/manufacturing-related deficiencies of aircraft involved in aerial work operations. This highlights the need to:

- strengthen oversight of the continuing airworthiness and technical condition;
- analyse the recurrence of aircraft system failures and malfunctions;
- strengthen coordination and feedback mechanisms with aircraft design and manufacturing organizations.

Despite the positive trend in the overall reduction of the number of incidents, human factors (HF) remain one of the primary sources of flight safety risk.

In this regard, in order to prevent similar occurrence, it is recommended to:

- increased emphasis on the quality of initial, recurrent, and conversion training of aviation personnel;
- analyse recurrent operational errors, identify systemic contributing factors, and implement appropriate preventive measures;
- further develop a positive safety culture in which personnel are aware of the consequences of their actions and actively participate in improving the overall level of aviation safety.

4.3 Absolute / relative safety indicators

Table 8 below presents the conversion of absolute safety indicators into relative indicators for accident rate ($K_{A/C}$), incident (K_I) and serious incident rate (K_{SI}) per 10,000 operations based on the actual number of general aviation and aerial work flights conducted during the period 2023-2025.

Indicators are converted from absolute to relative values using the following formula:

$$\text{Relative indicator } K_{A/C} / K_I / K_{SI} = \frac{\text{Absolute indicator (AC/ I/ SI)}}{\text{Number of flights}} \text{ x } 10\,000$$

Table 8. Absolute / relative safety indicators

Occurrences / Number of flights	2023	2024	2025
	37143	43655	28936
Absolute safety indicators			
Accidents (A/C)	3	5	4
Incidents (I)	6	12	5
Serious incidents (SI)	1	0	1
Relative safety indicators			
Accident rate ($K_{A/C}$)	0,81	1,14	1,4
Incident rate (K_I)	1,61	2,75	1,73
Serious incident rate (K_{SI})	0,27	0	0,34

Chart 9 presents the number of flights conducted in general aviation and aerial work operations, correlated with relative safety indicators.

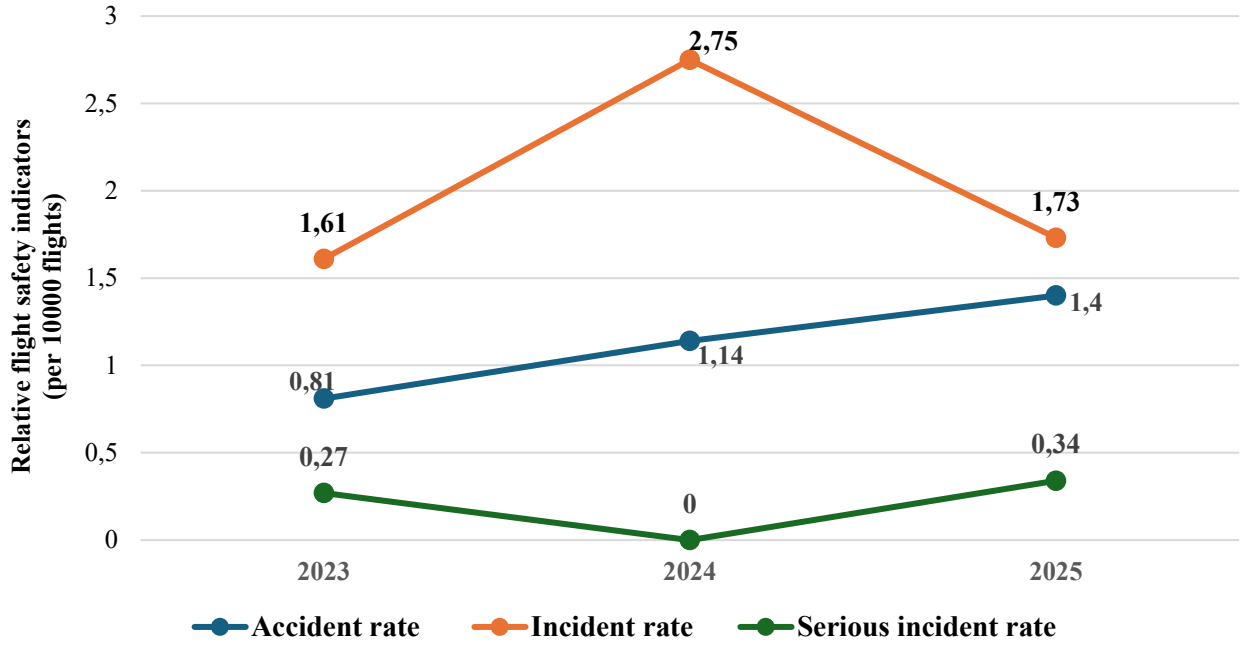


Chart 9. Number of flights and rates of accidents, incidents and serious incidents in GA and AW

Analysis of relative safety indicators for the period 2023-2025 calculated per 10,000 flights allows for the assessment of the risk level in relation to changes in the operational volume of general aviation and aerial work activities.

The accident rate demonstrates a steady increasing trend, rising from 0.81 in 2023 to 1.4 in 2025 indicating an increase in the unit rate of aviation accidents, particularly in the context of a reduction in the total number of flights in 2025.

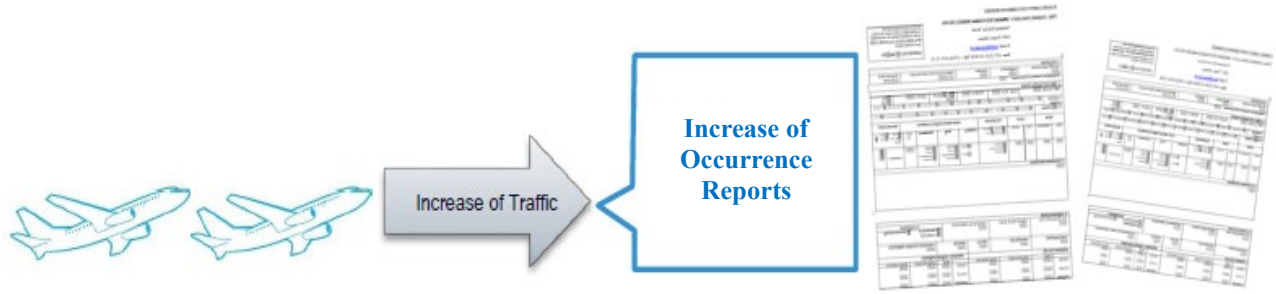
The incident rate reached its maximum value of 2.75 in 2024, corresponding to the highest flight activity and subsequently decreased to 1.73 in 2025. However, it remains above the 2023 level (1.61), indicating a sustained occurrence of incidents.

The serious incident rate shows variability, amounting to 0.27 in 2023, 0 in 2024, and 0.34 in 2025. The increase observed in 2025 is attributable to a single serious incident occurring against the background of a reduced total number of flights.

Overall, the combined analysis of absolute and relative indicators indicates that the reduction in flight activity in 2025 did not result in a proportional decrease in safety risk levels. This confirms the need for continued systematic monitoring of safety performance indicators in-depth analysis of occurrence causal factors and implementation of preventive measures aimed at stabilizing and improving the overall level of safety.

5. ANALYSIS OF MANDATORY AND VOLUNTARY OCCURRENCE REPORTS

5.1 Mandatory occurrence reports



In 2025, the Operations Center of the AAK registered 1,603 safety occurrence reports in the database in accordance with the ICAO ADREP taxonomy, which represents 44% increase compared to 2024 (1,114 reports).

Increase in the number of reports reflects a higher level of reporting activity by service providers (civil aviation organizations), as well as the development of a mature safety reporting culture (particularly reporting culture) and increased trust in the mandatory and voluntary occurrence reporting system.

Comparative chart 10 presents the occurrence reports for 2024 and 2025

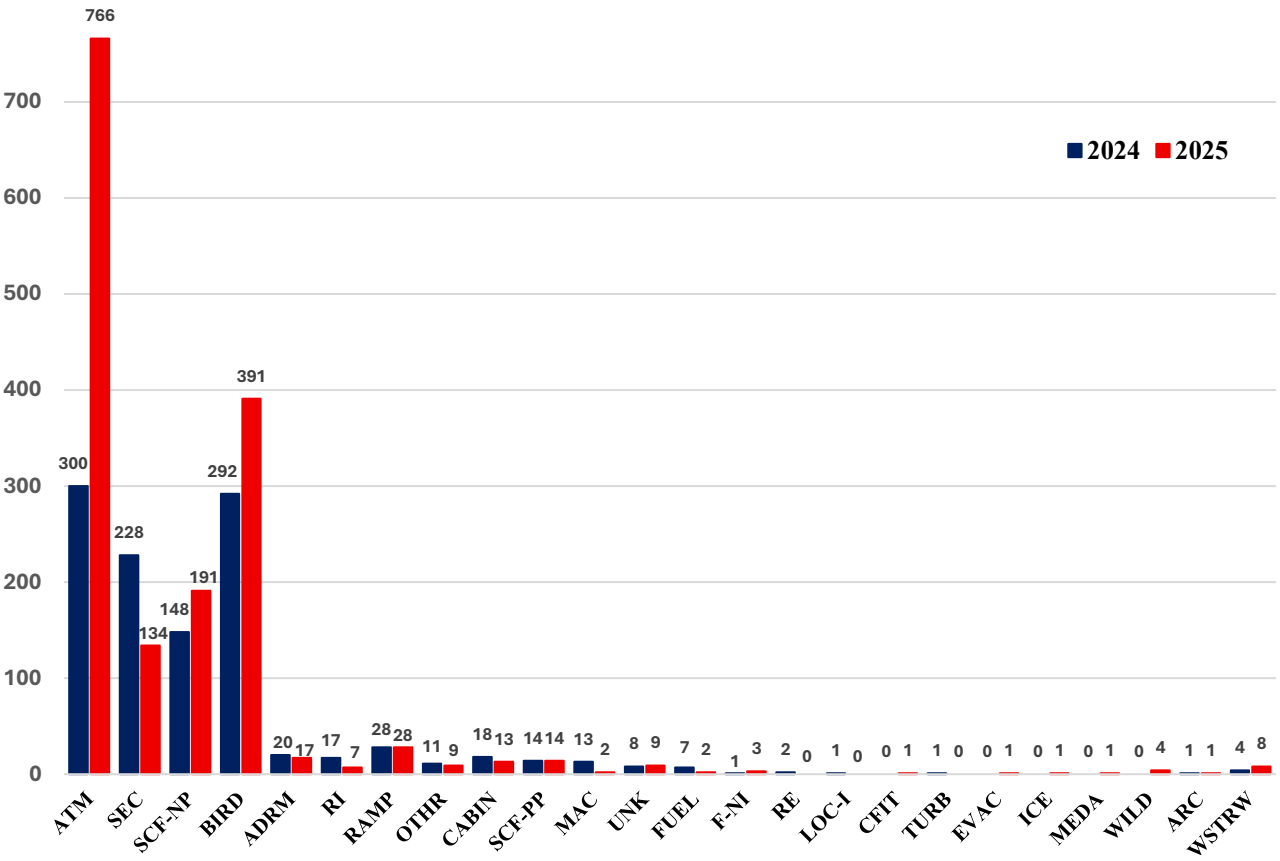


Chart 10. Number of occurrence reports by ICAO ADREP categories

Below, chart 11 presents the distribution of statistical data on reports classified under the ATM category.

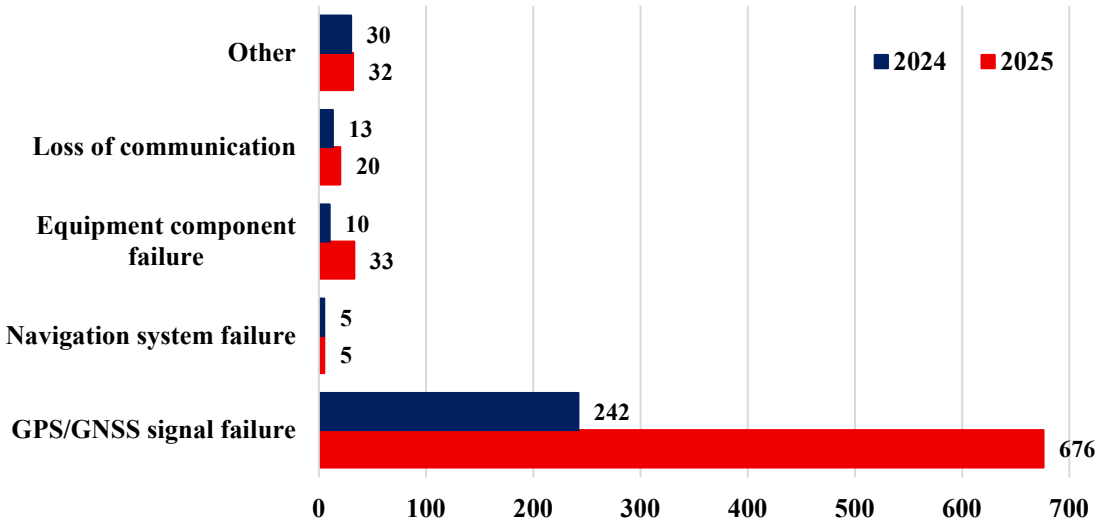


Chart 11. ATM category occurrence reports

Significant increase in ATM category reports can be observed separately (242 in 2024 and 676 in 2025), driven by loss (jamming/spoofing) of GPS/GNSS signals. In this regard, it should be noted that the AAK issued recommendations concerning the risk assessments for flight operations in regions with potential GPS signal failure, as well as the use of the Flight Safety Information Bulletin «Mitigation of GPS malfunctions» dated 17 February 2025. Furthermore, in April 2025 a meeting was held on issues related to GPS/GNSS signal loss with the participation of civil aircraft operators.

The analysis of reports classified under the SEC category (aviation security) showed the following statistics (chart 12).

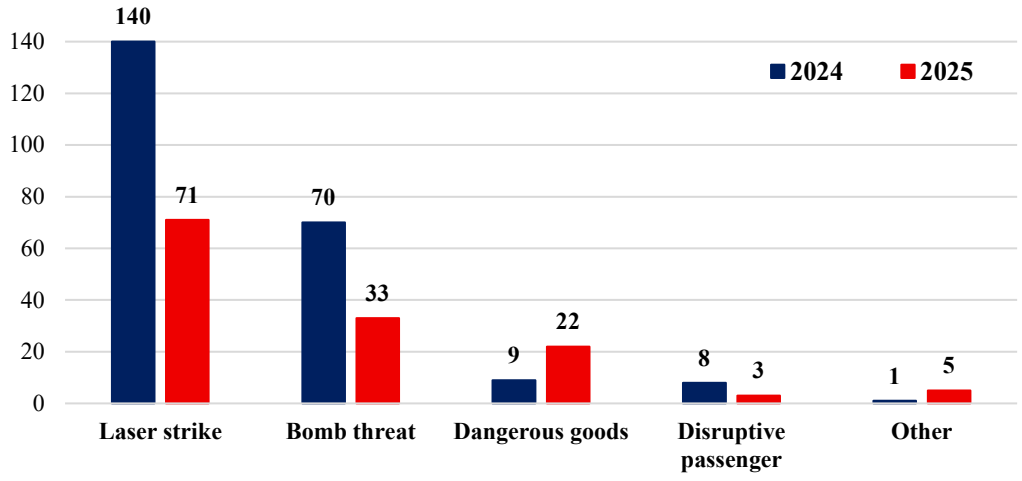


Chart 12. Aviation security reports

Analysis of reports within the «aviation security» category shows a decrease across the subcategories of laser strike, bomb threats and disruptive passengers. At the same time, as in the previous period, the majority of laser strike events remain concentrated in the vicinity of the aerodromes of Almaty, Shymkent, Aktau, Astana, and Atyrau (chart 13).

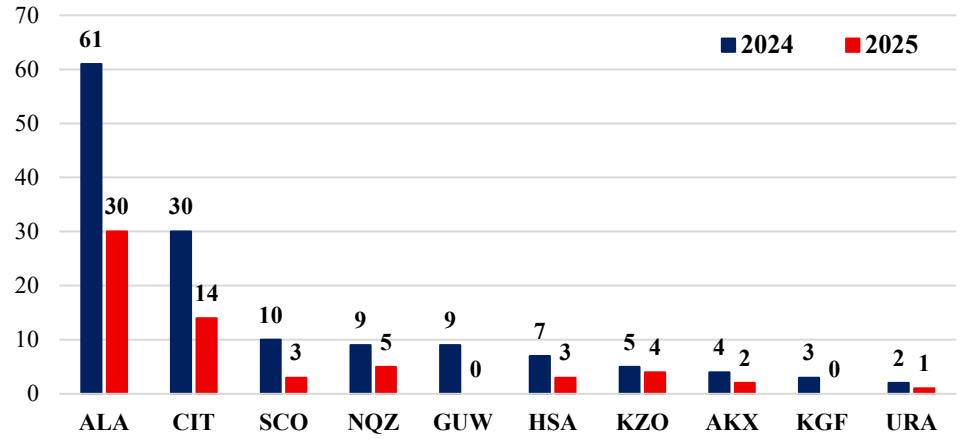


Chart 13. Location of laser strike

It should be noted that, until recently, the legislation did not provide for specific liability for such acts (laser strike flight crews), which made it difficult to hold offenders accountable. At present, a new article 352-1 has been introduced into the criminal code of the Republic of Kazakhstan, establishing criminal liability for interference with the operation of an aircraft through the use of lasers or unmanned aerial vehicles.

Additionally, data on the location (nearest aerodrome) associated with bomb threat reports were analyzed. In 2025, events related to bomb threats most frequently occurred at the aerodrome of Astana, however, it should be noted that, compared to 2024, the total number of such events decreased by more than half.

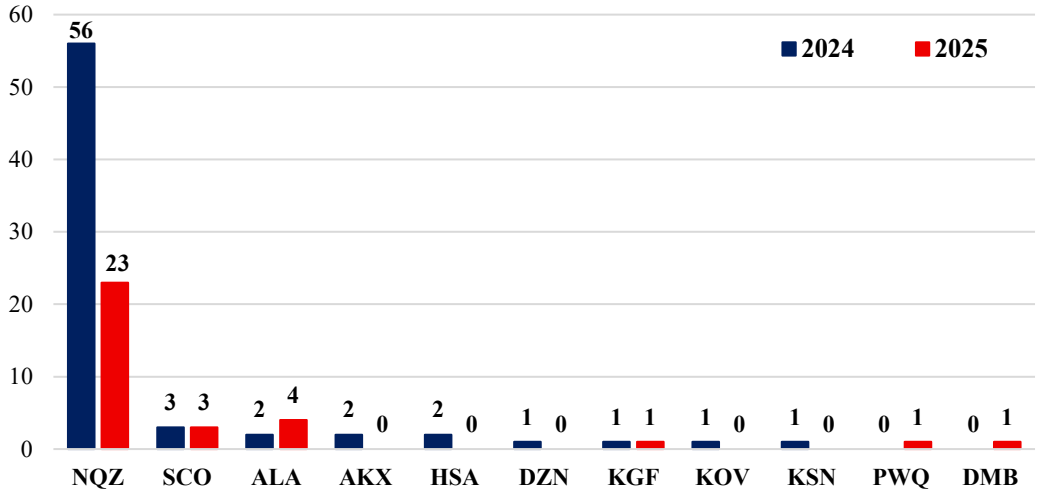


Chart 14. Location of bomb threat

When analysing statistical data for the BIRD category, actual occurrence reports received from aerodrome and aircraft operators were used.

The BIRD category was further divided into groups depending on the location of the bird strike: on aerodrome, off aerodrome, and unknown.

During the reporting period, a total of 228 bird strike occurrences were recorded within the territory of the Republic of Kazakhstan based on actual reports. Of these, 61 events occurred on aerodromes, 74 off aerodromes, and 93 were classified as unknown (chart 15).

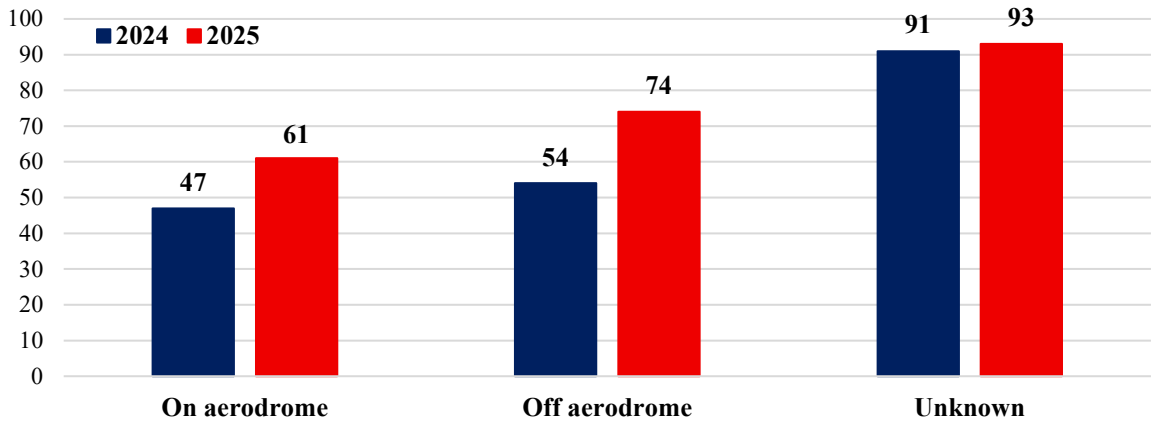


Chart 15. BIRD strike category

A significant proportion of occurrences with an unidentified strike location limits the ability to implement targeted preventive measures and requires for the improvement of analysis procedures, as well as the enhancement of the quality of initial data provided by aerodrome and aircraft operators.

In addition, a comparative analysis of bird strike occurrences across the aerodromes of the Republic of Kazakhstan was conducted.

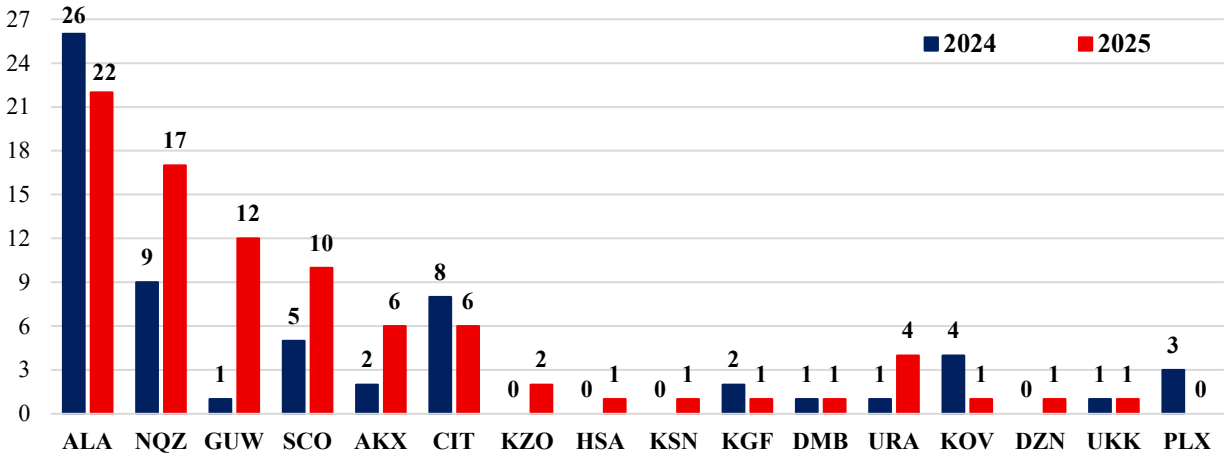


Chart 16. Distribution of bird strike by aerodrome

In 2025, compared to 2024, an overall increase in the number of bird strikes was observed. The highest number of occurrences was recorded at Ala (26 cases in 2024 and 22 in 2025), despite a slight decrease in the indicator. A significant increase was observed at NQZ (from 9 to 17 cases), GUW (from 1 to 12), and SCO (from 5 to 10). At several aerodromes, the number of bird strikes remained low and relatively stable (e.g., DMB, UKK, KGF), while in some locations occurrences were occasional or not recorded in certain years. The data indicate that the highest concentration of bird strikes is associated with the largest and most intensively operated airports. At the same time, an increase in the number of occurrences in certain regions may be linked to natural and geographical factors, seasonal bird migration patterns, and specific aerodrome operational characteristics.

Overall, the analysis of the BIRD category indicates a functioning occurrence reporting system, an increasing trend in bird strike events, and consequently the presence of a persistent bird strike risk both on and off aerodromes. This requires the continued implementation of bird strike prevention measures and ongoing monitoring of the indicator trend in subsequent reporting periods.

Occurrences related to system/component failures and malfunctions excluding the powerplant (SCF-NP) were classified in accordance with the ATA Chapters of the Air Transport Association (chart 17).

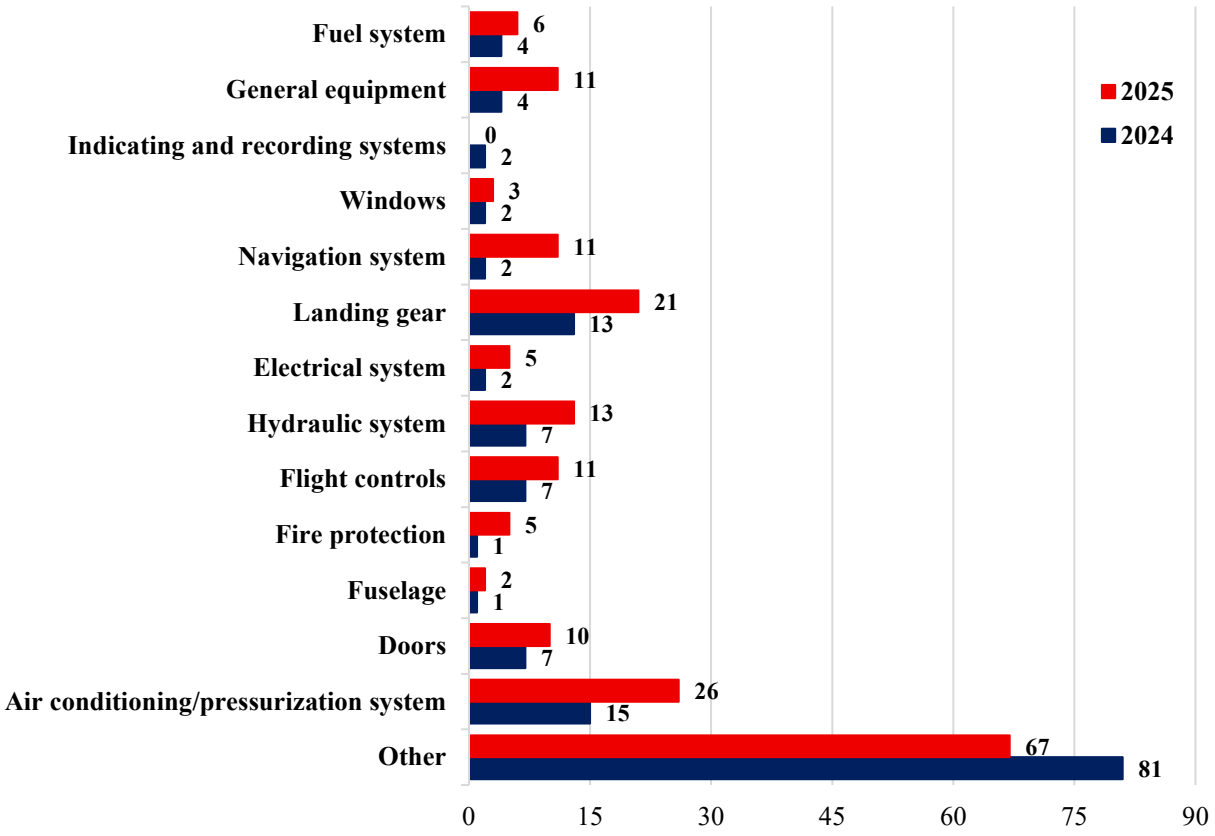


Chart 17. Technical malfunctions by ATA Chapters classification

5.2 Voluntary reports

In 2025, 26 voluntary reports were recorded compared to 3 reports in 2024. This indicates a positive trend in the functioning of the mandatory and voluntary occurrence reporting system, reflecting increased openness among civil aviation stakeholders in enhancing safety in the Republic of Kazakhstan, as well as the development of a more effective safety culture based on reporting culture principles, under which personnel more actively report occurrences for subsequent analysis and the implementation of preventive measures to avoid similar events in the future.

26 voluntary reports were registered in the Access database in accordance with the ICAO ADREP taxonomy (chart 18). It is noted that the available information was forwarded to the relevant structural divisions of the AAK for the implementation of appropriate preventive measures.

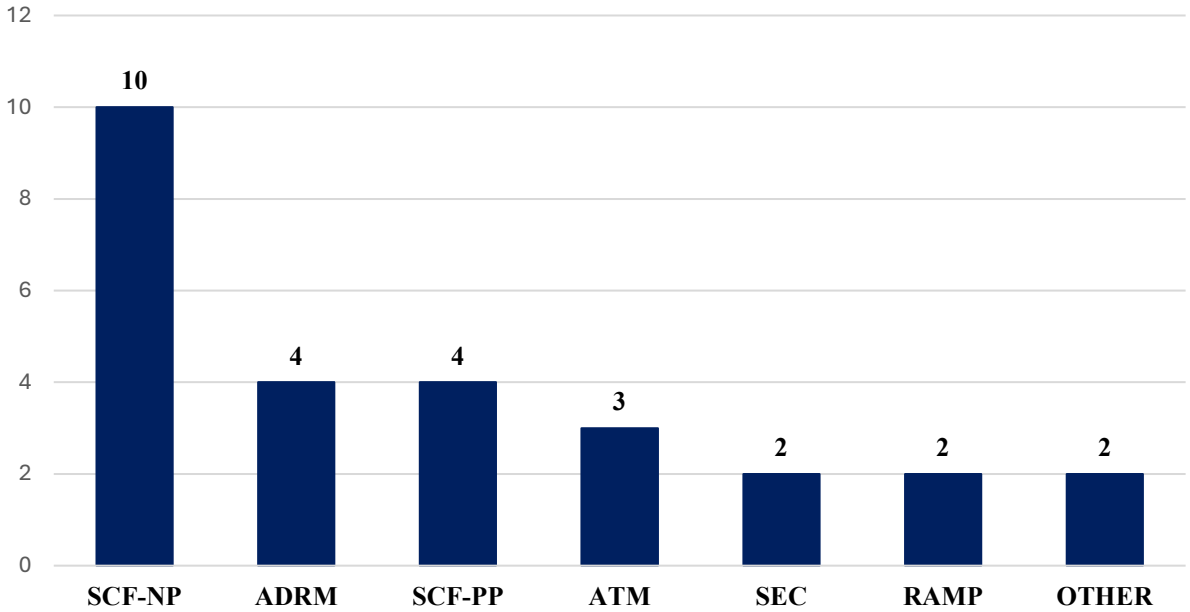


Chart 18. Voluntary reports classified by ICAO ADREP categories

6. SAFA INSPECTION RESULTS

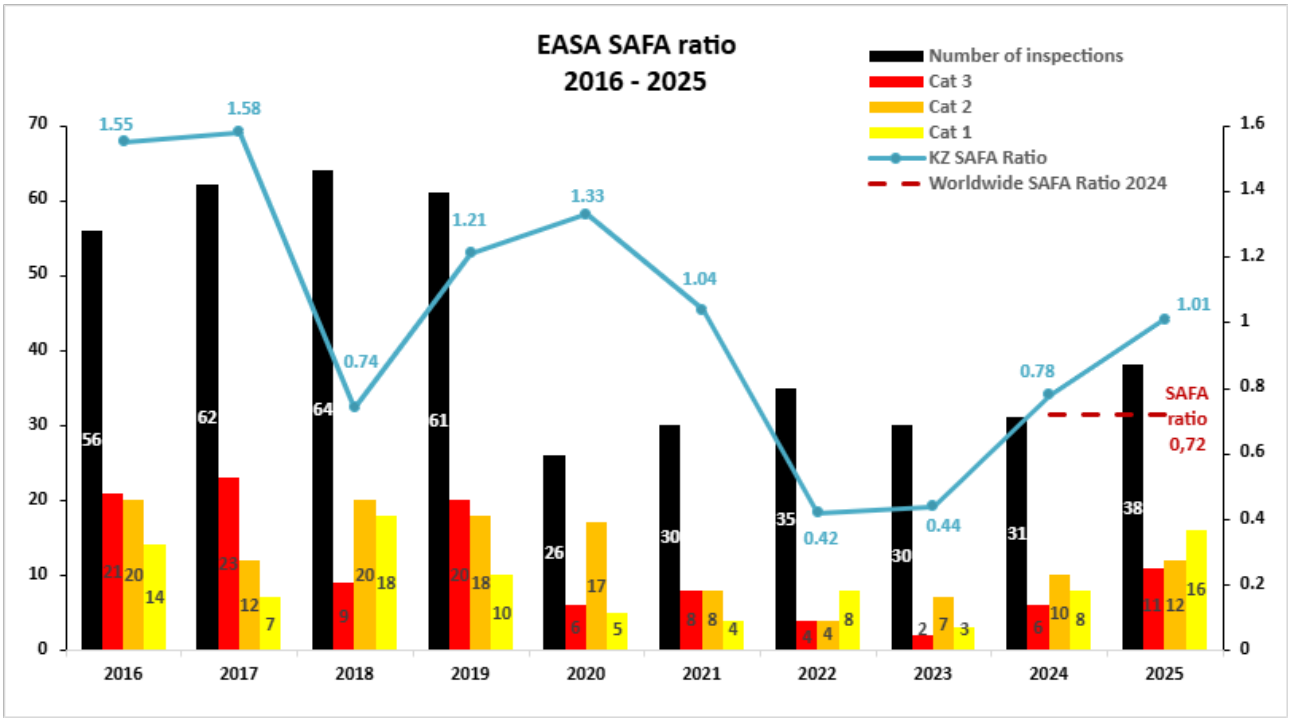
In 2025, Kazakhstan's aircraft underwent 38 SAFA (Safety Assessment of Foreign Aircraft) inspections conducted by inspectors of the European Union.

7 airlines were inspected and following findings were identified:

- 11 observations of category 3;
- 12 observations of category 2;
- 16 observations of category 1.

The aircraft operators of the Republic of Kazakhstan provided responses to the identified findings, including supporting evidence confirming corrective actions taken and measures implemented to prevent recurrence.

To assess the flight safety of aircraft operators, the SAFA inspection program applies safety coefficient. For 2025, this coefficient for Kazakhstan's aircraft operators was at 1.01.



7. REGULATORY IMPROVEMENT

In accordance with subparagraph 3) of paragraph 2 of Article 16-9 of the Law of the Republic of Kazakhstan «On the Use of Airspace of the Republic of Kazakhstan and Aviation Activities» dated 15 July 2010, No. 339-IV, the AAK continuously carries out activities related to the development of draft regulatory legal acts (RLAs) in the field of civil aviation in order to bring them into compliance with ICAO standards and recommended practices.

By the Order of the General Director of AAK dated 31 January 2025 No. 01-03/121, the Plan for the development of draft subordinate regulatory legal acts within the AAK for 2025 (the Plan) was approved.

A total of 55 draft subordinate RLAs were initially included in the 2025 Plan by the structural divisions of the AAK.

Following amendments introduced for the second half of *2025 (Order No. 1165 dated 19 September 2025)*, the Plan was revised, and the final number of included drafts amounted to **45 civil aviation regulatory acts**.

In 2025, the AAK developed and submitted **39 draft subordinate RLAs** to the Civil Aviation Committee, of which 19 drafts were adopted by the Ministry of Transport of the Republic of Kazakhstan.

In addition, support was provided to the Ministry of Transport of the Republic of Kazakhstan in the development of draft legislation amending the Law and the Code on Administrative Offences, in order to implement recommendations arising from the Technical Safety Oversight Audit conducted by the Federal Aviation Administration (FAA) of the United States.

Furthermore, assistance was provided to the Ministry of Transport of the Republic of Kazakhstan in submitting the draft Law on the ratification of the Protocols amending Article 50(a) and Article 56 of the Convention on International Civil Aviation to the Government Office, the Mazhilis, and subsequently the Senate of the Parliament of the Republic of Kazakhstan. These amendments concern the increase of the ICAO Council membership from 36 to 40 States and the increase of the Air Navigation Commission membership from 19 to 21 members.

List of Abbreviations

ААК	«Aviation Administration of Kazakhstan» JSC
A/C	Accident
UAS	Unmanned aerial system
CA RK	Civil aviation of the Republic of Kazakhstan
AITID MT RK	Accidents and incidents on transport investigation Department of the Ministry of Transport of the Republic of Kazakhstan
MT RK	Ministry of Transport of the Republic of Kazakhstan
RLA	Regulatory legal acts
ATS	Air traffic services
SMS	Safety Management System
HF	Human Factor
ATM	Occurrences related to air traffic services, communication, navigation, or surveillance systems
ADREP	Accident/Incident Data Reporting system
BIRD	Events related to bird strikes and/or hazards to birds
SCF-NP	Failure or malfunction of an aircraft system or component, excluding the powerplant
SCF-PP	Failure or malfunction of an aircraft system or component - related to the powerplant
SEC	Criminal acts, actions in the field of aviation security that lead to accidents or incidents

Links

[1] The Law of the Republic of Kazakhstan dated July 15, 2010, No. 339-IV «On the Use of Airspace of the Republic of Kazakhstan and Aviation Activities»;

[2] The Decree of the Government of the Republic of Kazakhstan dated March 11, 2016, No. 136 «On Approval of the Flight Safety Program in Civil Aviation»;

[3] The Order of the Minister for Investment and Development of the Republic of Kazakhstan dated March 20, 2015, No. 307 «On Approval of the Rules for the Organization of Flight Operations in Civil Aviation of the Republic of Kazakhstan»;

[4] The Order of the Minister for Investment and Development of the Republic of Kazakhstan dated August 31, 2017, No. 505 «On the Approval of Rules for the Submission of Data and Investigation of Aviation Accidents and Incidents in Civil and Experimental Aviation».