SLOVENIAN
PLAN FOR AVIATION SAFETY
2020-2024
CONTENTS

APPROVAL LIST ................................................................................................................................. 4
LIST OF DISTRIBUTION AND CONTROLLED COPIES ............................................................ 4
REVISION LIST ................................................................................................................................. 4
Abbreviations .......................................................................................................................................... 5

1 Introduction ........................................................................................................................................ 10
  1.1 The European Plan for Aviation Safety (EPAS) background ......................................................... 10
  1.2 EPAS 2020–2024 .......................................................................................................................... 12
  1.3 The Global Aviation Safety Plan (GASP) – ICAO Doc 10004 ....................................................... 15
  1.4 The European Regional Aviation Safety Plan (EUR RASP) ........................................................ 17
  1.5 The ATM MP and the GANP .......................................................................................................... 17
  1.6 How EPAS is monitored ............................................................................................................. 18
    1.6.1 Reporting on State actions (MSTs) ......................................................................................... 18
    1.6.2 Reporting on other actions in EPAS (RMT, SPT, RES and EVT) .......................................... 19
  1.7 Slovenian Plan for Aviation Safety (SPAS) .................................................................................. 19

2 Member States Tasks/Slovenian tasks and low level tasks ............................................................... 23
  2.1 Systemic safety and competence of personnel .......................................................................... 24
    2.1.1 Safety management ............................................................................................................. 24
    2.1.2 Competence of personnel ................................................................................................... 24
      2.1.2.1 Language proficiency (pilots and ATCOs) ..................................................................... 24
      2.1.2.2 Maintenance staff – Part 147 ....................................................................................... 26
    2.1.3 Oversight and standardisation .............................................................................................. 26
    MST.001 Prioritization of work on Slovenian SSP ......................................................................... 28
    MST.002 Promotion of SMS ........................................................................................................ 31
    MST.026 SMS Assessment .......................................................................................................... 32
    MST.028 Establishment and maintaining of the Slovenian Plan for Aviation Safety .................. 33
  2.2 Operational issues addressed to a different aviation domains .................................................... 39
    2.2.1 CAT and NCC operations - Aeroplane ............................................................................... 39
    MST.003 Flight data monitoring .................................................................................................. 40
    MST.004 Loss of control in flight .................................................................................................. 41
    MST.005 Fire, smoke, fumes and air quality (Aircraft environment) ........................................... 42
APPROVAL LIST

<table>
<thead>
<tr>
<th>Name and position</th>
<th>Signature</th>
</tr>
</thead>
<tbody>
<tr>
<td>Approved by</td>
<td></td>
</tr>
<tr>
<td>Alojz Krapež, PhD, Head of Aviation Division, Ministry of Infrastructure</td>
<td></td>
</tr>
<tr>
<td>Prepared and controlled by</td>
<td></td>
</tr>
<tr>
<td>Nataša Bešter, MSc, Compliance and Safety Manager, Civil Aviation Agency</td>
<td></td>
</tr>
<tr>
<td>Supported by</td>
<td></td>
</tr>
<tr>
<td>Rok Marolt, Director of Civil Aviation Agency</td>
<td></td>
</tr>
<tr>
<td>Alojz Krapež, PhD, Head of Aviation Division, Ministry of Infrastructure</td>
<td></td>
</tr>
</tbody>
</table>

LIST OF DISTRIBUTION AND CONTROLLED COPIES

<table>
<thead>
<tr>
<th>COPY</th>
<th>LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.1 English version</td>
<td>Ministry of Infrastructure, Director’s General Office, Aviation Division</td>
</tr>
<tr>
<td>0.2 English version</td>
<td>Civil Aviation Agency, Director’s Office</td>
</tr>
</tbody>
</table>

REVISION LIST

<table>
<thead>
<tr>
<th>REVISION</th>
<th>ADOPTION DATE</th>
<th>DESCRIPTION OF REVISION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revision 0.0</td>
<td>06.11.2017</td>
<td>Initial issue</td>
</tr>
<tr>
<td>Revision 1.0</td>
<td>15.10.2018</td>
<td>Slovenia in ICAO RASG-EUR added in Chapter 1, Low level safety actions incorporated in Chapter 3</td>
</tr>
<tr>
<td>Revision 2.0</td>
<td>23.04.2019</td>
<td>Extensive update in accordance with EPAS 2019-2023 and national Aviation Safety Risk Management, layout and structure modified</td>
</tr>
<tr>
<td>Revision 3.0</td>
<td>09.07.2020</td>
<td>Update in accordance with EPAS 2020-2024 and national Aviation Safety Risk Management</td>
</tr>
<tr>
<td>Abbreviation</td>
<td>Description</td>
<td></td>
</tr>
<tr>
<td>--------------</td>
<td>-------------</td>
<td></td>
</tr>
<tr>
<td>ABs</td>
<td>Advisory Bodies</td>
<td></td>
</tr>
<tr>
<td>ACW</td>
<td>Aircrew</td>
<td></td>
</tr>
<tr>
<td>ADR</td>
<td>Aerodromes</td>
<td></td>
</tr>
<tr>
<td>ADREP</td>
<td>Accident/Incident Data Reporting</td>
<td></td>
</tr>
<tr>
<td>AIP</td>
<td>Aeronautical Information Publication</td>
<td></td>
</tr>
<tr>
<td>AKOS</td>
<td>Agency for Communication Networks and Services of the Republic of Slovenia</td>
<td></td>
</tr>
<tr>
<td>ANS</td>
<td>Air Navigation Services</td>
<td></td>
</tr>
<tr>
<td>ANSP</td>
<td>Air Navigation Service Provider</td>
<td></td>
</tr>
<tr>
<td>AOC</td>
<td>Air Operator Certificate</td>
<td></td>
</tr>
<tr>
<td>APV</td>
<td>Approach with Vertical Guidance</td>
<td></td>
</tr>
<tr>
<td>ARO</td>
<td>Authority Requirements for Air Operations</td>
<td></td>
</tr>
<tr>
<td>ASR</td>
<td>Annual Safety Review</td>
<td></td>
</tr>
<tr>
<td>ATC</td>
<td>Air Traffic Control</td>
<td></td>
</tr>
<tr>
<td>ATM</td>
<td>Air Traffic Management</td>
<td></td>
</tr>
<tr>
<td>ATM MP</td>
<td>ATM Master Plan</td>
<td></td>
</tr>
<tr>
<td>ATO</td>
<td>Approved Training Organisation</td>
<td></td>
</tr>
<tr>
<td>ATS</td>
<td>Air Traffic Services</td>
<td></td>
</tr>
<tr>
<td>CA</td>
<td>Corrective Action</td>
<td></td>
</tr>
<tr>
<td>CAA</td>
<td>Civil Aviation Agency of the Republic of Slovenia</td>
<td></td>
</tr>
<tr>
<td>CAG</td>
<td>Collaborative Analysis Group</td>
<td></td>
</tr>
<tr>
<td>CAQ</td>
<td>Cabin Air Quality</td>
<td></td>
</tr>
<tr>
<td>CAT</td>
<td>Commercial Air Transport</td>
<td></td>
</tr>
<tr>
<td>CDFA</td>
<td>Continuous Descent Final Approach</td>
<td></td>
</tr>
<tr>
<td>CFIT</td>
<td>Controlled Flight into Terrain</td>
<td></td>
</tr>
<tr>
<td>CMSMSM</td>
<td>Compliance Monitoring and Safety Management System Manual</td>
<td></td>
</tr>
<tr>
<td>CRM</td>
<td>Crew Resource Management</td>
<td></td>
</tr>
<tr>
<td>DA</td>
<td>Delegated Act</td>
<td></td>
</tr>
<tr>
<td>DPO</td>
<td>Designated Postal Operator</td>
<td></td>
</tr>
</tbody>
</table>
DTO
Declared Training Organisation

EAFDM
European Authorities Coordination Group on Flight Data Monitoring

EAPPRE
European Action Plan for the Prevention of Runway Excursions

EAPPRI
European Action Plan for the Prevention of Runway Incursions

EASA
European Union Aviation Safety Agency

EASP
European Aviation Safety Programme

EC
European Commission

ECAC
European Civil Aviation Conference

ECCAIRS
European Coordination Centre for Accident and Incident Reporting Systems

ECR
European Central Repository

EGPWS
Enhanced Ground Proximity Warning System

EHEST
European Helicopter Safety Team

EOFDM
European Operators Flight Data Monitoring Forum

EPAS
European Plan for Aviation Safety

eTOD
Electronic Terrain and Obstacle Database

EU
European Union

EUR RASP
European Regional Aviation Safety Plan

EVT
Evaluation Task

FAB
Functional Airspace Block

FAB CE
Functional Airspace Block Central Europe

FCL
Flight Crew Licensing

FDM
Flight Data Monitoring

FI
Flight Instructor

FOT
Focused Attention Topic

GA
General Aviation

GANP
Global Air Navigation Plan

GASP
Global Aviation Safety Plan
<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Full Form</th>
</tr>
</thead>
<tbody>
<tr>
<td>HE</td>
<td>Helicopter</td>
</tr>
<tr>
<td>HEMS</td>
<td>Helicopter Emergency Medical Services</td>
</tr>
<tr>
<td>HF</td>
<td>Human Factors</td>
</tr>
<tr>
<td>HT</td>
<td>Head of Training</td>
</tr>
<tr>
<td>HTAWS</td>
<td>Helicopter Terrain Awareness Systems</td>
</tr>
<tr>
<td>ICAO</td>
<td>International Civil Aviation Organisation</td>
</tr>
<tr>
<td>ICVM</td>
<td>ICAO Coordinated Validation Mission</td>
</tr>
<tr>
<td>IFR</td>
<td>Instrument Flight Rules</td>
</tr>
<tr>
<td>IHST</td>
<td>International Helicopter Safety Team</td>
</tr>
<tr>
<td>IR</td>
<td>Implementing Rule</td>
</tr>
<tr>
<td>iSTARS</td>
<td>Integrated Safety Trend Analysis and Reporting System</td>
</tr>
<tr>
<td>IVA</td>
<td>Integrated Validation Activity</td>
</tr>
<tr>
<td>JARUS</td>
<td>Joint Authorities for Rulemaking on Unmanned Systems</td>
</tr>
<tr>
<td>KPI</td>
<td>Key Performance Indicator</td>
</tr>
<tr>
<td>KZPS</td>
<td>Kontrola zračnega prometa Slovenije (Slovenia Control)</td>
</tr>
<tr>
<td>LOC-I</td>
<td>Loss of Control In-flight</td>
</tr>
<tr>
<td>MAC</td>
<td>Mid-Air Collision</td>
</tr>
<tr>
<td>MB</td>
<td>Management Board</td>
</tr>
<tr>
<td>MED</td>
<td>Medical</td>
</tr>
<tr>
<td>MLAT</td>
<td>Multilateration</td>
</tr>
<tr>
<td>MoI</td>
<td>Ministry of Infrastructure</td>
</tr>
<tr>
<td>MS</td>
<td>Member State</td>
</tr>
<tr>
<td>MSAW</td>
<td>Minimum Safe Altitude Warning</td>
</tr>
<tr>
<td>MST</td>
<td>Member States Task</td>
</tr>
<tr>
<td>NBR</td>
<td>New Basic Regulation</td>
</tr>
<tr>
<td>NCC</td>
<td>Non-Commercial Air Operations with Complex Motor-Powered Aircraft</td>
</tr>
<tr>
<td>NCO</td>
<td>Non-Commercial Air Operations with Other-Than-Complex Motor-Powered Aircraft</td>
</tr>
<tr>
<td>NoA</td>
<td>Network of Analysts</td>
</tr>
<tr>
<td>NOTAM</td>
<td>Notice to Airmen</td>
</tr>
<tr>
<td>Abbreviation</td>
<td>Full Form</td>
</tr>
<tr>
<td>--------------</td>
<td>-----------</td>
</tr>
<tr>
<td>OPS</td>
<td>Air Operations</td>
</tr>
<tr>
<td>PIC</td>
<td>Pilot in Command</td>
</tr>
<tr>
<td>RASG</td>
<td>Regional Aviation Safety Group</td>
</tr>
<tr>
<td>RASP</td>
<td>Regional Aviation Safety Plan</td>
</tr>
<tr>
<td>RE</td>
<td>Runway Excursion</td>
</tr>
<tr>
<td>RES</td>
<td>Research Actions</td>
</tr>
<tr>
<td>RI</td>
<td>Runway Incursion</td>
</tr>
<tr>
<td>RMT</td>
<td>Rulemaking Task</td>
</tr>
<tr>
<td>RPAS</td>
<td>Remotely Piloted Aircraft Systems</td>
</tr>
<tr>
<td>RSS</td>
<td>Rich Site Syndication</td>
</tr>
<tr>
<td>SAR</td>
<td>Standardisation Annual Report</td>
</tr>
<tr>
<td>SARPs</td>
<td>Standards and Recommended Practices</td>
</tr>
<tr>
<td>SCF-NP</td>
<td>System Component Failure (Non-Powerplant)</td>
</tr>
<tr>
<td>SERA</td>
<td>Standardised European Rules of the Air</td>
</tr>
<tr>
<td>SES</td>
<td>Single European Sky</td>
</tr>
<tr>
<td>SESAR</td>
<td>Single European Sky ATM Research</td>
</tr>
<tr>
<td>SIA</td>
<td>Safety Investigation Authority</td>
</tr>
<tr>
<td>SIT</td>
<td>Slovenian Task</td>
</tr>
<tr>
<td>SMICG</td>
<td>Safety Management International Collaboration Group</td>
</tr>
<tr>
<td>SMS</td>
<td>Safety Management System</td>
</tr>
<tr>
<td>SPAS</td>
<td>State Plan for Aviation Safety</td>
</tr>
<tr>
<td>SPI</td>
<td>Safety Performance Indicator</td>
</tr>
<tr>
<td>SPN</td>
<td>Safety Promotion Network</td>
</tr>
<tr>
<td>SPO</td>
<td>Specialised Operations</td>
</tr>
<tr>
<td>SPT</td>
<td>Safety Promotion Task</td>
</tr>
<tr>
<td>SRM</td>
<td>Safety Risk Management</td>
</tr>
<tr>
<td>SSD</td>
<td>Support Services Division</td>
</tr>
<tr>
<td>SSP</td>
<td>State Safety Programme</td>
</tr>
<tr>
<td>SSR</td>
<td>Secondary Surveillance Radar</td>
</tr>
<tr>
<td>STCA</td>
<td>Short Term Conflict Alert</td>
</tr>
<tr>
<td>TMA</td>
<td>Terminal Manoeuvring Area</td>
</tr>
<tr>
<td>Abbreviation</td>
<td>Full Form</td>
</tr>
<tr>
<td>--------------</td>
<td>-----------</td>
</tr>
<tr>
<td>UAS</td>
<td>Unmanned Aircraft System</td>
</tr>
<tr>
<td>UAV</td>
<td>Unmanned Aerial Vehicle</td>
</tr>
<tr>
<td>UPRT</td>
<td>Upset Prevention and Recovery Training</td>
</tr>
<tr>
<td>USOAP</td>
<td>Universal Safety Oversight Audit Programme</td>
</tr>
<tr>
<td>VFR</td>
<td>Visual Flight Rules</td>
</tr>
<tr>
<td>VTOL</td>
<td>Vertical Take-off and Landing</td>
</tr>
<tr>
<td>WAM</td>
<td>Wide Area Multilateration</td>
</tr>
</tbody>
</table>
1 Introduction

1.1 The European Plan for Aviation Safety (EPAS) background

In 2011, the European Commission issued a White Paper on Transport (COM(2011) 144 White Paper – Roadmap to a Single European Transport Area – Towards a more competitive and resource efficient transport system) that set the objective of the European Union being the safest region in the world for aviation.

A long-term forecast published by Eurocontrol in 2010 (Eurocontrol CND/STATFOR Doc 415, 17.12.2010 – Long-Term Forecast – Flight Movements 2010 – 2030) indicates that the number of flight movements in Europe will double by 2030. Long-term forecast was updated in 2013 (Challenges of Growth 2013, Task 4: European Air Traffic in 2035), and the updated version approaches the growth in flight movements through four different scenarios, in which the growth from 2012 till 2035 varies from 20% to 80% depending on the scenario. While the commercial aviation safety situation in Europe is good at the moment, measures will be required in the future to reduce the number of accidents even as the number of flights increases and to keep the annual number of fatalities at its present low level. Advanced safety management will also be needed to respond to changes in air transport system structures, business models and technical solutions, which may at times be rapid, and to respond to the challenges brought about by new threats.

In 2011, the Commission also issued a Communication (COM(2011) 670 Communication from the Commission to the Council and the European Parliament – Setting up an Aviation Management System for Europe) to the Council and to the European Parliament outlining the measures needed to attain the objective set in the White Paper. In this Communication, the Commission notes that in addition to regulatory compliance there is a need for a systemic approach to safety, in other words the introduction of safety management systems.

The Commission issued the first version of the European Aviation Safety Programme (The European Aviation Safety Programme, SEC/2011/1261 final) together with the Communication, describing how aviation safety is managed at the European Union (EU) level. In December 2015, the Commission published the first update of the Safety Programme annexed to its report (COM(2015) 599 final, Report from the Commission to the European Parliament and the council The European Aviation Safety Programme). This edition took into consideration the legislative changes occurred since 2011 as well as the evolution of safety management in all areas. In addition, it strengthened safety promotion at EU level and described the process to update and develop EPAS, giving it a truly European dimension. A European Plan for Aviation Safety (EPAS) has also been published since 2011. It contains key identified safety risks to aviation at the European level and strategic safety objectives and actions for achieving them, as well as addressing the global objectives defined in the Global Aviation Safety Plan (GASP), published by the International Civil Aviation Organisation (ICAO).

This EPAS edition constitutes the 9th edition of the European safety action plan. This plan was initially termed ‘European Aviation Safety Plan’ (EASp). Since its 5th edition (covering 2016–2020), EPAS incorporates the EASA Rulemaking Programme, thus creating a single source for all programmed actions, supported by a single programming process. The main objective of EPAS is to further improve aviation safety and environmental protection throughout Europe, while ensuring a level playing field, as well as efficiency/proportionality in regulatory processes. EPAS is a key component of the safety management system (SMS) at the European level, which is described in the European Aviation Safety Programme2 (EASP). The regional approach
complements national approaches offering a more efficient means of discharging State obligations for safety management in the EU’s aviation system.

EPAS strategic priorities are derived from the EU Aviation Strategy with due regard to the continued increase in traffic volumes. Main safety risks are determined through the European safety risk management (SRM) process, in close coordination with States and Industry. The EPAS covers a five-year period and is reviewed and updated on a yearly basis.

The New Basic Regulation¹ which entered into force on 11 September 2018, introduced a dedicated chapter on aviation safety management, thereby creating a strong legal basis not only for EASP (Article 5) and EPAS (Article 6), but also for the establishment and maintenance of SSPs (Article 7) and State Plans for Aviation Safety (Article 8) at Member State level. These obligations already apply to states under ICAO Annex 19.

---

1.2 EPAS 2020–2024

This year, the European Union Aviation Safety Agency (EASA) published the 9th edition of EPAS. This is a cornerstone for safety planning within ICAO’s Europe and North Atlantic regions (EUR-NAT) and provides the foundation on which individual Member States build their own State Plans for Aviation Safety.

This edition of the European Plan for Aviation Safety (EPAS) emphasises the importance of identifying and mitigating risks at European level and worldwide, while at the same time taking account of changing societal demands in areas such as innovation, security, capacity and environment.

The 2020–2024 EPAS edition fosters the safe integration into the aviation system of new technologies, innovative solutions and operating concepts. The first building blocks of the regulatory framework for the operation of drones are already in place. While this work is still continuing, regulatory actions to enable concepts such as urban air mobility or technologies such as novel propulsion systems are now already part of EPAS. This edition contains a set of recommendations to prevent incidents such as those that took place in Gatwick in December 2018 as well as an ambitious roadmap to accompany industrial strategies and developments in the domain of artificial intelligence (AI) in the coming years.

EASA has an explicit mandate to protect the environment, climate and human health. The Agency is thus stepping up, its actions to create a cleaner, quieter and more sustainable aviation system in this EPAS edition. Initiatives include actions to increase CO2 efficiency, use of electric and hybrid technology as well as sustainable aviation fuels. Furthermore, EASA continues evolving its certification process and integrating effective standards such as the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA). An environmental label is being developed to increase transparency and support decision-making.

As air traffic continues growing, Europe’s skies are becoming more congested. The report of the Wise Persons Group on the future of the Single European Sky issued in April 2019, as well as the proposal for the future architecture of the European airspace put forward by the SESAR Joint Undertaking (SJU) in collaboration with the Network Manager nominated by the European Commission (EC) and Eurocontrol, include a number of recommendations and proposed actions that will be addressed within ATM/ANS-related actions included in this EPAS edition.

The multiplication of network connections and the surge in digitalisation of aviation systems increases the vulnerability to cybersecurity threats. This EPAS edition consolidates strategy for cybersecurity in all domains. In addition, with the preparatory phase now finalised, the regulatory work to develop safety requirements for ground handling has started.

The actions included in this edition also seek to reduce the number of rotorcraft accidents through the implementation of the Rotorcraft Safety Roadmap and to make general aviation (GA) safer and cheaper through General Aviation Roadmap 2.0. The Agency has launched several related safety promotion initiatives and is now starting to adapt design and production rules that are more proportionate to the risks (‘Part 21 Light’).

Data and information sources feeding EPAS include not only occurrence data (feeding the domain SRPs), but also oversight and standardisation data and related information (feeding the Standardisation Annual Report (SAR), as well as the ATM Master Plan.

EPAS constitutes the regional safety plan for EASA Member States, setting out the strategic priorities, strategic enablers, main risks affecting the European aviation system and the
necessary actions to mitigate those risks to further improve aviation safety. EPAS sets an aspirational safety goal to achieve constant safety improvement with a growing aviation industry.

According to the EUROCONTROL seven-year forecast report issued in February 2019, the forecast growth rate of instrument flight rules (IFR) movements for 2020 is 3.0% to reach 11.65 million flights (compared to a 2.8% growth rate in 2019 / 11.31 million flights). From 2021 onwards, the forecast reflects slower economic growth, with European flight growth expected to slow down from an average of 3.2% per year (2016–2020) to around 1.8% per year (2021–2025). Even though growth rates will be lower than initially forecasted, the increase in traffic will require extra efforts from all stakeholders to reach the safety goal.

EASP defines the aviation safety framework at European level. The objective of EASP is to ensure that the system for the management of aviation safety in the EU delivers the highest level of safety performance, uniformly enjoyed across the whole Union, and continuing to improve over time, while taking into account other important objectives such as environmental protection. It explains the functioning of the European aviation system to manage the safety of civil aviation in the EU in accordance with Regulation (EU) 2018/1139. It describes the processes, roles and responsibilities of the different actors and lays down general principles for European safety management, including safety action planning. EASP functionally corresponds, at EU level, to the State Safety Programme (SSP) as described in International Civil Aviation Organization (ICAO) Annex 19 'Safety Management'. It is prepared by the EC, in consultation with Member States and EASA, and updated as required.

The development of EPAS relies on dedicated stakeholder groups, in particular:
- the Member States’ Advisory Body (MAB) that provides advice on strategic priorities;
- the Stakeholders Advisory Body (SAB) that reviews strategic orientation and performance indicators from an industry perspective; and
- the Technical/Sectorial Bodies (TeB, TeC, Sectorial Committees, representing Member States and industry respectively) that provide technical and operational advice as well as feedback on implementation.

The Basic Regulation requires EASA Member States to consider relevant risks and actions defined in EPAS within their national safety action planning process. In return, EPAS defines a number of specific actions addressed to and owned by Member States, to support the implementation of effective SSPs and SPAS.

The implementation of EPAS, as well as of SSP and SPAS, is supported by a specific stakeholder advisory body, the Safety Management TeB (SM TeB). Its main purpose is to provide a forum to exchange information and address implementation issues in the area of State safety management, as well as to provide input and feedback on EPAS implementation in regard to systemic issues. The SM TeB also provides recommendations on further actions required to support EPAS, SSP and SPAS implementation. All EASA Member States are represented in the SM TeB; non-EASA European Civil Aviation Conference (ECAC) States are invited to attend as observers. In addition to being developed in accordance with the processes, roles and responsibilities described in EASP, EPAS is consistent with the ICAO global plans in the area of aviation safety and air navigation and ensures alignment with the SES ATM Master Plan.
Figure 1: Relationship between EPAS and other programmes and plans
1.3 The Global Aviation Safety Plan (GASP) – ICAO Doc 10004

EPAS supports the objectives and priorities of GASP. The purpose of GASP is to continually reduce fatalities, and the risk of fatalities, by guiding the development of a harmonised aviation safety strategy and the development and implementation of regional and national aviation safety plans. A safe aviation system contributes to the economic development of States and their industries. GASP promotes the implementation of a State’s safety oversight system, a risk-based approach to managing safety as well as a coordinated approach to collaboration between States, regions and industry. One of the GASP goals is for States to improve their effective safety oversight capabilities and to progress in the implementation of SSPs. Thus, GASP calls for States to put in place robust and sustainable safety oversight systems that should progressively evolve into more sophisticated means of managing safety.

In addition to addressing systemic safety, GASP addresses high-risk categories of occurrences, which are deemed global safety priorities. These categories were determined based on actual fatalities from past accidents, high fatality risk per accident or the number of accidents and incidents.

The following high-risk categories have been identified for the 2020–2022 edition of the GASP:

- **Controlled flight into terrain** – CFIT is an in-flight collision with terrain, water or obstacle without indication of loss of control. Accidents categorised as CFIT involve all instances where an aircraft is flown into terrain in a controlled manner, regardless of the crew’s situational awareness. CFIT accidents involve many contributing factors, including: procedure design and documentation, pilot disorientation and adverse weather. Requirements for aircraft to be equipped with ground proximity warning systems have significantly reduced the number of CFIT accidents. Despite the absence of CFIT accidents involving transport category aircraft over the past few years, CFIT accidents often have catastrophic results when they occur, with very few, if any, survivors. Therefore, there is a high fatality risk associated with these events.

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

- **Mid-air collision** – a mid-air collision refers to a collision between aircraft while both are airborne. Mid-air collisions can be the result of a level bust due to a loss of separation between aircraft. Mid-air collisions involve many contributing factors, including: traffic conditions, air traffic controller workload, aircraft equipment and flight crew training. Requirements for aircraft to be equipped with traffic alert and collision avoidance system/airborne collision avoidance system (TCAS/ACAS) have significantly reduced the number of mid-air collisions. However, when they occur, mid-air collisions often have catastrophic results with very few, if any, survivors. Therefore, there is a high fatality risk associated with these events.

- **Runway excursion** – a runway excursion is a veer off or overrun off the runway surface. The term “runway excursion” is a categorisation of an accident or incident which occurs during either take-off or landing phase. The excursion may be intentional or unintentional. For example, the deliberate veer off to avoid the collision brought about
by a runway incursion. Runway excursions involve many contributing factors, including unsterilized approaches and the condition of the runway. The high number of accidents resulting from runway excursions involving commercial air transport aeroplanes has led to several initiatives regarding runway safety. The term “runway safety” describes a series of occurrence categories, including: abnormal runway contact, ground collision, runway excursion, runway incursion, loss of control on the ground, collision with obstacle(s) and undershoot/overshoot. However, runway excursions remain predominant in terms of number of occurrences. Although statistically the majority of runway excursions are survivable, the fatality risk remains significant. The outcome of runway excursion (e.g. whether it is survivable) is based on several factors, including the speed at which an aircraft touches down or departs the runway end during the excursion (high energy excursions), runway contamination and the characteristics of the runway end safety area at the aerodrome.

- Runway incursion – a runway incursion is any occurrence at an aerodrome involving the incorrect presence of an aircraft, vehicle or person on the protected area of a surface designated for the landing and take-off of aircraft. Incursions produce an increased risk of collision for aircraft occupying the runway. When collisions occur outside the runway (e.g. on a taxiway or on the apron), the aircraft and/or vehicles involved are usually travelling relatively slowly. However, when a collision occurs on the runway, at least one of the aircraft involved will often be travelling at considerable speed (high energy collisions) which increases the fatality risk. Runway incursions involve many contributing factors, including: aerodrome design, pilot and air traffic controller workload and use of non-standard phraseology. Although statistically very few runway incursions result in collisions, there is a high fatality risk associated with these events.

GASP high-risk categories of occurrences are not addressed specifically in this document because they are consistent with the key risk areas identified through the European SRM process.
1.4 The European Regional Aviation Safety Plan (EUR RASP)

Since 2017 the ICAO Regional Office for the EUR/NAT region and EASA have been working together to develop a Regional Aviation Safety Plan (RASP) based on EPAS, thus allowing all States that are part of the EUR/NAT region to benefit from this approach. The aim of the RASP is to facilitate the achievement of the GASP goals at a regional level. The RASG–EUR is the main body to monitor the EUR RASP implementation and to collect feedback from stakeholders with the assistance of ICAO and EASA.

The first EUR RASP covering the period 2019–2023 was issued on 31 January 2019 following endorsement at the combined meeting of the coordination groups of the European Air Navigation Planning Group (EANPG) and RASG – EUR region (RASG–EUR) of ICAO. This made EUR–NAT the first ICAO region having its RASP adopted. The EUR RASP is built upon the experience gathered by EASA, EU and European Civil Aviation Conference (ECAC) on development and implementation of the EPAS. Originally the EPAS was created to support the future growth of aviation while securing a high and uniform level of safety for all Member States. This approach allows the States, the European Commission and EASA to take the necessary actions at the right time so as to ensure safe, secure and environmental friendly implementation of new business models and deployment of new technologies. Later it was agreed that EPAS should also support implementation of the ICAO GASP.

Like the EPAS, the aim of the EUR RASP is to facilitate the implementation of GASP goals at a broader ICAO EUR regional level covering 56 States.

Due to specific difference in the areas of coverage for EPAS and EUR RASP it was agreed to maintain both documents, but to ensure that they are aligned and not contradicting to each other.

To support the EUR-RASP planning process, EPAS 2020–2024 edition provides references to corresponding GASP 2020–2022 Safety Enhancement Initiatives (SEIs) addressed to States or industry, covering both organisational challenges and operational risks. Also this document has GASP references in chapter 2, if applicable for certain MST. GASP SEIs addressed to the regions are considered implemented through the EU SMS at large, as described in EASP and implemented through EPAS. Consequently, they are not specifically referenced in EPAS.

1.5 The ATM MP and the GANP

The purpose of GANP is to drive the evolution of the global air navigation system to meet the ever-growing expectations of all sectors of aviation community, in a safe, secure and cost-effective manner while reducing the aviation environmental impact. To this end, GANP provides a series of operational improvements to increase capacity, efficiency, predictability, flexibility while ensuring interoperability of systems and harmonisation of procedures. GANP provides a global basis on which regional and national air navigation implementation plans are developed.

The ATM Master Plan is the European planning tool for setting ATM priorities, aligned with the GANP and enabling the Single European Sky ATM Research (SESAR) ‘Target Concept’ to become a reality. The SESAR ‘Target Concept’ aims at achieving a high-performing ATM system by enabling airspace users to fly their optimum trajectories through effective sharing of information between air and ground. The ATM Master Plan is evolving and is built in collaboration with and for the benefit of all aviation stakeholders. The ATM Master Plan also provides stakeholders with a business view of what deployment will mean in terms of return on investment.
As required by Article 93(c) of the Basic Regulation which stipulates that ‘The Agency shall, where it has the relevant expertise and upon request, provide technical assistance to the Commission, in the implementation of the Single European Sky, in particular by contributing to the implementation of the ATM Master Plan (MP), including the development and deployment of the SESAR programme’, an alignment between EPAS and the ATM MP needs to be accomplished. Furthermore, as EASA is the body responsible for the SES safety pillar and safety is one of the key performance indicators (KPIs) within the SES ATM Performance Scheme — through which the ATM Master Plan contributes to achieving these ambitions — the EPAS actions and ATM Master Plan solutions should be aligned where possible and the changes made in the 2019–2023 EPAS edition constituted an important step towards such alignment.

This alignment requires two actions. Firstly, that the ATM Master Plan identifies solutions that can mitigate related safety risks identified by the European aviation safety system, and secondly that EPAS makes references to those solutions from the ATM Master Plan that are actually mitigating those identified safety risks.

This alignment is ensured as follows:

- Volume I is in line with the ATM Master Plan Level 1 (Executive View), Fourth Edition; and
- Volume II is aligned with the published solutions in the ATM Master Plan that aim at mitigating existing safety risks.

Future versions of both documents will mature in line with this alignment concept. For future editions, it is also envisaged to evolve to further align in terms of environment and interoperability of ATM systems. Both plans will also need to consider the recommendations stemming from the Report of the Wise Persons Group on the future of the Single European Sky10 and the proposal for the future architecture of the European airspace11 (refer to Section 2.2.2).

1.6 How EPAS is monitored

1.6.1 Reporting on State actions (MSTs)

In previous years, the actions owned by MSs (MSTs) were monitored by means of an online survey. The survey was addressed to all EASA MSs, as well as non-EASA MSs applying EPAS, and initiated once EPAS was published. The survey sought States’ feedback on the status of implementation of MST EPAS actions. The results were summarised in an implementation report. EASA discontinued the EPAS survey and the production of implementation reports in 2018.

In accordance with Chapter II of the Basic Regulation, Member States are required to develop a SPAS, taking into consideration the actions they own in EPAS and providing justifications when such actions are not considered relevant to them. Accordingly, SPAS will be the primary tool for Member States to report on action implementation. States are expected to provide an up-to-date SPAS at least annually or, where the SPAS is not updated annually, a report on the implementation of EPAS actions. Implementation of the SPAS is also foreseen to be monitored by the Agency as part of the standardisation activities. EASA made available an online platform for Member States to upload their SSP, SPAS and any other relevant material. This online platform, hosted on the EASA SharePoint site for the EASA ABs, is also intended to facilitate the exchange of information amongst Member States on EPAS and SSP implementation.
1.6.2 Reporting on other actions in EPAS (RMT, SPT, RES and EVT)

For the remaining actions, where EASA is in the lead, feedback on implementation is regularly provided during AB meetings. Most of the deliverables planned in EPAS are published on the EASA website (see rulemaking process site, safety promotion site, research projects site and evaluation of rules site).

1.7 Slovenian Plan for Aviation Safety (SPAS)

Aviation is a global environment that requires States to co-ordinate efforts to improve safety. SPAS is developed with regard for international safety priorities and in particular with regard for the EASA EPAS and the ICAO GASP.

Standardization of safety initiatives, in the GASP, associated with an SSP, requires the implementation of a risk-based approach that achieves an acceptable level of safety performance. In this context, the role of the State evolves to include the establishment and achievement of safety performance targets as well as effective oversight of its service providers’ SMS. The transition to an SSP requires increased collaboration across operational domains to identify hazards and manage risks. The analysis of various forms of safety data is needed to develop effective mitigation strategies specific to each State. This requires ICAO, States, and international organizations to work closely together on safety risk management. In addition, collaborative efforts between key stakeholders, including service providers and regulatory authorities, are essential to the achievement of safety performance targets established through a State’s SSP or service providers’ SMS. Through partnerships with such key stakeholders at national and regional levels, safety data should be analysed to support maintenance of performance indicators related to the risks and the major components of the aviation system. Key stakeholders should reach agreements to identify appropriate indicators, determine common classification schemes and establish analysis methodologies that facilitate the sharing and exchange of safety information.

The Republic of Slovenia introduced the first version of the State Safety Programme (SSP) in July 2016. The SSP describes the national aviation safety management system. It contains an aviation safety policy and a high-level description of the legislative background, processes and safety work. SSP is developed by the working group appointed by minister and according to Aviation Act adopted by the Government of the Republic of Slovenia.

For implementation of the State Safety Programme the Civil Aviation Agency of the Republic of Slovenia (CAA) annually updates the Slovenian Plan for Aviation Safety on behalf of the State. Before SPAS is adopted by director general of Ministry’s Directorate of Aviation and Maritime Transport it shall be coordinated with relevant stakeholders, who participate in the working group mentioned in previous paragraph. The purpose of the SPAS is to provide a strategic direction to safety management at State level and to outline to all stakeholders where the Republic of Slovenia will target resources in the certain period as part of the risk and performance based approach to safety management.

The formal communication channels between the members of the SSP working group have been established through regular meetings of the group and through e-mail communication which is coordinated by the secretary of the working group.

The tasks of the working group are as follows:
The working shall constantly monitor the relevance and consistency of the SSP and the SPAS with international standards, recommended practices and guidelines of the ICAO and with European Union regulations, other regulations and legal acts in force in the Republic of Slovenia in the area of civil aviation.

The working group shall propose, as appropriate, the revision of the SSP and annually updates the SPAS.

On the basis of the continuous collection of information related to aviation safety, the working group, in addition to the activities to be determined following the gap analysis, in accordance with Articles 7 and 8 of Regulation (EU) No 2018/1139, in consultation with relevant stakeholders, is establishes and maintains the SSP. This program must be proportionate to the scale and complexity of aviation activities and be in line with the European Aviation Safety Program.

The working group ensures that the SSP contains at least the elements related to the responsibilities of national safety management described in international standards and recommended practices. In addition, the SSP should determine the level of safety performance to be achieved at national level in the field of aviation activities for which the state is responsible.

The working group is responsible for the SPAS, which is annexed to the SSP. Based on an assessment of relevant safety information, the working group, in consultation with the relevant stakeholders, identifies the main safety risks affecting its national aviation safety system and sets out the necessary measures to mitigate these risks.

The working group is obliged to continuously ensure the consistency of the SSP with European Aviation Safety Programme (EASP) and GASP and to prepare a table of actions resulting from the SSP and which are harmonized with EPAS.

The working group has delegated its safety promotion task to the CAA, which is responsible for the continuing education, communication and sharing of safety information with and among its service providers and regulatory and administrative organisations involved in the SSP. CAA is executing this responsibility mainly via various safety promotion events, which are annually published on its website. In addition to that CAA issues safety posters, leaflets, brochures and other materials in order to prevent safety risks or mitigate them after they already occurred. An important document which includes relevant safety information for the state is also the Annual Safety Review, prepared annually by the CAA and published on its website.

Each aviation organisation is responsible for the safety of its own operations. The organisations shall address in their Safety Management Systems the threats identified by them and those identified in the European and national aviation safety risk management process in respect of their own operations, assess the associated risks and, if necessary, implement tasks aiming to reduce the risks to an acceptable level. As part of its oversight activities, CAA assesses how the organisations have addressed the threats relevant to them described in the SPAS in their safety management. This assessment can be also done in a way of research.

The effectiveness of SPAS measures will be monitored as part of aviation safety risk management and safety assurance. CAA monitors implementation of the actions through Safety Board meetings. The effectiveness of proposed and accomplished tasks in 2019 is presented annually in the Report on MST and SIT realisation and in the CAA Annual Aviation Safety Review. Key safety risks for Slovenian aviation are identified through European and national safety risk management process. SPAS contains in Chapter 2 the high (risks) and low level tasks that need to be taken in order to mitigate identified risks and reduce them to the acceptable safety level.

Most of the tasks are continuous nature while others have due dates. Tasks of continuous nature and tasks which were not accomplished in the previous year are transferred into SPAS for next 4 year period, if still relevant. The objectives/goals derive from the risks in Chapter 2.
Our goal is to mitigate identified risks and reduce them to the acceptable safety level (e.g. runway excursions, CFIT, mid-air collision (MAC)...) or implement/promote/prioritize certain area (e.g. SSP, SMS, flight data monitoring (FDM), SPAS...).

Those tasks are divided into:
- systemic safety & competence of personnel
- operational issues addressed to a different aviation domains (CAT & NCC/Aeroplane, Rotorcraft operations, General aviation: Non-commercial operations and Aerodromes) and
- safe integration of new technologies and concepts.

The data for each high level task shall include at least:
- number (for tasks originating from EPAS – MST.001, MST.002...; for national related tasks SIT.001, SIT.002...)
- headline
- objective/description
- owner
- affected stakeholders
- status
- reference(s)
- dependencies
- deliverable(s)
- overall due date and
- low level tasks or explanation in case that the high level task is not relevant.

The data for each low level task shall include at least:
- number (for tasks originating from EPAS – MST.001-001, MST.001-002; for national related tasks SIT.001-001, SIT.001-002...)
- headline
- objective/description
- status (ongoing if existed in previous SPAS, new if added it this edition of SPAS)
- due date for completing the task (year, exact date or continuous, completed with explanation).

For efficient implementation of SSP and EPAS MST, CAA established working groups for each EPAS and national task. Working groups shall propose low level safety tasks as a tool to achieve efficient implementation of task, lower the detected hazard or meet certain objective. Low level safety tasks are incorporated into this document. These actions may include rule-making, policy, targeted safety oversight/safety analysis and safety promotion. Most of the tasks are continuous nature while others have due dates. CAA monitors implementation of the actions through Safety Board meetings.

Implementation of SSP and SMS may involve regulatory, policy, and organizational changes that require additional resources, personnel retention, or different skill sets, depending on the degree to which each of the SSP and SMS elements have already been implemented. Additional resources may also be needed to support the collection, analysis and management of information required to develop and maintain a risk-based decision-making process. In addition, technical capabilities should be developed to collect and analyse data, identify safety trends and disseminate results to relevant stakeholders. An SSP may require investments in the technical systems that enable analytical processes, as well as knowledgeable and skilled professionals required to support the programme.

Actual statistical data about aviation occurrences in the Republic of Slovenia are contained in the CAA Annual Aviation Safety Reviews.
Many States, including Slovenia, EASA and ICAO publish annual aviation safety reviews. The Slovenian, EASA and ICAO reports are available on:

https://www.caa.si/porocilo-o-letalski-varnosti.html


http://www.icao.int/safety/Pages/Safety-Report.aspx
## Systemic Safety & Competence of Personnel

<table>
<thead>
<tr>
<th>MST/SIT Number</th>
<th>Task Headline</th>
<th>Affected stakeholders</th>
</tr>
</thead>
<tbody>
<tr>
<td>MST.001</td>
<td>Prioritization of work on Slovenian SSP</td>
<td>All</td>
</tr>
<tr>
<td>MST.002</td>
<td>Promotion of SMS</td>
<td>All</td>
</tr>
<tr>
<td>MST.026</td>
<td>SMS Assessment</td>
<td>OPS, ACW, MED, ADR</td>
</tr>
<tr>
<td>MST.028</td>
<td>Establishment and maintaining of the Slovenian Plan for Aviation Safety (this MST includes MST 004, 005, 006, 007, 010, 014, 016 and 018 from EPAS 2018–2022)</td>
<td>All</td>
</tr>
</tbody>
</table>
| MST.032 | Oversight capabilities/focus areas:  
- availability of adequate personnel in CAA  
- cooperative oversight in all sectors  
- organisations Management System in all sectors | All |
| MST.033 | Language proficiency requirements – sharing best practices, to identify areas for improvement for the uniform and harmonised language proficiency requirements implementation | MS, ANSPs, ATCOs, TO, pilot licence holders and students |
| MST.035 | Oversight capabilities/focus area: fraud cases in Part-147 | CAs, AMTOs |

## Operational Issues

### CAT & NCC/Aeroplane

<table>
<thead>
<tr>
<th>MST/SIT Number</th>
<th>Task Headline</th>
<th>Affected stakeholders</th>
</tr>
</thead>
<tbody>
<tr>
<td>MST.003</td>
<td>Flight data monitoring</td>
<td>AOC holders (CAT)</td>
</tr>
<tr>
<td>MST.004</td>
<td>Loss of control in flight</td>
<td>CAT, HE</td>
</tr>
<tr>
<td>MST.005</td>
<td>Fire, smoke, fumes and cabin air quality (Aircraft environment)</td>
<td>CAT</td>
</tr>
<tr>
<td>MST.006</td>
<td>Controlled flight into terrain</td>
<td>CAT</td>
</tr>
<tr>
<td>MST.007</td>
<td>Runway excursions</td>
<td>CAT</td>
</tr>
<tr>
<td>MST.010</td>
<td>Mid-air collision</td>
<td>CAT</td>
</tr>
<tr>
<td>MST.014</td>
<td>Runway incursions</td>
<td>CAT</td>
</tr>
<tr>
<td>MST.018</td>
<td>Ground safety</td>
<td>CAT</td>
</tr>
<tr>
<td>MST.019</td>
<td>Better understanding of operators' governance structure</td>
<td>AOC holders (CAT)</td>
</tr>
<tr>
<td>MST.024</td>
<td>Loss of separation between civil and military aircraft</td>
<td>CAT</td>
</tr>
<tr>
<td>MST.030</td>
<td>Implementation of SESAR solutions aiming to reduce the risk of mid-air collision en-route and in terminal manoeuvring areas (TMA)</td>
<td>ANSP</td>
</tr>
<tr>
<td>MST.034</td>
<td>Oversight capabilities/focus area: flight time specification schemes</td>
<td>AOC holders (CAT)</td>
</tr>
</tbody>
</table>

### Operational Issues Rotorcraft operations

<table>
<thead>
<tr>
<th>MST/SIT Number</th>
<th>Task Headline</th>
<th>Affected stakeholders</th>
</tr>
</thead>
<tbody>
<tr>
<td>MST.015</td>
<td>Helicopter safety events</td>
<td>HE</td>
</tr>
<tr>
<td>MST.031</td>
<td>Implementation of SESAR solutions aiming to facilitate safe IFR operations</td>
<td>HE</td>
</tr>
</tbody>
</table>

### Operational Issues General aviation: Non-commercial operations

<table>
<thead>
<tr>
<th>MST/SIT Number</th>
<th>Task Headline</th>
<th>Affected stakeholders</th>
</tr>
</thead>
<tbody>
<tr>
<td>MST.016</td>
<td>Staying in control, coping with weather, preventing mid-air collisions and managing the flight</td>
<td>GA</td>
</tr>
<tr>
<td>MST.025</td>
<td>Improvement in the dissemination of safety messages</td>
<td>GA</td>
</tr>
<tr>
<td>MST.027</td>
<td>Promotion of Safety culture in GA</td>
<td>GA</td>
</tr>
<tr>
<td>SIT.004</td>
<td>Parachuters, paragliders, hang gliders and microlights airplanes</td>
<td>GA</td>
</tr>
</tbody>
</table>

### Operational Issues Aerodromes

<table>
<thead>
<tr>
<th>MST/SIT Number</th>
<th>Task Headline</th>
<th>Affected stakeholders</th>
</tr>
</thead>
<tbody>
<tr>
<td>MST.029</td>
<td>Implementation of SESAR runway safety solutions</td>
<td>Aerodrome operators, AOC holders, ANSPs and CAs</td>
</tr>
</tbody>
</table>

### Safe integration of new technologies and concepts

<table>
<thead>
<tr>
<th>MST/SIT Number</th>
<th>Task Headline</th>
<th>Affected stakeholders</th>
</tr>
</thead>
<tbody>
<tr>
<td>SIT.005</td>
<td>Drones</td>
<td>All</td>
</tr>
</tbody>
</table>
2.1 Systemic safety and competence of personnel

This area addresses system-wide problems that affect aviation as a whole. In most scenarios, these problems are related to human factors, human performance limitations, competence of personnel, socio-economic factors or to deficiencies in organisational processes and procedures, whether at authority or industry level.

This area also includes the impact of security on safety.

2.1.1 Safety management

Safety management is a strategic priority. Despite the fact that last years have clearly brought continued improvements in safety across every operational domain, recent accidents underline the complex nature of aviation safety and the significance of addressing human factor aspects. Authorities and aviation organisations should anticipate more and more new threats and associated challenges by developing SRM principles. These principles will be strengthened through SMS implementation supported by ICAO Annex 19 and Regulation (EU) No 376/2014 (reporting reinforcement).

Regulatory framework requiring safety management is in place across all domains of aviation, with proportionate requirements in the area of GA. Regulatory framework for information security management is in place. The goal is to improve the level of safety through effective implementation of safety management within authorities and organisations.

Organisations and authorities shall be able to demonstrate compliance and effective implementation. For ATM/ANS, this will be monitored as part of the ATM Performance Scheme. For the other domains (air operations, aircrew and aerodromes), it is proposed to start with collecting data on the status of compliance with organisation and authority requirements as relevant to safety management.

2.1.2 Competence of personnel

Competence of personnel is a strategic priority. As new technologies and/or operating concepts emerge on the market and the complexity of the system continues increasing, it is of key importance to have the right competencies and adapt training methods to cope with new challenges. It is equally important for aviation personnel to take advantage of the opportunities presented by new technologies to enhance safety.

The safety actions identified currently — related to aviation personnel — are aimed at introducing competency-based training for all licences and ratings. These actions play a role in improving safety across all aviation domains.

The goal is to ensure continuous improvement of all aviation personnel competence.

2.1.2.1 Language proficiency (pilots and ATCOs)

The decision to address language proficiency requirements (LPRs) for pilots and air traffic controllers was first made by the 32nd Session of the ICAO Assembly in September 1998 as a
direct response to several fatal accidents, including one that cost the lives of 349 persons, as well as to previous fatal accidents in which the lack of proficiency in English was identified as a contributing factor. The intent was to improve the level of language proficiency in aviation worldwide, and reduce the communication breakdowns caused by a lack of language skills.

LPRs have now moved beyond implementation (Assembly Resolution A38-8 refers), entering a phase of post implementation.

Despite the successful establishment of national LPR systems, there remains insufficient awareness, particularly in the selection of suitable and appropriate testing tools that meet ICAO LPRs, which may result in safety risks.

Therefore, EASA supports the continuation of the LPR activities as an important aviation safety element and joins efforts with ICAO, working together in order to streamline and harmonise the LPR activities and optimise support to Member States and the industry.

Building on the successful joint endeavours, ICAO and EASA in close coordination conduct a joint ICAO/EASA activity on LPR implementation.

Moreover, the following points have been brought to the attention of EASA (some came from the industry directly):

- Whilst all pilots holding a CPL/an IR and an ATPL have an English LP endorsement on their licence of at least the LP level 4, experience has shown that many of the pilots seeking a job at airlines cannot pass a straightforward telephone interview and are therefore not successful in getting their first job as an airline pilot.
- GA pilot organisations claim that the language proficiency tests are too demanding and not adapted to the GA environment. Furthermore, GA organisations claim that the real advantage of the language proficiency examinations is for the language proficiency testing industry.
- Raw safety data shows only a very low number of incidents related to a lack of language proficiency, whilst a significant number of incidents are related to a lack of situational awareness because the radio communications were only in the local language.
- Pilot organisations claim that the CAs in different Member States have implemented different procedures to test language proficiency with the effect that in some countries it is easier or in other countries more difficult to obtain a language proficiency endorsement. (Some airlines have a Level 6 as a pre-entry requirement thus pushing pilots to search for an easy solution).
- The language proficiency testing industry claims that the provisions for language proficiency in Regulation (EU) 1178/2011 are not consistent with the latest amendments of ICAO Annex 1.

The goal is to increase safety by reducing the risk of ineffective communication or even miscommunication when pilots and/or controllers need to face an unexpected situation and to use plain language.

To react to the above:

- EASA intends to promote the use of the English language during pilot training for IR, CPL and ATPL.
- EASA is evaluating the content of the provided tests and is ready to reconsider the necessity of language proficiency tests for pilots holding a light aircraft pilot licence (LAPL) or a private pilot licence (PPL) with a radio telephony (RT) licence that includes the English language.
EASA has initiated an analysis of the raw data to ensure that not only those incidents that are directly related to language proficiency are included, but also those that show the lack of language proficiency in the chain of events.

Through standardisation of CAs and with the feedback on performance of the technical advisory bodies, EASA has started to have a closer look at the tests that are provided in the different Member States. After a thorough analysis, EASA plans to promote selected best practices with the view to harmonising testing methods.

EASA has verified the existing requirements and considers these as sufficient; however, EASA plans to encourage Member States through safety promotion measures to make use of ICAO Doc 9835.

2.1.2.2 Maintenance staff – Part-147

At present, Part-147 excludes the use of distance learning for the purpose of basic knowledge and aircraft type training as the training locations are part of the approval. Part-66 allows the use of 'synthetic training devices', but does not define them. According to Appendix III to Part-66, 'Multimedia Based Training (MBT) methods may be used to satisfy the theoretical training element either in the classroom or in a virtual controlled environment (…)'; however, Appendix III to Part-66 does not define these methods, and no guidance exists on how to evaluate, validate and/or approve courses based on MBT methods.

The goal is to ensure continuous improvement of all aviation personnel competence.

The introduction of the new methods and technologies will lead to a level playing field, raise the efficiency, quality and safety of maintenance training. Additionally, this way, the training provided amongst the approved maintenance training organisations will be at a similar level. Moreover, it may result in an increased number of young people choosing to engage in maintenance career, which may help to tackle the expected shortage of maintenance staff in the near future.

2.1.3 Oversight and standardisation

The safety actions in this area are aimed at addressing issues emerging from standardisation activities, with focus on the safety oversight responsibilities of the Member States. The conclusions of the EASA 2018 SAR are also taken into account.

Authority requirements, introduced in the rules developed under the first and second extension of the EASA scope, define what Member States are expected to implement when performing oversight of the organisations under their responsibility. In particular, they introduced the concept of risk-based oversight with the objective of addressing safety issues with a consideration to efficiency.

The CAA should have the:
1. ability and determination to conduct effective oversight;
2. ability to identify risks through a process to collect and analyse data;
3. ability to mitigate the identified risks in an effective way, implying measurement of performance and leading to continuous improvement;
4. willingness and possibility to exchange information and cooperate with other CAs;
5. ability to ensure the availability of adequate personnel, where ‘adequate’ includes the notion of sufficient training and proper qualification; and

6. focus on the implementation of effective management systems in industry, wherever required by the regulations in force.

The goal is that CAA is able to properly discharge its oversight responsibilities, with particular focus on management of safety risks, exchange of information and cooperation with other CAs. To that end, implementation of management systems in all organisations, as well as ensuring the availability of adequate personnel in the CAA are essential enablers.

The elements above are constantly monitored during the Standardisation activities conducted by the EASA.
Number: MST.001
Headline: Prioritization of work on Slovenian SSP
Objective/description: In the implementation and maintenance of the SSP, Member States shall in particular:

- ensure effective implementation of the authority requirements and address deficiencies in oversight capabilities, as a prerequisite for effective SSP implementation,
- ensure effective coordination between State authorities having a role in safety management,
- ensure that inspectors have the right competencies to support the evolution towards risk- and performance-based oversight,
- ensure that policies and procedures are in place for risk and performance-based oversight, including a description of how an SMS is accepted and regularly monitored,
- consider civil-military coordination aspects where relevant for State safety management activities, with a view to identifying where civil-military coordination and cooperation will need to be enhanced to meet SSP objectives,
- establish policies and procedures for safety data collection, analysis, exchange and protection, in accordance with Regulation (EU) No 376/2014,
- establish a process to determine SPIs at State level addressing outcomes and processes,
- ensure that an approved SSP document is made available and shared with other Member States and EASA,
- ensure that the SSP is regularly reviewed and that the SSP effectiveness is regularly assessed.

Owner: MS
Affected stakeholders: All
Status: Ongoing
Reference(s):
- GASP SEI-13 — Start of SSP implementation at the national level
- GASP SEI-14 — Strategic allocation of resources to start SSP implementation
- GASP SEI-15 — Strategic collaboration with key aviation stakeholders to start SSP implementation
- GASP SEI-16 — Strategic collaboration with key aviation stakeholders to complete SSP implementation

Dependencies: MST.028
Deliverable(s): SSP document made available, SSP effectively implemented
Overall due date: 2019, 2025

Low level tasks:

Number: MST.001-001
Headline: Effective implementation of the authority requirements
Objective/description: Ensure effective implementation of the authority requirements and address deficiencies in oversight capabilities, as a prerequisite for effective SSP implementation
Status: Ongoing
Due date for completing the task: Continuous

Number: MST.001-002
Headline: Coordination between State authorities
Objective/description: Ensure effective coordination between State authorities having a role in safety management
Status: Ongoing  
Due date for completing the task: Continuous

**Number: MST.001-003**  
Headline: Inspector competencies  
Objective/description: Ensure that inspectors have the right competencies to support the evolution towards risk-and performance-based oversight  
Status: Ongoing  
Due date for completing the task: Continuous

**Number: MST.001-004**  
Headline: Risk-and performance-based oversight  
Objective/description: Ensure that policies and procedures are in place for risk-and performance-based oversight, including a description of how an SMS is accepted and regularly monitored  
Status: Ongoing  
Due date for completing the task: Continuous

**Number: MST.001-005**  
Headline: Civil-military coordination  
Objective/description: Consider civil-military coordination aspects where relevant for State safety management activities, with a view to identifying where civil-military coordination and cooperation will need to be enhanced to meet SSP objectives  
Status: New  
Due date for completing the task: Continuous

**Number: MST.001-006**  
Headline: Occurrence reporting  
Objective/description: Establish policies and procedures for safety data collection, analysis, exchange and protection, in accordance with Regulation (EU) No 376/2014  
Status: Ongoing  
Due date for completing the task: Completed (see policies and procedures in CMSMSM), but continuous monitoring for compliance, performance and effectiveness is required.

**Number: MST.001-007**  
Headline: SPIs at State level  
Objective/description: Establish a process to determine SPIs at State level addressing outcomes and processes  
Status: Ongoing  
Due date for completing the task: 2020

**Number: MST.001-008**  
Headline: SSP shall be available and shared  
Objective/description: Ensure that an approved SSP document is made available and shared with other Member States and EASA. The SSP shall be shared with EASA and Member States via EASA online platform in 2020. Every new version of the SSP shall be made available via appropriate channels.  
Status: Ongoing  
Due date for completing the task: Completed. The first version of the SSP was adopted by the Government of Republic of Slovenia in July 2016. SSP published on CAA webpage: [https://www.caa.si/drzavni-program-upravljanja-varnosti-v-civilnem-letalstvu-ssp.html](https://www.caa.si/drzavni-program-upravljanja-varnosti-v-civilnem-letalstvu-ssp.html) and also published on ICAO integrated Safety Trend Analysis and Reporting System (iSTARS) and shared with EASA Safety Management Team by email, 07.02.2019.
Number: MST.001-009
Headline: SSP shall be regularly reviewed and effective
Objective/description: Ensure that the SSP is regularly reviewed and that the SSP effectiveness is regularly assessed. Update the gap analysis regularly. In 2020 additional effort will be put on questions which were not answered satisfactorily and the gap analysis will be updated again. All SSP foundational PQs\(^2\), which are still not answered satisfactory (currently 32 out of 299) will be reviewed again in the OLF.
Status: Ongoing
Due date for completing the task: Continuous

\(^2\) The term foundation of an SSP refers to a subset of the USOAP PQs that have been identified as fundamentals and are considered as prerequisites for sustainable implementation of the full SSP. These are referred to as SSP foundational PQs. SSP foundational PQs are grouped into subject areas derived from Annex 19 and Doc 9859. States can prioritize and address these PQs when conducting SSP gap analysis or while defining the SSP implementation/action plan. The concept of foundation of an SSP is intended to replace the 60 per cent EI score previously used in the GASP as a threshold to progress into implementation of the SSP. The intent is that these PQs be included in the SSP implementation planning to ensure sustainability. The full list of SSP foundational PQs can be found using the SSP Foundational tool available via the ICAO integrated Safety Trend Analysis and Reporting System (iSTARS).
MST.002 Promotion of SMS

Number: MST.002  
Headline: Promotion of SMS  
Objective/Description: Encourage implementation of safety promotion material developed by the European Safety Promotion Network, the Safety Management International Collaboration Group (SMICG) and other relevant sources of information on the subject safety management. Latest SMICG deliverables include:
- improved SMS evaluation tool,
- industry Safety Culture evaluation tool and guidance,
- organisational Culture self-assessment tool for regulators,
- position paper on SMS/QMS relationship.

Owner: MS  
Affected stakeholders: All  
Status: Ongoing  
Reference(s):
- GASP SEI-5 (Industry) Improvement of industry compliance with applicable SMS requirements

Dependencies: MST.001, SPT.057  
Deliverable(s): Guidance/training material/best practice  
Overall due date: Continuous

Low level tasks:

Number: MST.002-001  
Headline: Safety Management International Collaboration Group (SMICG) promotion materials  
Status: Ongoing  
Due date for completing the task: Continuous

Number: MST.002-002  
Headline: Distribution of newly developed promotion materials developed by the Safety Management International Collaboration Group to relevant organisations.  
Objective/description: Ensure regular delivery of promotion materials developed by the Safety Management International Collaboration Group to relevant organisations.  
Status: Ongoing  
Due date for completing the task: Continuous

Number: MST.002-003  
Headline: Review and analysis of possible feedback information regarding distributed promotion materials developed by the Safety Management International Collaboration Group  
Objective/description: Monitoring organisations interest on SMS.  
Status: Ongoing  
Due date for completing the task: Continuous
Number: MST.026
Headline: SMS assessment
Objective/Description: Without prejudice to any obligations stemming from the SES ATM Performance Scheme, MSs should make use of the EASA management system assessment tool to support risk- and performance-based oversight. MSs should provide feedback to EASA on how the tool is used, for the purpose of standardisation and continual improvement of the assessment tool.
MSs should regularly inform EASA about the status of compliance with SMS requirements and SMS performance of their industry.
Owner: MS
Affected stakeholders: Air Operations, Aircrew, Medical, Aerodromes
Status: Ongoing
Reference(s):
- EASA Management System assessment tool
- GASP SEI-5 (Industry) Improvement of industry compliance with applicable SMS requirements
Dependencies: MST.001, MST.032
Overall due date: Continuous with annual reporting

Low level tasks:

Number: MST.026-001
Headline: Promotion of SMS Assessment Tool
Objective/description: CAA inspectors are encouraged to use SMS Assessment Tool for audits at organizations. Organizations are encouraged to use SMS Assessment Tool for their self-assessment. SMS Assessment tool is published on CAA website https://www.caa.si/letalska-varnost.html
Status: Ongoing
Due date for completing: Continuous

Number: MST.026-002
Headline: Feedback on the use of the tool and on the status of SMS compliance and performance
Objective/description: CAA will provide feedback (obtained from organisations and CAA inspectors) to EASA on how the tool is used for the purpose of standardisation and continual improvement (the extent to which the tool is used and about advantages and disadvantages of the tool).
CAA will provide feedback to EASA about the status of compliance with SMS requirements and SMS performance of our industry; e.g.:
- number of organisations with open non-compliances in any of the SMS requirements for level 1 and 2 findings (for each organization category);
- the most common (e.g. top three) non-compliance requirements;
- average time (in days) of effective closure of the level 2 findings (for each organization category, for each of the requirement);
- number of organisations for which an extended oversight planning cycle is applied (for each organisation category);
- number of organisations for which a reduced oversight planning cycle is applied within each organisation category;
Status: Ongoing
Due date for completing: Continuous with annual reporting (30.07.2020)
MST.028 Establishment and maintaining of the Slovenian Plan for Aviation Safety

Number: MST.028
Headline: Establishment and maintaining of the Slovenian Plan for Aviation Safety
Objective/Description: Member States shall ensure that a SPAS is maintained and regularly reviewed.
Member States shall identify in SPAS the main safety risks affecting their national civil aviation safety system and shall set out the necessary actions to mitigate those risks. In doing so, Member States shall consider the pan-European safety risk areas identified in EPAS for the various aviation domains as part of their Safety Risk Management (SRM) process and, when necessary, identify suitable mitigation actions within their SPAS. In addition to the actions, SPAS shall also consider how to measure their effectiveness. MSs shall justify why action is not taken for a certain risk area identified in EPAS.
The pan-European safety risk areas in the current EPAS edition are as follows:
- for CAT by aeroplane: aircraft upset in flight, runway safety, airborne conflict, ground safety, terrain collision, and aircraft environment
- for rotorcraft operations: helicopter upset in flight and terrain and obstacle conflict
- for General Aviation: staying in control, coping with weather, preventing mid-air collisions and managing the flight.

SPAS shall:
- describe how the plan is developed and endorsed, including collaboration with different entities within the State, with industry and other stakeholders (unless this is described in the SSP document),
- include safety objectives, goals, indicators and targets (unless these are included in the SSP document),
- reflect the EPAS actions as applicable to the State,
- identify the main safety risks at national level in addition to the ones identified in EPAS, and
- ensure that their SPAS is made available to relevant stakeholders, shared with other MS and EASA.

Note 1: This MST includes MST 004, 005, 006, 007, 010, 014, 016 and 018 from EPAS 2018-2022.
Note 2: MST.007 corresponds to SAF11 (Prevention of RWY Excursions) in the ATM MP’s (Level 3 Ed 2018).
Owner: MS
Affected stakeholders: All
Status: Ongoing
Reference(s):
- ICAO Annex 19 and GASP 2020-2024 Goal 3 ‘Implement effective State Safety Programmes’
- GASP SEI-11 (States) — Strategic collaboration with key aviation stakeholders to enhance safety in a coordinated manner
- GASP SEI-17 (States) — Establishment of safety risk management at the national level (step 1)
- GASP SEI-18 (States) — Establishment of safety risk management at the national level (step 2)
- GASP SEI-19(States) — Acquisition of resources to increase the proactive use of risk modelling capabilities

3 A brief, high-level statement of safety achievement or desired outcome to be accomplished by the State safety programme or service provider’s safety management system.
4 A data-based parameter used for monitoring and assessing safety performance.
5 The State or service provider’s planned or intended target for a safety performance indicator over a given period that aligns with the safety objectives.
- GASP SEI-20 (States) — Strategic collaboration with key aviation stakeholders to support the proactive use of risk modelling capabilities
- GASP SEI-21 (States) — Advancement of safety risk management at the national level
- SEIs (States) — Mitigate contributing factors to the risks of CFIT, LOC-I, MAC, RE, and RI

Dependencies: MST.001
Deliverable(s): SPAS established
Overall due date: 2020

Low level tasks:

**Number: MST.028-001**
Headline: Continuous improvement of the Slovenian Plan for Aviation Safety through effective Safety Risk Management
Objective/description: Annual revisions of the Slovenian Plan for Aviation Safety, by implementing new EPAS editions and through collaboration with different entities within the State identifying new national safety risks, implementing mitigation measures and monitoring their effectiveness. SPAS shall include safety objectives, goals, indicators and targets.
Status: Ongoing
Due date for completing the task: Continuous

**Number: MST.028-002**
Headline: Objectives, goals, indicators and targets
Objective/description: Objectives, goals, indicators and targets shall be established. SPAS shall be evidence based by linking tasks/actions to strategic priorities and goals.
Status: Ongoing
Due date for completing the task: 2020
Number: MST.032
Headline: Oversight capabilities/focus areas: availability of adequate personnel in CAA, cooperative oversight in all sectors and organisations Management System in all sectors

Objective/Description:

- Availability of adequate personnel in CAs – Member States to ensure that adequate personnel is available to discharge their safety oversight responsibilities;
- Cooperative oversight in all sectors – Member States to ensure that the applicable authority requirements are adhered to in all sectors. The objective is to ensure that each organisation’s activities are duly assessed, known to the relevant authorities and that those activities are adequately overseen, either with or without an agreed transfer of oversight tasks.

NB: EASA will continue to support CAs in the practical implementation of cooperative oversight, e.g. benefitting from the outcome of the trial projects conducted between the UK, NO, FR, CZ, as well as with exchanges of best practices and guidance.
- Organisations management system in all sectors - Member States to foster the ability of CAs to assess and oversee the organisations’ management system in all sectors. This will focus in particular on safety culture, the governance structure of the organisation, the interaction between the risk identification/assessment process and the organisation’s monitoring process, the use of inspection findings and safety information such as occurrences, incidents, and accidents. This should lead CAs to adaptation and improvement of their oversight system.

Owner: MS
Affected stakeholders: All
Status: New
Reference(s):

- ICAO Annex 19 and GASP 2020-2022 Goal 2 ‘Strengthen States’ safety oversight capabilities’
- GASP SEI-4 & GASP SEI-10 — Strategic allocation of resources to enable effective safety oversight
- GASP SEI-5 — Qualified technical personnel to support effective safety oversight
- GASP SEI-6 — Strategic collaboration with key aviation stakeholders to enhance safety in a coordinated manner

Dependencies: N/A
Deliverable(s): SPAS established
Overall due date: 2020

Low level tasks:

Number: MST.032-001
Headline: Availability of adequate personnel in CAA

Objective/description:

- review and update of all tasks in all areas/fields of work;
- review and update the time required for the implementation of each task in these areas;
- review and update FTEs by area;
- targeted training;
- familiarization with novelties, best practices.

Status: New
Due date to completing the task: Continuous
Number: MST.032-002
Headline: Cooperative oversight in all sectors
Objective/description:
- adequate oversight planning including risk-based performance;
- adequate realisation of oversight plan;
- sharing best practice among departments;
- transfer of oversight tasks (if necessary).
Status: New
Due date to completing the task: Continuous

Number: MST.032-003 (see also MST.026)
Headline: Assessment of organisations management system in all sectors
Objective/description:
- promotion of use of EASA Management System Assessment Tool;
- use of common checklist for OR;
- unification of procedures where possible.
Status: New
Due date to completing the task: Continuous
MST.033 Language proficiency requirements – sharing best practices, to identify areas for improvement for the uniform and harmonised language proficiency requirements implementation

Number: MST.033
Headline: Language proficiency requirements – sharing best practices, to identify areas for improvement for the uniform and harmonised language proficiency requirements implementation
Objective/Description: Member States should provide feedback to EASA on how the LPRI is implemented, including the uptake by ATOs to deliver training in English, for the purpose of harmonisation and uniform implementation.
Owner: MS
Affected stakeholders: Member States, ANSPs, ATCOs, training organisations, pilot licence holders and students
Status: New
Reference(s): N/A
Dependencies: SPT.105
Deliverable(s): Feedback on the implementation status
Overall due date: Continuous

Low level tasks:

Number: MST.033-001
Headline: Feedback to EASA on the implementation of LPRs
Objective/description: Provide feedback to EASA on how the LPRs are implemented in Slovenia to share lessons learned and encourage progress and harmonisation
Status: New
Due date for completing the task: 2020 Q2

Number: MST.033-002
Headline: Use of the English language during IR, CPL, ATPL and ATC training
Objective/description:
- find out which languages are used during pilot training for IR, CPL and ATPL, and ATC training by means of a questionnaire,
- recommend ATOs to conduct pilot training for IR, CPL and ATPL, and ATC training in English and/or deliver English language training in parallel with pilot and air traffic control training.
Status: New
Due date for completing the task: 2020 Q3, continuous
Number: MST.035  
Headline: Oversight capabilities/focus area: fraud cases in Part 147  
Objective/Description: Member States should focus on the risk of fraud in examinations, including by adding specific items in audit checklists and collecting data on the actual cases of fraud. They may exchange and share information as part of collaborative oversight.  
Owner: MS  
Affected stakeholders: CAs, AMTOs  
Status: New  
Reference(s): EVT.002 - Evaluation report related to the EASA maintenance licensing system and maintenance training organisations (02/03/2018)  
Dependencies: SPT.106  
Deliverable(s): Feedback on the implementation status  
Overall due date: Continuous  

Low level tasks:  

**Number: MST.035-001**  
Headline: Preparation for oversight in organisations  
Objective/Description: CAA will check and amend (if necessary) the checklists specific items to cover/prevent the risk of fraud cases Part 147 organisations.  
Status: New  
Due date for completing the task: 31.08.2020  

**Number: MST.035-002**  
Headline: Oversight of organisations  
Objective/Description: During ongoing 24 months surveillance cycles in Part 147 organisations CAA will try to discover possible fraud cases and investigate them. CAA will in addition to that pay attention to examination procedures in organisations.  
Status: New  
Due date for completing the task: Continuous  

**Number: MST.035-003**  
Headline: Assessment of results of oversight and implementing actions, if necessary.  
Objective/Description: Assessment of possible fraud cases and measures performed. If necessary actions from CAA will be imposed and implemented.  
Status: New  
Due date for completing the task: Continuous
2.2 Operational issues addressed to a different aviation domains

Compared to systemic issues (systemic safety), operational issues have more direct links with the actions of an individual person, organisation or operational area or environmental factors, including weather phenomena. Operational issues may have direct links with a situation developing into an incident or an accident.

Operational issues, risks and safety factors are often identified by analysing data from occurrence reports as well as carrying out risk assessments.

The actions seek to reduce the probability of events that result in incidents and accidents and mitigate the seriousness of their consequences.

2.2.1 CAT and NCC operations – Aeroplane

This chapter groups all actions in the area of CAT by aeroplane (airlines and air taxi, passengers/cargo, aeroplanes of all mass categories) and non-commercial operations with complex motor-powered aircraft (NCC).
Number: MST.003
Headline: Flight data monitoring
Objective/Description: States should maintain a regular dialogue with their operators on FDM programmes, with the objectives of:

- promoting the operational safety benefits of FDM and the exchange of experience between subject matter experts,
- encouraging operators to make use of good-practice documents produced by European Operators Flight Data Monitoring Forum (EOFDM) and similar safety initiatives.

The document titled ‘Guidance for National Aviation Authorities on setting up a national flight data monitoring forum’ (produced by European Authorities Coordination Group on Flight Data Monitoring (EAFDM)) is offering guidance for this purpose.

Owner: MS
Affected stakeholders: AOC holders (CAT)
Status: Ongoing
Reference(s): N/A
Dependencies: N/A
Deliverable(s): Report on activities performed to promote FDM
Overall due date: Continuous

Low level tasks:

Number: MST.003-001
Headline: Evaluation of the operator’s FDM programmes
Objective/description: Evaluation of effective implementation of FDM programmes during oversite activities. An attachment to the checklist (Flight Data Monitoring Checklist – OPS.CHK-000009) in accordance with the forum’s recommendations (European Operators Flight Data Monitoring (EOFDM) Forum – Evaluation Questionnaire) was created in the group. It is in evaluation phase and will be approved in 2020 by head of the department. Once approved, an attachment to the checklist will be used during oversite activities. The evaluation of effectiveness of the FDM programmes will be overseen through regular FDM audits of operators.
Status: Ongoing
Due date for completing the task: Continuous

Number: MST.003-002
Headline: Promotion of guidance document
Objective/description: Promotion of documents published by EAFDM (European Authorities Coordination Group on Flight Data Monitoring) and dialogue with the operators during oversite activities. We will constantly provide promotional materials to the operators - safety promotion documents prepared by European Operators Flight Data Monitoring (EOFDM) Forum. In year 2020 we will provide to the operators – safety promotion document prepared by EOFDM Working Group A – Review of Controlled Flight Into Terrain (CFIT) – Precursors From an FDM Perspective. The scope of this document is to identify relevant precursors of Controlled Flight into Terrain (CFIT) to be monitored through Flight Data Monitoring (FDM) programs. This study was published for the consideration of Operators and aviation communities (e.g. to orient the implementation of FDM events). The main structure of this document consists of five parts. In chapter III, the applied methodology to develop this document of Working Group A is described. Subsequently, a general introduction to CFIT occurrences is given in chapter IV. Any proper CFIT analysis requires certain information about the aircraft state and of the underlying and surrounding terrain. In chapter V of this document, this required information is considered and described. Precursors to be observed in FDM for CFIT analyses are discussed in chapter VI. Finally, in the last part, the consolidated CFIT precursors are summarized in chapter VII.
Status: Ongoing
Due date for completing the task: Continuous
Number: MST.004
Headline: Loss of control in flight
Objective/Description: LOC-I should be addressed by the MS on their SSPs.
Loss of control usually occurs because the aircraft enters a flight regime which is outside of normal envelope, usually, but not always, at a high rate, thereby introducing an element of surprise for the flight crew involved. Prevention of loss of control is a strategic priority.
Aircraft upset or loss of control is the key risk area with the highest cumulative risk score (cf. ASR 2019) related to fatal accidents in CAT aeroplane operations. It includes uncontrolled collisions with terrain, but also occurrences where the aircraft deviated from the intended flight path or intended aircraft flight parameters, regardless of whether the flight crew realised the deviation and whether it was possible to recover or not. It also includes the triggering of stall warning and envelope protections.
We want to increase safety by continuously assessing and improving risk controls to mitigate the risk of loss of control.
Owner: MS
Affected stakeholders: CAT, HE
Status: Ongoing
Reference(s): N/A
Dependencies: N/A
Deliverable(s): SSP established and implemented
Overall due date: Continuous

Low level tasks:

Number: MST.004-001
Headline: Formulation of the circular
Objective/description: Preparation of the circular, for the promotion and raising the awareness of LOC-I, which will be targeted at the Slovenian approved training organisation (ATO), AOC holders and SPO.
Status: Ongoing
Due date for completing the task: November 2021

Number: MST.004-002
Headline: Sampling of training flights in ATO
Objective/description: Sampling of training flights in order to evaluate if training is addressing the issue.
Status: Ongoing
Due date for completing the task: Continuous

Number: MST.004-003
Headline: Monitoring of the efficiency of taken measures
Objective/description: Monitor/analyse Slovenian ATO, AOC holders and SPO (SMS and crew resource management (CRM)) concerning the awareness of LOC-I and the implementation of Upset Prevention and Recovery Training (UPRT), using the data collected from organisations
Status: Ongoing
Due date for completing the task: Continuous
Number: MST.005  
Headline: Fire, smoke, fumes and air quality (Aircraft environment)  
Objective/Description: This safety issue should be addressed by the MS on their SSPs. Uncontrolled fire on board an aircraft, especially when in flight, represents one of the most severe hazards in aviation. Aircraft depressurisations and post-crash fire are also addressed in this section, which looks at situations where the internal environment of the aircraft may become hazardous or even not survivable. In-flight fire can ultimately lead to loss of control, either as a result of structural or control system failure, or again as a result of crew incapacitation. Fire on the ground can take hold rapidly and lead to significant casualties if evacuation and emergency response is not swift enough. Smoke or fumes, whether they are associated with fire or not, can lead to passenger and crew incapacitation and will certainly raise concern and invite a response. Even when they do not give raise to a safety impact, they can give raise to concerns and need to be addressed. While there were no fatal accidents involving EASA MS operators in the last years related to fires, there have been occurrences in other parts of the world that make it an area of concern within EPAS.  
The issue of cabin air quality (CAQ) on board commercial aircraft is the subject of several investigations and research projects worldwide regarding the health and safety implications for crews and passengers. Although representing a small proportion of CAQ events, contaminations by oil or aircraft fluids and their by-products are those that raise the utmost concerns. For this reason, the EC (DG MOVE) and EASA have launched a dedicated research project focusing on oil-related contamination. Other types of events, such as smell in the cabin, are beyond the scope of such research. We want to increase safety by continuously assessing and improving risk controls to mitigate the risk of fire, smoke and fumes.  
Owner: MS  
Affected stakeholders: CAT  
Status: Ongoing  
Reference(s): N/A  
Dependencies: N/A  
Deliverable(s): SSP established and implemented  
Overall due date: Continuous

Low level tasks:

**Number: MST.005-001**  
Headline: Formulation of an advisory circular – fire, smoke and fumes  
Objective/description: Formulation of an advisory circular – published online and targeted at the Slovenian AOC holders and also SPO operators.  
Status: Ongoing  
Due date for completing the task: 30.06.2020

**Number: MST.005-002**  
Headline: Research EC (DG MOVE) and EASA project  
Objective/description: Constant monitoring of outcomes of dedicated research project focusing on oil-related contamination launched by EC (DG MOVE) and EASA and implementing applicable solutions  
Status: New  
Due date for completing the task: Continuous
MST.006 Controlled flight into terrain

Number: MST.006
Headline: Controlled flight into terrain
Objective/Description: Controlled flight into terrain should be addressed by the MS on their SSPs. This task includes the controlled collision with terrain together with undershoot or overshot of the runway during approach and landing phases. It comprises those situations where the aircraft collides or nearly collides with terrain while the flight crew has control of the aircraft. It also includes occurrences which are the direct precursors of a fatal outcome, such as descending below weather minima, undue clearance below radar minima, etc.
We want to increase safety by continuously assessing and improving risk controls to mitigate the risk of controlled flight into terrain.
Owner: MS
Affected stakeholders: CAT
Status: Ongoing
Reference(s): N/A
Dependencies: N/A
Deliverable: SSP established and implemented
Overall due date: Continuous

Low level tasks:

Number: MST.006-001
Headline: Safety Promotion and dedicated Workshops – CFIT subjects
Objective/description: Reducing CFIT risks, promote safety and raise awareness of safety in the field of CFIT (Approach with Vertical Guidance (APV), Enhanced Ground Proximity Warning System (EGPWS), Helicopter Terrain Awareness Systems (HTAWS), Continuous Descent Final Approach (CDFA, QNH settings...) and especially promoting the implementation of 3d approaches to airports – PBN (performance based navigation). Status: Ongoing
Due date for completing the task: Continuous

Number: MST.006-002
Headline: Obstacle marking
Objective/description: Assurance that obstacles assessed as being hazard to air navigation are identified, marked and properly notified.
Status: Ongoing
Due date for completing the task: Continuous

Number: MST.006-003
Headline: electronic Terrain and Obstacles Database (eTOD)
Objective/description: Continuous updating of the state electronic terrain and obstacle database (eTOD), continuous verification of database, acquisition of additional obstacles assessed as being hazard to air navigation; acquisition of digital terrain and obstacle data set as specified in ICAO Annex 15 and PANS-AIM. State electronic terrain and obstacle database was already established. eTOD database already in place, issued national regulation which transposed eTOD requirements from ICAO Annex 15 to national regulatory framework - Decree on the implementation of the Regulation (EU) laying down requirements on the quality of aeronautical data and aeronautical information for the single European sky (Official Gazette of the RS, No 60/17, 26.10.2017).
Status: Ongoing
Due date for completing the task: Continuous
Number: MST.006-004
Headline: ATO training programmes
Objective/description: Reducing CFIT risk, encourage the introduction of proactive programs that are related to CFIT topics within ATO training programmes
Status: Ongoing
Due date for completing the task: Continuous

Number: MST.006-005
Headline: Aeronautical charts
Objective/description: Monitoring of compliance with ICAO Annex 4. CAA during on-going oversight verifies that symbols on aeronautical charts are in compliance with ICAO standards, CAA ensures that data satisfy required quality and that data are complete and up-to-date.
Status: Ongoing
Due date for completing the task: Continuous
MST.007 Runway excursions

Number: MST.007
Headline: Runway excursions
Objective/Description: REs should be addressed by the MS on their SSPs in close cooperation with the aircraft operators, air traffic control, airport operators and pilot representatives. This will include as a minimum agreeing a set of actions and measuring their effectiveness. MS should implement actions suggested by the European Action Plan for the Prevention of Runway Excursions (EAPPRE) and monitor effectiveness. Runway excursions covers materialised runway excursions, both at high and low level speed, and occurrences where the flight crew had difficulties in maintaining the directional control of the aircraft or of the braking action during landing, where the landing occurred long, fast, off-cantered or hard, or where the aircraft had technical problems with the landing gear (not locked, not extended or collapsed) during landing. We want to increase safety by continuously assessing and improving risk controls to mitigate the risk of runway excursions.
Owner: MS
Affected stakeholders: CAT
Status: Ongoing
Reference(s): N/A
Dependencies: N/A
Deliverable: SSP established and implemented
Overall due date: Continuous

Low level tasks:

Number: MST.007-001
Headline: Runway excursion (RE) questionnaire
Objective/description: The aim of the questionnaire is to verify if the risk of runway excursion is taken into account by aircraft operators, air navigation service providers and airport operators’ Safety Management Systems and the number and types of measures which were applied to mitigate this particular risk
Status: Ongoing
Due date for completing the task: The questionnaire for air navigation service providers and aircraft operators was prepared but was not distributed to stakeholders yet. This action is foreseen to be completed by 30.06.2020.

Number: MST.007-002
Headline: Monitoring of annual precursors events which may lead to runway excursion
Objective/description: In order to maintain the current safety levels, precursor events shall be monitored (unstable/destabilised approached, deep landings events, high speed rejected take off events, abnormal runway contacts, weather and environmental encounters, insufficient approach preparation, weight and balance issues due to wrong loading. Any change in number of events may be a trigger to additional analysis and actions.
Status: Ongoing
Due date for completing the task: Continuous
Number: MST.010
Headline: Mid-air collision
Objective/Description: MACs should be addressed by the MS on their SSPs. This will include as a minimum agreeing a set of actions and measuring their effectiveness. MS should implement actions of the European Action Plan for Airspace Infringement Risk Reduction.
Airborne conflict refers to both actual collisions as well as near misses in the air. It includes direct precursors such as separation minima infringements, genuine traffic collision avoidance system (TCAS) resolution advisories or airspace infringements. Although there have been no CAT aeroplane airborne collision accidents in recent years within the EASA Member States, this key risk area has been raised by a number of Member States through the NoA and also by some airlines, specifically in the context of the collision risk posed by aircraft without transponders in uncontrolled airspace.
We want to increase safety by continuously assessing and improving risk controls to mitigate the risk of mid-air-collision. Owner: MS
Affected stakeholders: CAT
Status: Ongoing
Reference(s): N/A
Dependencies: N/A
Deliverable: SSP established and implemented
Overall due date: Continuous

Low level tasks:

Number: MST.010-001
Headline: Implementation of actions of the European Action Plan for Airspace Infringement Risk Reduction
Objective/description: Review and implementation of actions of the European Action Plan for Airspace Infringement Risk Reduction as appropriate
Status: Ongoing
Due date for completing the task: 30.09.2022

Number: MST.010-002
Headline: Awareness as part of oversight scope
Objective/description: Presenting safety bulletins or circulars during planned oversight activities, including interviewing the safety managers, to verify understanding of national SSP, how it reflects in the organisation and verifying implementation in practice. By sampling proficiency checks or training flights and focusing on flight safety related items, occurrence reporting awareness, just-culture principles it provides a reflection of implemented learning objectives into the training manuals and proficiency check tasks related to traffic collision avoidance and reporting actions in simulated training environment.
Status: Ongoing
Due date for completing the task: Continuous

Number: MST.010-003
Headline: Regular meetings with aviation industry, training and safety managers, air navigation service provider (ANSP)
Objective/description: Contributions to conferences with operators on safety promotion topics, news related to safety management requirements, presenting highlights, information or amendments of airspace structure, routes, procedures, learning objectives highlights, etc. Addressing the risks of MAC in correlation to the airspace infringements, based on experience from oversight of the organisations, the reflection of just-culture principles, occurrence
reporting statistics, human factors in aviation, by maintaining the dialogue and raising the awareness on FDM related items.
Status: Ongoing
Due date for completing the task: Continuous

Number: MST.010-004
Headline: Questionnaire to the pilot in command (PIC) involved in an Airprox/near-miss incident
Objective/description: Subjective questionnaire (focused on violations of controlled airspace rules and procedures) with the purpose of finding a root-cause of an incident; analysing possible improvements in airspace harmonisation or aircrew training standardisation, emphasizing such standardisation of instructors and examiners conducting rating revalidations, encouraging analysis of available amendments in airspace characteristics or routes (ANS Division invited as required) and collecting root-causes for preparation of safety bulletins and safety conference presentations.
Status: Ongoing
Due date for completing the task: Continuous
Number: MST.014
Headline: Runway incursions
Objective/Description: RIs should be addressed by the MS on their SSPs. This will include as a minimum agreeing a set of actions and measuring their effectiveness. MS should implement actions suggested by the European Action Plan for the Prevention of Runway Incursions (EAPPRI).
Runway incursions refers to incorrect presence of the aircraft, vehicle or person on an active runway or in its areas of protection, which can potentially lead to runway collision as the most credible accident outcome.
We want to increase safety by continuously assessing and improving risk controls to mitigate the risk of runway incursions.
Owner: MS
Affected stakeholders: CAT
Status: Ongoing
Reference(s): N/A
Dependencies: N/A
Deliverable: SSP established and implemented
Overall due date: Continuous

Low level tasks:

Number: MST.014-001
Headline: Evaluation of RI mitigation action at stakeholders
Objective/Description: Analysing and verification level of runway incursion awareness and of actions that are in place to mitigate the risk of runway incursions (training, rising awareness, briefings, familiarization with hot spots, etc.) at Aircraft operators and Airport operators. The CAA issued in 2019 a written survey connected with this issue. Currently we are waiting for the feedback.
Status: Ongoing
Due date for completing the task: 2021

Number: MST.014-002
Headline: Monitoring of precursors events
Objective/Description: Monitoring of precursors events, which can lead to runway incursion:
- Aerodrome design - hot spots;
- Weather - poor visibility;
- Air Traffic Control (ATC)-crew/driver communication;
- ATC direct contribution;
- entering runway without clearance;
- landing without clearance;
- ignoring safety procedures about movement area;
- flight crew/driver inadequate situation awareness;
- work in progress;
- aerodrome charts and essential information on aerodrome conditions sources;
- crew/driver training.
Status: Ongoing
Due date for completing the task: Continuous
Number: MST.014-003
Headline: EAPPRI recommendations implementations continuous oversight
Objective/Description: Supervision of EAPPRI recommendations implementations and rising awareness of runway incursion through continuous oversight at Aircraft operators, Air navigation service providers and Airport operators.
Status: Ongoing
Due date for completing the task: Continuous
Number: MST.018
Headline: Ground safety
Objective/Description: This safety issue should be addressed by the MS on their SSPs. This will include as a minimum agreeing a set of actions and measuring their effectiveness.
This task includes all ground handling and apron management-related issues (aircraft loading, de-icing, refuelling, ground damage, etc.) as well as collision of the aircraft with other aircraft, obstacles or vehicles while the aircraft is moving on the ground, either under its own power or being towed. It does not include collisions on the runway. Baggage and cargo loading in passenger aircraft is the top safety issue based on the number of occurrences in the ECR. The second issue that will be assessed in the European SRM process will be ground staff movement around aircraft (see ASR 2019).
We want to increase safety by continuously assessing and improving risk controls to mitigate the risk in the area of ground safety.
Owner: MS
Affected stakeholders: CAT
Status: Ongoing
Reference(s): N/A
Dependencies: N/A
Deliverable: SSP established and implemented
Overall due date: Continuous

Low level tasks:

Number: MST.018-001
Headline: Risk based oversight of ground operations
Objective/description: Reducing risks related to ground safety. The CAA shall assess the ground-based events (ramp and taxiway) and monitor how stakeholders (AOC, GH, ANS, ADR) take action to reduce the risk.
Status: Ongoing
Due date for completing the task: Continuous
Number: MST.019
Headline: Better understanding of operators’ governance structure
Objective/Description: CAs to have a thorough understanding of operators’ governance structure. This should in particular apply in the area of group operations. Aspects to be considered include:
- extensive use of outsourcing,
- the influence of financial stakeholders, and
- controlling management personnel, where such personnel are located outside the scope of approval.
Note: The Agency will support this MST by providing guidance on how to effectively oversee group operations.
Owner: MS
Affected stakeholders: AOC holders (CAT)
Status: Ongoing
Reference(s): N/A
Dependencies: N/A
Deliverable: Research/guidance material
Overall due date: 2020

Low level tasks:

Number: MST.019-001
Headline: Monitoring of any materials prepared by EASA
Objective/Description: Continuous monitoring of materials prepared by EASA in order to receive and review any relevant information through possible surveys, newsletters, guidance materials.
Status: Ongoing
Due date for completing the task: Continuous

Number: MST.019-002
Headline: Evaluation of the AOC holders on case-by-case basis
Objective/Description: The group has already outlined the threats, which may arise from the present day business models. On case-by-case bases, the AOC holders will be evaluated in order to determine which are the applicable threats of a particular operator in accordance with its area and scope of operation.
Status: New
Due date for completing the task: July 2020

Number: MST.019-003
Headline: Survey to identify actual exposure to threats
Objective/Description: The group intends to carry out a survey in form of a questionnaire to verify its assumptions on individual AOC’s exposure to threats such as: outsourcing of safety critical services, leasing agreements, different employment models within one operator, increased mobility and turnover of pilots and other personnel, nominated personnel challenges, AOC holders with nominated personnel from foreign countries.
Status: New
Due date for completing the task: October 2020

Number: MST.019-004
Headline: Formulation of tailored guidance and indicators to be monitored
Objective/Description: Based on AOC holders’ feedback, the group intends to formulate very specific, evidence based conclusions. This will enable formulation of tailored aspects to be
considered and observed during the continuous oversight and indicators we intend to suggest to the AOC holders to observe and monitor (if it becomes evident that this is necessary). The AOC holders will receive specific recommendations.

Status: New

Due date for completing the task: December 2020
Number: MST.024
Headline: Loss of separation between civil and military aircraft
Objective/Description: Several EU MSs have reported an increase in losses of separation involving civil and military aircraft and more particularly an increase in non-cooperative military traffic over the high seas. Taking into account this situation, and the possible hazard to civil aviation safety, the European Commission (EC) mandated EASA to perform a technical analysis of the reported occurrences. The technical analysis issued a number of recommendations for the MS:

- endorse and fully apply Circular 330;
- closely coordinate to develop, harmonise and publish operational requirements and instructions for state aircraft to ensure that ‘due regard’ for civil aircraft is always maintained;
- support the development and harmonisation of civil/military coordination procedures for ATM at EU level;
- report relevant occurrences to EASA; and
- facilitate/make primary surveillance radar data available in military units to civil ATC units. The objective of this action is to ensure that MSs follow up on the recommendations and provide feedback on the implementation.

EASA will have a supporting role and provide feedback on the occurrences reported.

Owner: MS
Affected stakeholders: CAT
Status: Ongoing
Reference(s): ICAO Circular 330, which is expected to be replaced by ICAO Doc 10088
Dependencies: MST.001
Deliverable: Report
Overall due date: 2020

Low level tasks:

Number: MST.024-001
Headline: Operational requirements and instructions for state aircraft
Objective/description: Closely coordinate to develop, harmonise and publish operational requirements and instructions for state aircraft to ensure that ‘due regard’ for civil aircraft is always maintained. National OAT Regulation is in preparation and is planned to be adopted by 09/2020 (LSSIP 2019).
Status: Ongoing
Due date for completing the task: 31.12.2020

Number: MST.024-002
Headline: Develop and harmonise civil/military coordination procedures for ATM at EU level
Objective/description: Development of civil/military procedures regarding separation of civil and military aircraft in airspace controlled by civil air navigation service provider. National OAT Regulation is in preparation and is planned to be adopted by 09/2020. (LSSIP 2019).
Status: Ongoing
Due date for completing the task: 31.12.2020

Number: MST.024-003
Headline: Report relevant occurrences to EASA
Objective/description: CAA shall perform regular exchange of safety information and analysis through participation in EASA Network of Analysts (NoA) and regular sharing of analysis
information through European Coordination Centre for Accident and Incident Reporting Systems (ECCAIRS) – European Central Repository (ECR).
Status: Ongoing
Due date for completing the task: Continuous
**MST.030 Implementation of SESAR solutions aiming to reduce the risk of mid-air collision en-route and in terminal manoeuvring areas (TMA)**

**Number:** MST.030  
**Headline:** Implementation of SESAR solutions aiming to reduce the risk of mid-air collision en-route and in terminal manoeuvring areas (TMA)  
**Objective/Description:** MS should evaluate together with ANSPs delegated to provide services in their airspace the needs for implementing SESAR solutions related to enhanced Short Term Conflict Alerts (STCA)/enhanced safety nets\(^6\) such as solutions #60 & #69. These SESAR solutions, designed to improve safety, should be implemented as far as it is feasible.  
**Owner:** MS  
**Affected stakeholders:** ANSP  
**Status:** Ongoing  
**Reference(s):** ATM Master Plan Level 3 – Plan (2019): ATC02.9 – Enhanced STCA for TMAs  
**Dependencies:** N/A  
**Deliverable:** SPAS established  
**Overall due date:** 2020

**Low level tasks:**

**Number MST.030-001**  
**Headline:** Evaluation of needs for implementing SESAR solutions such as those related to enhanced Short Term Conflict Alerts (STCA)/enhanced safety nets\(^32\).  
**Objective/description:** MS and ANSPs evaluate the needs for implementing SESAR solutions such as those related to enhanced Short Term Conflict Alerts (STCA)/enhanced safety nets\(^32\). These SESAR solutions designed to improve safety should be implemented as far as it is feasible.  
**Status:** Ongoing  
**Due date for completing the task:** Implementation of new enhanced safety net is planned in 2020, but because of COVID-19 may be postponed.

---

\(^6\) More details about the related research projects can be found in [https://www.atmmasterplan.eu/data/sesar_solutions](https://www.atmmasterplan.eu/data/sesar_solutions).
Number: MST.034
Headline: Oversight capabilities/focus area: flight time specification schemes
Objective/Description: Member States to ensure that the CAs possess the required competence to approve and oversee the operators’ flight time specification schemes; in particular, those including fatigue risk management. CAs should focus on the verification of effective implementation of processes established to meet operators’ responsibilities requirements and to ensure an adequate management of fatigue risks. CAs should consider the latter when performing audits of the operator’s management system.
Owner: MS
Affected stakeholders: AOC holders (CAT)
Status: New
Reference(s): GASP SEI-5 — Qualified technical personnel to support effective safety oversight
Dependencies: N/A
Deliverable: Report on actions implemented to foster capabilities
Overall due date: 2020

Low level tasks:

Number: MST.034-001
Headline: Training of CAA inspectors
Objective/description: At the moment there is no Slovenian AOC holder holding approval for Fatigue risk management. In CAA there is good knowledge and experience on subject of basic FTL as stated in Regulation 965/2012 but there is missing knowledge and experience in the part of Fatigue risk management since it is very complex subject. CAA shall assure that at least two OPS inspectors get adequate training on matter of Fatigue risk management in relation to FTL.
Status: New
Due date for completing the task: 31.12.2020

Number: MST.034-002
Headline: Focused oversight
Objective/description: CAs will focus on the verification of effective implementation of processes established to meet operators’ responsibilities requirements and to ensure an adequate management of fatigue risks. CAs should consider the latter when performing audits of the operator’s management system.
Status: New
Due date for completing the task: Continuous (starting after CAA inspectors will be adequately trained)
**SIT.001 Bird strikes**

Number: SIT.001  
**Headline:** Bird Strikes  
**Objective/Description:** This task addresses the hazards to aviation from bird strikes particularly during take-off, initial climb, approach and landing phase of flight, in and around the vicinity of airports. The safety objective is to ensure appropriate risk mitigating strategies are in place by affected organisations in order to further reduce the risk of a bird strike related incidents/accident involving Slovenian commercial aircraft, or an aircraft flying in Slovenian airspace.  
**Owner:** MS  
**Affected stakeholders:** CAT  
**Status:** Ongoing  
**Reference(s):** N/A  
**Dependencies:** N/A  
**Deliverable(s):** Effective mitigation measures to reduce the risk of bird strikes, which may cause significant damage to an aircraft structure or flight controls, and aircraft engines. Especially jet-engines are vulnerable to the loss of thrust which can follow the ingestion of birds into engine air intakes which may lead to an accident.  
**Overall due date:** Continuous

**Low level tasks:**

**Number: SIT.001-001**

**Headline:** Risk-and performance-based oversight  
**Objective/description:** Continuous oversight and evaluating bird strike control programme, reporting procedures, safety performance measuring, stuff training, infrastructure and habitat managing on jet-serving aerodromes.  
**Status:** Ongoing  
**Due date for completing the task:** Continuous

**Number: SIT.001-002**

**Headline:** National bird control regulation  
**Objective/description:** Establishing national regulation for aerodromes serving CAT operations with JET aircrafts, which are falling out of the scope of the Regulation (EU) 139/2014 (LJMB, LJPZ, LJCE). Regulation should address ADR operator’s roles and responsibilities around means and procedures to minimize the risk of bird strikes, taking into account international standards and recommended practises: ICAO Airport Service Manual P3 - Wildlife Control and Reduction and International Bird strike Committee Recommended Practises - Standards for Aerodrome Bird Control.  
**Status:** Ongoing  
**Due date for completing the task:** 2022

**Number: SIT.001-003**

**Headline:** Bird Habitat and Land-use Management  
**Objective/description:** Establishing national regulation regarding Land use management and Wildlife management in vicinity of airports. Land use around airports can influence bird hazard to aircraft. Objective is to implement ICAO Land-use guidelines for the avoidance of bird hazards. Another objective is quick response to reduce the presence of birds in flight paths with habitat management or dispersal and removal of hazardous wildlife if necessary stated by safety performance indicators.  
**Status:** Ongoing  
**Due date for completing the task:** 2025
**SIT.002 Transportation of Dangerous Goods**

**Number:** SIT.002  
**Headline:** Transportation of Dangerous Goods  
**Objective/Description:** Current national statistical data shows many incidents connected with the attempt to transport dangerous goods by air. Dangerous Goods are articles or substances which are capable of posing a risk to health, safety, property or the environment. In accordance with CAA analysis National Post of Slovenia and Slovenian general public are not properly aware of risks connected with this topic and in addition to that the applying rules are not promoted enough. The carriage of dangerous goods on aircraft not only presents safety risks due to handling by persons, but could also lead to catastrophic accidents in flight, due to damage to aircraft or aircraft critical flight systems, following the leakage of hazardous material.  
**Owner:** MS  
**Affected stakeholders:** CAT  
**Status:** Ongoing  
**Reference(s):** N/A  
**Dependencies:** N/A  
**Deliverable(s):** To improve risk awareness in order to reduce the risk of an accident due to carriage of dangerous goods.  
**Overall due date:** Continuous  

**Low level tasks:**

**Number:** SIT.002-001  
**Headline:** Amend the national Aviation Act in the area of dangerous goods  
**Objective/description:** Ensure effective coordination between CAA and Ministry to clarify existing rules  
**Status:** Ongoing  
**Due date for completing the task:** December 2021

**Number:** SIT.002-002  
**Headline:** Review and approval of Designated Postal Operator (DPO), Post of Slovenia for transport of dangerous goods  
**Objective/description:** Ensure effective implementation of ICAO Annex 18 with a view to controlling the introduction the dangerous goods into air transport through Post of Slovenia. Ensure that procedures are in place how to control the introduction of dangerous goods in the air mail and how staff of designated postal operator Post of Slovenia must be trained.  
**Status:** ongoing  
**Due date for completing the task:** 2020

**Number:** SIT.002-003  
**Headline:** Passengers public awareness programme  
**Objective/description:** Establish a process to determine passengers public awareness programme. Air operators, their handling agents, travel agents involved in the air transport of passengers are obligated that passengers are warned as to the types of dangerous goods they are prohibited or restricted from transporting aboard an aircraft. In addition, CAA encourage the stakeholders to raise the level of public awareness of the risk of dangerous goods in air transport. Different location/distribution techniques and different material may be used for a passenger public awareness program, like posters, brochures, display cabinet, mouse pad, key changes, folding business card, dangerous goods website. There are also more location/distribution techniques like passengers acceptance area, gate lounges, security screening area, exhibits.  
**Status:** Ongoing  
**Due date for completing the task:** 31.12.2021
SIT.003 SCF-NP issues

Number: SIT.003
Headline: SCF-NP issues
Objective/Description: Collected data on national level in past few years shows (https://www.caa.si/porocilo-o-letalski-varnosti.html) that many incidents are categorised as system component failure – non-power plant (SCF-NP) according to accident/incident data reporting (ADREP) taxonomy.
Owner: MS
Affected stakeholders: CAT, GA
Status: Ongoing
Reference(s): N/A
Dependencies: N/A
Deliverable: Establishing effective mitigation measures to reduce the risks of SCF-NP incidents.
Overall due date: Continuous

Low level tasks:

Number: SIT.003-001
Headline: Analysis of occurrence reports and mitigation of hazardous areas
Objective/description: Perform analysis of reports for 2020 and find any pattern showing critical area(s), plus comparison to results and actions taken in 2019. If any pattern found, corrective actions will be discussed in AIR Division. Air Division will discuss corrective actions and mitigate problematic areas.
Status: Ongoing
Due date for completing the task: Continuous (annually)
2.2.2 Rotorcraft operations

This chapter groups all actions in the area of rotorcraft operations and provides links to rotorcraft related actions in the domains of crew training, design, manufacture and maintenance, in line with EASA’s Rotorcraft Safety Roadmap\(^7\) delivered and endorsed in November 2018.

The Roadmap aims at significantly reducing the number of rotorcraft accidents and incidents and focuses on traditional/conventional rotorcraft including GA rotorcraft where the number of accidents is recognised to be higher. It focuses on safety and transversal issues that are affected by the different domains including training, operations, initial and continuing airworthiness, environment and innovation.

Helicopter operators perform a wide range of highly specialised operations that are important for the European economy and citizens. There is a need to further develop towards an efficient regulatory framework, considering technological advancements.

This area includes four types of operations involving certified helicopters:

- passenger and cargo flights to and from offshore oil and gas installations in CAT (EASA Member States’ AOC holders);
- other CAT operations, passenger and cargo (EASA Member States’ AOC holders), excluding offshore;
- SPO, such as advertisement, photography, with an EASA Member State as the State of operator or State of registry; and
- non-commercial operations (NCO) with helicopters registered in an EASA Member State or for which an EASA Member State is the State of operator.

In the CAT offshore helicopter domain, no accidents (either fatal or non-fatal) occurred in 2017 and 2018. Instead, there were 4 serious incidents in 2018, which is above the 10-year average for serious incidents. Prior to 2017, there were 2 fatal accidents (one in 2013 and another one in 2016).

In other CAT helicopter operations, there were 2 fatal accidents, 9 non-fatal accidents and 8 serious incidents in 2018, leading to 8 fatalities. Both fatal accidents involved HEMS operations. The number of non-fatal accidents was almost twice the average of the previous decade.

In SPO there were 2 fatal accidents, 10 non-fatal accidents and 6 serious incidents in 2018, leading to 2 fatalities and 1 serious injury. While the number of fatal accidents and non-fatal accidents in 2018 was slightly lower than the average of the preceding 10-year period, the number of serious incidents was higher than that average.

In non-commercial operations, there were 6 fatal accidents, 24 non-fatal accidents and 3 serious incidents in 2018, leading to 15 fatalities and 5 serious injuries. The number of fatal accidents increased in 2018 compared to 2017 and the 10-year average. The number of non-fatal accidents and serious incidents remains below the 10-year average.

The safety issues identified for all KRAs, for the different types of operation, are listed in the ASR 2019 (refer to Table 13 – Offshore CAT, Table 15 – CAT other than Offshore, Table 17 – SPO and Table 19 – NCO).

Based on the data supporting the different portfolios, the following priority 1 key risk areas can be highlighted:

- **helicopter upset in flight (loss of control)**
  This is key risk area with the highest priority in offshore and CAT helicopter operations. Loss of control for offshore helicopter operations generally falls into two scenarios: technical failure that renders the aircraft uncontrollable or human factors. In addition, it is the second most common accident outcome for aerial work operations. The following actions contribute to mitigating risks in this area: RMT.0127, RMT.0709 and RMT.0711.

- **terrain and obstacle conflict**
  This is the second priority key risk area for helicopter operations (offshore, other CAT, SPO and NCO), although equipment is now fitted to helicopters in this domain that will significantly mitigate the risk of this outcome. Obstacle collisions is the second most common accident outcome in the CAT helicopters domain. This highlights the challenges of HEMS operations and their limited selection and planning for landing sites. Terrain and obstacle conflict is the most common outcome for SPO (aerial work operations). The following action contributes to mitigating risks in this area: RMT.0708. In addition, from an airspace perspective, it is important to ensure that the airspace and routes design facilitate safe operations of helicopters which typically fly at low levels. Within SESAR 1, there have been solutions aiming to improve safety and efficiency of helicopter operations such as those supporting the establishment of low-level IFR routes.

The goal is to increase safety by continuously assessing and improving risk controls in the above areas and increase efficiency by enabling implementation of appropriate and balanced regulation.

---

MST.015 Helicopter safety events

**Number: MST.015**

**Headline:** Helicopter safety events

**Objective/Description:** CAs, in partnership with industry representatives, to organise helicopter safety events annually or every two years. The European Helicopter Safety Team (EHEST), International Helicopter Safety Team (IHST), Corrective Action (CA), Heli Offshore or other sources of safety promotion materials could be freely used and promoted.

**Owner:** MS

**Affected stakeholders:** HE

**Status:** Ongoing

**Reference(s):** N/A

**Dependencies:** N/A

**Deliverable(s):** Workshop

**Overall due date:** Continuous

**Low level tasks:**

**Number: MST.015-001**

**Headline:** Presentation of the helicopter issues at the CAA Safety Conference with aim to inform and educate stakeholders.

**Objective/description:** Presentation on – safety events involving rotorcraft. Analysis of national and European data regarding helicopter safety events and preparation of material for CAA safety conferences.

**Status:** Ongoing

**Due date for completing the task:** Continuous (annually or every two years)

**Number: MST.015-002**

**Headline:** SPIs for helicopter operators

**Objective/description:** Evaluation of the SPIs of the helicopter AOC holders in terms of their suitability.

**Status:** Ongoing

**Due date for completing the task:** 2020
**MST.031 Implementation of SESAR solutions aiming to facilitate safe IFR operations**

**Number:** MST.031  
**Headline:** Implementation of SESAR solutions aiming to facilitate safe instrument fight rules (IFR) operations  
**Objective/Description:** MSs together with their ANSPs and their flight procedures designers (if different from ANSPs) should evaluate the possibility to establish a network of low level IFR routes in their airspace to facilitate safe helicopter operations. These SESAR solutions, such as solution #113 that are designed to improve safety, should be implemented as far as it is feasible.  

**Owner:** MS  
**Affected stakeholders:** HE  
**Status:** Ongoing  
**Reference(s):** ATM Master Plan (Level 3 Ed 2019) action NAV12 (ATS IFR Routes for Rotorcraft Operations)  
**Dependencies:** N/A  
**Deliverable(s):** IFR routes/report  
**Overall due date:** 2025

**Low level tasks:**

**Number:** MST.031-001  
**Headline:** Assessment of requirements for establishing IFR procedures for rotorcraft  
**Objective/description:** The objective of the action is to determine what kind of needs and prerequisites there are for the development of a network of low-level IFR routes and to clarify the roles of different stakeholders in the development of the network. An assessment and the necessary decisions on whether a network of IFR routes will be promoted in Slovenia.  
**Status:** Ongoing  
**Due date for completing the task:** 31.12.2021

**Number:** MST.031-002  
**Headline:** Implementation of IFR procedures  
**Objective/description:** Implementation of IFR procedures for specific Airport/Heliport or portion of airspace, specifically designed for rotorcraft, if applicable.  
**Status:** Ongoing  
**Due date for completing the task:** 2025
2.2.3 General aviation: Non-commercial operations

This Chapter covers GA non-commercial operations involving aeroplanes with MTOMs below 5 700 kg, as well as all operations with balloons and sailplanes. In addition to that also parachuters, paragliders, hang gliders and microlight airplanes are covered in this chapter, due to the fact that this is according to Slovenian data recognised as one of national aviation safety risks.

GA is remaining a high priority for EASA and the EC. This has been emphasized by Patrick Ky, Executive Director, during the EASA Annual Safety Conference 2018 in Vienna, and by the EC during Aero Friedrichshafen 2019.

GA in Europe is maintaining a stable activity involving 10 times more aircraft and airfields than CAT. GA has been since its origin the cradle for innovation and recruitment of young professionals (ATCOs, mechanics, pilots, etc.) and a means to connect people across Europe.

Recognising the importance of GA and its contribution to a safe European aviation system, EASA in partnership with the EC and other stakeholders has created the GA roadmap and is now starting a new phase of the project called GA Roadmap 2.0.

Addressing safety risks in GA in a proportionate and effective manner is a strategic priority. In the last years, accidents involving recreational aeroplanes have led to an average of 86 fatalities per year in Europe (based on 2008–2017 figures, excluding fatal accidents involving microlight airplanes, gliders and balloons), which makes it one of the sectors of aviation with the highest yearly number of fatalities. In 2018, there were 49 accidents causing 95 fatalities in non-commercial operations with aeroplanes and 16 fatal accidents causing 17 fatalities in the domain of sailplane operations (the 2008–2017 average was 28 fatalities per year in Europe). The GA roadmap is key to the EASA strategy in this domain. 2018 seems to show an improvement for gliders, and a deterioration for GA fixed wing.

Although it is difficult to measure precisely the evolution of safety performance in GA due to lack of consolidated exposure data (e.g. accumulated flight hours), the above statistics justify the various initiatives and efforts already undertaken, ongoing or planned, to mitigate risks leading to those fatalities.
MST.016 Staying in control, coping with weather, preventing mid-air collisions and managing the flight

Number: MST.016
Headline: Staying in control, coping with weather, preventing mid-air collisions and managing the flight
Objective/Description: National authorities should play the leading role in establishing and promoting local implementation priorities and actions.
Owner: MS
Affected stakeholders: GA
Status: Ongoing
Reference(s): N/A
Dependencies: N/A
Deliverable(s): Report
Overall due date: Continuous

Low level tasks:

Number: MST.016-001
Headline: Safety promotion and raising of awareness of risks in GA
Objective/description: Production of safety bulletins, advisory circulars or other promotional materials. Target groups: GA pilots (NCO operators), training organisations (national, DTOs and ATOs), flight association, aero-clubs, NCC operators, examiners.
Status: Ongoing
Due date for completing the task: Continuous

Number: MST.016-002
Headline: Verifying awareness with oversight activities
Objective/description: Presenting safety bulletins and circulars during planned oversight activities, verifying personnel training efficiency on flight safety related items, occurrence reporting system and just-culture principles in aero clubs and training organisations. Verifying awareness by sampling student’s and instructor’s awareness, pre-flight preparation, weather briefings, verifying that briefings include potential issues and airspace hot-spots. Sampling the usage of standard phraseology and procedures on uncontrolled airfields.
Status: Ongoing
Due date for completing the task: Continuous

Number: MST.016-003
Headline: Standardisation of examiners
Objective/description: Examiner’s standardisation (CAA seminar), unannounced evaluation of random skill test and proficiency check flights for awareness on actual flight safety topics and standards.
Status: Ongoing
Due date for completing the task: Continuous

Number: MST.016-004
Headline: Questionnaire to the PIC involved in an NAV (airspace infringement) incident
Objective/description: Subjective questionnaire (focused on violations of controlled airspace rules and procedures) with the purpose of finding a root-cause of an incident; analysing possible improvements of flight instructor’s standardisation system in flight training organisations, emphasizing standardisation of instructors and examiners conducting rating revalidations, encouraging analysis of available amendments in airspace characteristics or routes.
Status: Ongoing
Due date for completing the task: Continuous

Number: MST.016-005
Headline: Regular meetings with HTs
Objective/description: Contributions to workshop or safety conference by decision making, airspace infringement, weather, situational awareness topics, refreshing management requirements, presenting highlights or amendments of learning objectives for students, based on experience from oversight of the training organisations, regulation and just-culture principles highlights, addressing human factors in GA.
Status: Ongoing
Due date for completing the task: Continuous

Number: MST.016-006
Headline: Analysis, promotion and distribution of information
Objective/description: Analyse of relevant GA occurrences of reduced separation, loss of control in flight and infringements. Presenting filtered and anonymised statistics and amendments of most recent VFR navigation procedures in cooperation with ANSP. Promotion of establishing a bridge between ANS, aero-clubs, the military, training organisations (involving GA pilots, parachutists, ATOs, DTOs, etc.) by encouraging suggestions between airspace users and ANS and raising awareness of areas where occurrences or conflicts are remotely possible, occasional or frequent.
Status: Ongoing
Due date for completing the task: Continuous
Number: MST.025
Headline: Improvement in the dissemination of safety messages
Objective/Description: Improve the dissemination of safety promotion and training material by authorities, associations, flying clubs, insurance companies targeting flight instructors and/or pilots through means such as safety workshops and safety days/evenings.
Owner: MS
Affected stakeholders: GA
Status: Ongoing
Reference(s): N/A
Dependencies: N/A
Deliverable(s): Safety workshops and safety days/evenings
Overall due date: Continuous

Low level tasks:

Number: MST.025-001
Headline: Systematic establishment of CAA safety promotion
Objective/description: CAA shall establish and maintain safety promotion tasks in its core / high level documents. In addition to that, CAA shall ensure enough resources to safety promotion tasks. Safety promotion is to be dispersed in all domains of organisation, including standardisation of documents layout delivered to stakeholders, and granting easy access to obtain them via various means. The paramount objective in this task is to incorporate safety promotion in core areas of CAAs activities.
Status: Ongoing
Due date for completing the task: 31.12.2020

Number: MST.025-002
Headline: Workshops, meetings and conferences
Objective/description: Establishment of yearly plan for organising various means of dissemination of safety sense information and latest regulatory changes (or revision of requirements), including at least workshops, meetings and conferences. These means facilitate face-to-face communication and support explanation of various requirements on simplified way. Topics are chosen on basis of actuality, CAA’s safety analysis, regulatory change, whatever is deemed to be relevant to GA pilots. Meetings are to be organised and planned on yearly basis (see also MST.025-001) and included in yearly plan of CAA’s activity.
Status: Ongoing
Due date for completing the task: Continuous

Number: MST.025-003
Headline: Safety sense leaflets and bulletins
Objective/description: Safety sense leaflets and bulletins instrument for both, proactive and reactive actions, in order to increase awareness of specific items to be addressed due to identified safety concerns (for example, pre-flight preparation, entry into and flying in controlled airspace etc.). Safety concerns are usually identified through continuous oversight, repetitive occurrence reports, EPAS, GASP. Safety information shall be published in easy to use form (understand) and in concise way, promoting best practices in aviation.
Status: Ongoing
Due date for completing the task: Continuous
Number: MST.025-004
Headline: E-news subscription and rich site syndication (RSS)
Objective/description: CAA will establish “Subscriptions to news” on its website. Stakeholders will be invited to subscribe to various domains as “point of interests”. Information regarding any news, safety sense information, regulatory change etc. will be easily disseminated through this tool. Subscription to news will establish communication network and enable CAA to reach every stakeholder (or subscriber).
Status: Ongoing
Due date for completing the task: 31.12.2020

Number: MST.025-005
Headline: Online questionnaires
Objective/description: Online self-assessment questionnaires will be published on CAA’s website. Questionnaires will allow stakeholders to review knowledge in terms of "multiple-choice questions" that will be applicable for example for GA pilots for relevant aircraft category and daily flying themes (Standardised European Rules of the Air (SERA), NCO and ACW). Every question will be also explained, with reference to relevant requirement.
Status: Ongoing
Due date for completing the task: 30.06.2021

Number: MST.025-006
Headline: Monitoring of the efficiency
Objective/description: In order to monitor the effectiveness or quality of events, questionnaires are distributed to stakeholders in order to evaluate taken actions, quality of workshops, meetings... provides feedback information to enhance quality of CAA’s outputs.
Status: Ongoing
Due date for completing the task: Continuous
MST.027 Promotion of safety culture in GA

Number: MST.027
Headline: Promotion of safety culture in GA
Objective/Description: CAs should include provisions to facilitate and promote safety culture (including just culture) in GA as part of their State safety management activities in order to foster positive safety behaviours and encourage occurrence reporting.
Owner: MS
Affected stakeholders: GA
Status: Ongoing
Reference(s): N/A
Dependencies: N/A
Deliverable(s): Provisions to facilitate and promote safety culture as part of SSP/SPAS
Overall due date: Continuous

Low level tasks:

Number: MST.027-001
Headline: Promotion just culture in SSP
Objective/description: Provisions for just culture in GA will be added in Slovenian SSP to encourage occurrence reporting and foster positive safety behaviours.
Status: Ongoing
Due date for completing the task: 2020

Number: MST.027-002
Headline: Promotion of safety culture in GA
Objective/description: Improving safety promotion is important segment of improving general aviation safety. Focus will be given to the occurrence reporting and small airports. Preparation of the Slovenian language version of the occurrence report form for non-SMS organizations, distribution of existing brochures to aero-clubs, training organizations, operators, pilots etc., preparation of recommendations for establishing a just culture within an organisation, promotion of occurrence reporting and safety culture through different communication channels and CAA workshops including seminars (for all professional areas), sharing of best practices, preparation of a new leaflet on Safety Culture in GA topic. Through such kind of activities, raise the public awareness and drawing attention to the importance of safety culture in GA.
Status: Ongoing
Due date for completing the task: Continuous

Number: MST.027-003
Headline: Include the just culture concept in the national legislation (Aviation Act, Criminal Code)
Objective/description: Check how the just culture is incorporated in the Aviation Act draft and propose any amendments should it be found necessary and relevant
Status: Ongoing
Due date for completing the task: December 2021
Number: SIT.004
Headline: Parachuters, paragliders, hang gliders and microlight airplanes
Objective/Description: Collected data on national level from 2004 to 2019 shows that the biggest risk for Slovenian aviation is still connected with accidents and serious incidents in the following areas: parachuters, paragliders, hang gliders and microlight airplanes
Owner: MS
Affected stakeholders: GA
Status: Ongoing
Reference(s): N/A
Dependencies: N/A
Deliverable: Reduce the number of accidents, serious incidents and fatalities through the implementation of systemic enablers.
Overall due date: Continuous

Low level tasks:

Number: SIT.004-001
Headline: Inspection of the competitions/flying displays
Objective/description: Ensure effective and risk based inspection plan and conditions to provide inspections. Inspectors should also cooperate with organisation committee of competition flights and displays in constructive manner in order to facilitate and enhance the safety in general.
Status: Ongoing
Due date for completing the task: Continuous

Number: SIT.004-002
Headline: Safety analysis and awareness committee
Objective/description: Establish safety analysis committee (consist also from outsourced contractors/other specialist) in order to analyse incidents/accidents or other deviations (for example: change training programme, rules etc.). This committee shall not interfere with Safety Investigation Authority (SIA).
Status: Ongoing
Due date for completing the task: 2020

Number: SIT.004-003
Headline: Safety promotion
Objective/description: Safety evenings/seminars with representatives of the parachuters, paragliders, hang gliders and microlights pilots community. The task includes developing and publishing safety leaflets, safety presentations, case studies, safety videos based, on lessons learned from accidents and incidents that are published via modern media.
Status: Ongoing
Due date for completing the task: Continuous
2.2.4 Aerodromes

This Chapter addresses aerodrome design and operations, as well as aerodrome operators. Actions in this Chapter address safety, as well as efficiency/proportionality in terms of developing and maintaining a legal framework commensurate with the complexity of ADR activities and management of potential risks. This Chapter also includes actions to ensure a level playing field on the basis of the regulatory requirements stemming from the Basic Regulation.

Actions in this Chapter aim at maintaining a high uniform level of safety in the Member States, ensuring compliance with the ICAO SAPRs and a harmonised approach which will support the free movement of services within the Member States.
Number: MST.029
Headline: Implementation of SESAR runway safety solutions
Objective/Description: MSs should evaluate together with the ADR operators and ANSPs the needs for implementing the related SESAR solutions such as those related to ground situational awareness, airport safety net vehicles and enhanced airport safety nets\(^9\). These SESAR solutions (solutions #01, #02, #04, #26, #47, #48, #70), designed to improve runway safety, should be considered as far as it is feasible.
Owner: MS
Affected stakeholders: Aerodrome operators, AOC holders, ANSPs and CAs
Status: Ongoing
Reference(s): GASP SEIs (States) – Mitigate contributing factors to the risks of RE and RI
Dependencies: N/A
Deliverable(s): SPAS
Overall due date: 2020

Low level tasks:

Number: MST.029-001
Headline: Data collection (analysis) and choice of appropriate SESAR runway safety solutions for implementation (if applicable)
Objective/description: In collaboration with ADR and ANSP after analysis of collected data, complexity of the airport and systems already installed no SESAR solution in 2019 has been selected. The ANSP has a plan to install the ground movement radar by 2024. According to yearly collection of data on the time and number of operations in the low visibility conditions and RI occurrence reports, the complexity of the airport and systems already installed, selection the appropriate SESAR runway safety solutions for implementation in collaboration with ADR and ANSP. Additional low level tasks will be developed if collected data will show the need for implementation one of the SESAR runway safety solutions.
Status: Ongoing
Due date for completing the task: Annual data collection (analysis), ground movement radar installation installed by 31.12.2024

\(^9\) [https://www.atmmasterplan.eu/exec/operational-changes](https://www.atmmasterplan.eu/exec/operational-changes)
2.3 Safe integration of new technologies and concepts

This strategic priority guides the introduction of new technologies, innovative solutions and operating concepts to support their safe integration into the aviation system and facilitate the emergence of such new technologies and solutions. It will require an evolution of the current European regulatory framework for aviation safety, initially designed for conventional fixed-wing aircraft, rotorcraft, balloons and sailplanes. The existing framework relies on the active contribution of human beings, increasingly assisted by automation, be it on board or on the ground. Propulsion is mostly provided by piston or turbine engines using fossil fuels.

Many of the technologies and innovations emerging in the aviation industry bear significant potential to further improve the level of safety, e.g. by improving the collection and analysis of operational data, better condition monitoring of aircraft for the purpose of preventive maintenance, improved accessibility and better quality of meteorological information, etc.

Digitalisation and automation are rapidly increasing in aviation systems. While this has resulted overall in significantly improved safety, the trend towards increasing automation requires a renewed safety focus on the interactions between humans and automation. The next generation of automation will be using artificial intelligence. In the near future, new EPAS actions will be required to maximise related safety benefits, while mitigating any threats induced by the implementation of these new technologies.

Safe integration of new technologies and concepts in EPAS includes:

- artificial intelligence;
- engine/aircraft certification;
- safe operation of UAS (drones);
- new operating concepts and business models;
- electric and hybrid propulsion, vertical take-off and landing (VTOL) aircraft;
- implementation of new operational solutions developed by SESAR;
- all-weather operations.
Drones

Objective/Description: The number of drones within the EU has significantly increased over the last years. Available data shows the increase of drones coming closer to manned aviation (both aeroplanes and helicopters), thereby confirming the need to mitigate the associated risk. To ensure the safe operation of drones and a level playing field within the EU, EASA has developed common European rules. They contribute to the development of a common European market while ensuring safe operations and respecting the privacy and security of RU citizens. On 28 February 2019, Europe got one step closer to harmonised rules for safe drone operation as the EASA Committee voted unanimously to approve the EC’s proposal for an Implementing Act to regulate the operations of UAS in Europe and the registration of drone operators and of certified drones. Commission’s Implementing Regulation (EU) 2019/947, accompanied by Commission’s Delegated Regulation (EU) 2019/945, defining the technical requirements for drones, were published on 11 June 2019. The delegated Regulation is immediately applicable while the Implementing Regulation will become gradually applicable within a year from publication. By 2022, the transitional period will be completed and the regulation will be fully applicable.

With these Regulations, the proposed EASA general concept, establishing three categories of UAS operations (open, specific and certified with different safety requirements, proportionate to the risk), is adopted at the European level and will be implemented. Moreover, as the number of UAS operations increases, there is a need to establish unmanned traffic management (UTM) systems (named “U-space” in Europe). There has been a huge development of U-space during the last year and it is expected that this will develop even faster in the years to come. The ATM Master Plan reflects the details about the integration of UAS in the EU airspace.

Owner: MS
Affected stakeholders: All
Status: Ongoing
Reference(s): N/A
Dependencies: N/A
Deliverable(s): Ensure the safe operation of drones and safe integration of drones in civil aviation system in order to minimise the risk of an accident as a result of conflict between a drone and an aircraft in Slovenian airspace.
Overall due date: Continuous

Low level tasks:

Number: SIT.005-001
Headline: Sharing of information and promotion of occurrence reporting
Objective/description: Relevant information for drone users shall be available and shared (CAA web page). CAA regularly publishes information on regulation, rules, procedures, means of compliance, forms, geofencing charts, templates, list of operators... on CAA web page. Occurrence reporting shall be promoted extensively, due to new EU obligations for drone users and extensive growth of “non-aviation” people using drones/airspace. Active participation on conferences, workshops or meetings, organised by CAA or stake holders.
Information already published on CAA web page:
Status: Ongoing
Due date for completing the task: Continuous
Number: SIT.005-002
Headline: Organisation of workshops
Objective/description: CAA shall organizes at least 3 times\textsuperscript{10} per year workshops on safe unmanned aerial vehicle (UAV) operation for operators of UAV, UAV pilots and other interested parties, as relevant.
Status: Ongoing
Due date for completing the task: Continuous

Number: SIT.005-003
Headline: Effective implementation of new EU regulation
Objective/description: Effective implementation of new EU regulation (preparation of decree on the implementation, conversion of certificates, on line training, exam questions data base, registry system, defining of geographical zones, inter – ministerial coordination, information regarding new regulation on CAA web page...). Collaboration with the Joint Authorities for Rulemaking on Unmanned Systems Group (JARUS) is in progress.
Status: Ongoing
Due date for completing the task: Date of application of the implementing rule (IR) (e.g. registration and on – line training 31.12.2020, conversion of national certificates 1.1.2022, geographical zones in digital form 1.1.2022).

\textsuperscript{10} Due to Covid-19 certain workshops and other promotion activities were stopped in March 2020 and will continue when the measures regarding the virus will be released.
Disclaimer
The data and images presented in this document are strictly for information purposes only. It is obtained from a number of different sources and, whilst every care has been taken to ensure the accuracy of the data and to avoid errors in the content, the CAA makes no warranty as to the accuracy, completeness or currency of the content.

Acknowledgments
The SSP accountable executive wishes to acknowledge the contribution made by CAA personnel in the preparation of this plan.