SLOVENIAN
PLAN FOR AVIATION SAFETY
2019-2023
# CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>APPROVAL LIST</td>
<td>4</td>
</tr>
<tr>
<td>LIST OF DISTRIBUTION AND CONTROLLED COPIES</td>
<td>4</td>
</tr>
<tr>
<td>REVISION LIST</td>
<td>4</td>
</tr>
<tr>
<td>Abbreviations</td>
<td>5</td>
</tr>
<tr>
<td>1 Introduction</td>
<td>9</td>
</tr>
<tr>
<td>1.1 The European Plan for Aviation Safety (EPAS) background</td>
<td>9</td>
</tr>
<tr>
<td>1.2 EPAS 2019-2023</td>
<td>10</td>
</tr>
<tr>
<td>1.3 The Global Aviation Safety Plan (GASP)</td>
<td>11</td>
</tr>
<tr>
<td>1.4 The European Regional Aviation Safety Plan (EUR RASP)</td>
<td>12</td>
</tr>
<tr>
<td>1.5 The ATM MP and the GANP</td>
<td>12</td>
</tr>
<tr>
<td>1.6 How EPAS is monitored</td>
<td>13</td>
</tr>
<tr>
<td>1.6.1 Reporting on State actions (MSTs)</td>
<td>13</td>
</tr>
<tr>
<td>1.6.2 Reporting on other actions in EPAS (RMT, FOT, SPT, RES and EVT)</td>
<td>13</td>
</tr>
<tr>
<td>1.7 Slovenian Plan for Aviation Safety (SPAS)</td>
<td>13</td>
</tr>
<tr>
<td>2 Member States Tasks/Slovenian tasks and low level tasks</td>
<td>17</td>
</tr>
<tr>
<td>2.1 Systemic issues</td>
<td>18</td>
</tr>
<tr>
<td>MST.001 Prioritization of work on Slovenian SSPs</td>
<td>19</td>
</tr>
<tr>
<td>MST.002 Promotion of SMS</td>
<td>22</td>
</tr>
<tr>
<td>MST.003 Flight data monitoring</td>
<td>23</td>
</tr>
<tr>
<td>MST.026 SMS Assessment</td>
<td>24</td>
</tr>
<tr>
<td>MST.028 Establishment and maintaining of the Slovenian Plan for Aviation Safety</td>
<td>26</td>
</tr>
<tr>
<td>2.2 Operational issues addressed to a different aviation domains</td>
<td>28</td>
</tr>
<tr>
<td>2.2.1 CAT/Aeroplane</td>
<td>28</td>
</tr>
<tr>
<td>MST.004 Loss of control in flight</td>
<td>29</td>
</tr>
<tr>
<td>MST.005 Fire, smoke and fumes</td>
<td>30</td>
</tr>
<tr>
<td>MST.006 Controlled flight into terrain</td>
<td>31</td>
</tr>
<tr>
<td>MST.007 Runway excursions</td>
<td>33</td>
</tr>
<tr>
<td>MST.010 Mid-air collision</td>
<td>34</td>
</tr>
<tr>
<td>MST.014 Runway incursions</td>
<td>36</td>
</tr>
<tr>
<td>MST.018 Ground safety</td>
<td>38</td>
</tr>
<tr>
<td>MST.029 Implementation of SESAR runway safety solutions</td>
<td>39</td>
</tr>
</tbody>
</table>
MST.024 Loss of separation between civil and military aircraft ................................................. 40
MST.030 Implementation of SESAR solutions aiming to reduce the risk of mid-air collision en-route and TMA ............................................................... 42
SIT.001 Bird strikes .................................................................................................................. 43
SIT.002 Transportation of Dangerous Goods ...................................................................... 45
SIT.003 SCF-NP issues .......................................................................................................... 47
2.2.2 Rotorcraft operations .................................................................................................. 48
MST.015 Helicopter safety events ......................................................................................... 49
MST.031 Implementation of SESAR solutions aiming to facilitate safe IFR operations ...... 50
2.2.3 General aviation: Non-commercial operations ......................................................... 51
MST.016 Airspace infringement risk in General Aviation .................................................... 52
MST.025 Improvement of the dissemination of safety messages ......................................... 55
MST.027 Development of Just culture in GA ..................................................................... 57
SIT.004 Parachuters, paragliders, hang gliders and microlights airplanes ....................... 58
2.3 Safe integration of new technologies and concepts ...................................................... 59
MST.019 Better understanding of operators' governance structure .................................. 60
SIT.005 Drones .................................................................................................................... 61
2.4 New products, systems, technologies and operations ................................................ 63
MST.020 Loss of radar detection ......................................................................................... 64
Disclaimer ............................................................................................................................ 66
Acknowledgments ................................................................................................................ 66
APPROVAL LIST

<table>
<thead>
<tr>
<th>Name and position</th>
<th>Signature</th>
</tr>
</thead>
<tbody>
<tr>
<td>Approved by: Damjan Horvat, MsC, Acting Director General of Civil Aviation, Ministry of Infrastructure</td>
<td></td>
</tr>
<tr>
<td>Prepared and controlled by Nataša Bešter, MsC, Compliance and Safety Manager, Civil Aviation Agency</td>
<td></td>
</tr>
<tr>
<td>Melita Pristov, Secretary, Aviation Division, Ministry of Infrastructure</td>
<td></td>
</tr>
<tr>
<td>Supported by 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>6.11.2017</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</td>
</tr>
<tr>
<td></td>
<td></td>
<td>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>
</tbody>
</table>
## Abbreviations

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>ABs</td>
<td>Advisory Bodies</td>
</tr>
<tr>
<td>ACW</td>
<td>Aircrew</td>
</tr>
<tr>
<td>ADR</td>
<td>Aerodromes</td>
</tr>
<tr>
<td>ADREP</td>
<td>Accident/Incident Data Reporting</td>
</tr>
<tr>
<td>AIP</td>
<td>Aeronautical Information Publication</td>
</tr>
<tr>
<td>AKOS</td>
<td>Agency for Communication Networks and Services of the Republic of Slovenia</td>
</tr>
<tr>
<td>ANS</td>
<td>Air Navigation Services</td>
</tr>
<tr>
<td>ANSP</td>
<td>Air Navigation Service Provider</td>
</tr>
<tr>
<td>AOC</td>
<td>Air Operator Certificate</td>
</tr>
<tr>
<td>APV</td>
<td>Approach with Vertical Guidance</td>
</tr>
<tr>
<td>ARO</td>
<td>Authority Requirements for Air Operations</td>
</tr>
<tr>
<td>ASR</td>
<td>Annual Safety Review</td>
</tr>
<tr>
<td>ATC</td>
<td>Air Traffic Control</td>
</tr>
<tr>
<td>ATM</td>
<td>Air Traffic Management</td>
</tr>
<tr>
<td>ATM MP</td>
<td>ATM Master Plan</td>
</tr>
<tr>
<td>ATO</td>
<td>Approved Training Organisation</td>
</tr>
<tr>
<td>ATS</td>
<td>Air Traffic Services</td>
</tr>
<tr>
<td>CA</td>
<td>Corrective Action</td>
</tr>
<tr>
<td>CAA</td>
<td>Civil Aviation Agency of the Republic of Slovenia</td>
</tr>
<tr>
<td>CAG</td>
<td>Collaborative Analysis Group</td>
</tr>
<tr>
<td>CAT</td>
<td>Commercial Air Transport</td>
</tr>
<tr>
<td>CDFA</td>
<td>Continuous Descent Final Approach</td>
</tr>
<tr>
<td>CFIT</td>
<td>Controlled Flight into Terrain</td>
</tr>
<tr>
<td>CMS MSM</td>
<td>Compliance Monitoring and Safety Management System Manual</td>
</tr>
<tr>
<td>CRM</td>
<td>Crew Resource Management</td>
</tr>
<tr>
<td>DA</td>
<td>Delegated Act</td>
</tr>
<tr>
<td>DPO</td>
<td>Designated Postal Operator</td>
</tr>
<tr>
<td>DTO</td>
<td>Declared Training Organisation</td>
</tr>
<tr>
<td>EAFDM</td>
<td>European Authorities Coordination Group on Flight Data</td>
</tr>
<tr>
<td>Abbreviation</td>
<td>Description</td>
</tr>
<tr>
<td>-------------</td>
<td>-------------</td>
</tr>
<tr>
<td>Monitoring</td>
<td>European Action Plan for the Prevention of Runway Excursions</td>
</tr>
<tr>
<td>EAPPRE</td>
<td>European Action Plan for the Prevention of Runway Incursions</td>
</tr>
<tr>
<td>EASA</td>
<td>European Union Aviation Safety Agency</td>
</tr>
<tr>
<td>EASP</td>
<td>European Aviation Safety Programme</td>
</tr>
<tr>
<td>EC</td>
<td>European Commission</td>
</tr>
<tr>
<td>ECAC</td>
<td>European Civil Aviation Conference</td>
</tr>
<tr>
<td>ECCAIRS</td>
<td>European Coordination Centre for Accident and Incident Reporting Systems</td>
</tr>
<tr>
<td>ECR</td>
<td>European Central Repository</td>
</tr>
<tr>
<td>EGPWS</td>
<td>Enhanced Ground Proximity Warning System</td>
</tr>
<tr>
<td>EHEST</td>
<td>European Helicopter Safety Team</td>
</tr>
<tr>
<td>EOFDM</td>
<td>European Operators Flight Data Monitoring Forum</td>
</tr>
<tr>
<td>EPAS</td>
<td>European Plan for Aviation Safety</td>
</tr>
<tr>
<td>eTOD</td>
<td>Electronic Terrain and Obstacle Database</td>
</tr>
<tr>
<td>EU</td>
<td>European Union</td>
</tr>
<tr>
<td>EUR RASP</td>
<td>European Regional Aviation Safety Plan</td>
</tr>
<tr>
<td>EVT</td>
<td>Evaluation Task</td>
</tr>
<tr>
<td>FAB</td>
<td>Functional Airspace Block</td>
</tr>
<tr>
<td>FAB CE</td>
<td>Functional Airspace Block Central Europe</td>
</tr>
<tr>
<td>FCL</td>
<td>Flight Crew Licensing</td>
</tr>
<tr>
<td>FDM</td>
<td>Flight Data Monitoring</td>
</tr>
<tr>
<td>FI</td>
<td>Flight Instructor</td>
</tr>
<tr>
<td>FOT</td>
<td>Focused Attention Topic</td>
</tr>
<tr>
<td>GA</td>
<td>General Aviation</td>
</tr>
<tr>
<td>GANP</td>
<td>Global Air Navigation Plan</td>
</tr>
<tr>
<td>GASP</td>
<td>Global Aviation Safety Plan</td>
</tr>
<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>Abbreviation</td>
<td>Full Form</td>
</tr>
<tr>
<td>--------------</td>
<td>-----------</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 Fight 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 Slovence (Slovenia Control)</td>
</tr>
<tr>
<td>LOC-1</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>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>
</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.


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).

The New Basic Regulation\(^1\), which entered into force on 11 September 2018 contains the obligations of preparing a European Aviation Safety Programme (Article 5) and Plan (Article 6) as well as national aviation safety programmes (Article 7) and plans (Article 8). These obligations already apply to states under ICAO Annex 19.

1.2 EPAS 2019-2023

EPAS is built on a proactive approach to support the future growth of aviation while securing a high and uniform level of safety for all Member States (MS). This proactive approach allows the European Commission (EC), the European Union Aviation Safety Agency (EASA) and MSs to take the necessary actions at the right time in order to prioritise the risks to be managed and to face the challenges posed by the increasing complexity and continued growth in civil aviation, as well as to ensure safe, secure and environmentally friendly implementation of new business models and new technologies.

EPAS is consistent with the goals and objectives of the GASP to enhance the level of safety in aviation and to support MSs in fostering mature safety management capabilities.

This EPAS edition captures the GASP goals under a new vision:
‘achieve constant safety improvement within a growing aviation industry’.

The overall safety objective is to maintain and whenever feasible to further improve the present safety performance level of the European aviation system in the face of upcoming changes. In the field of air traffic management (ATM), the performance ambitions adopted with the ATM Master Plan (ATM MP) reflect this overall objective.

The 2019-2023 EPAS edition integrates safety information from various sources, such as the Annual Safety Review (ASR), the Standardisation Annual Report (SAR), and the ATM MP, which is the European plan implementing the Global Air Navigation Plan (GANP). The objective is to obtain an overarching, consolidated aviation safety picture at European level, supporting the prioritisation of safety actions. More specifically, as safety is the highest priority for the implementation of the European ATM MP, this EPAS edition embraces European actions stemming from the ATM MP. It thus establishes an initial alignment with the ATM MP.

This EPAS edition reflects the new priorities agreed for the implementation of the new Basic Regulation (NBR), which entered into force on 11 September 2018. The related implementing rules will be aligned accordingly over the following years. The precise scope as well as the near-term priorities for 2019-2021 were agreed at the June 2018 EASA Management Board (MB) meeting, on the basis of a roadmap defining on the one hand how the work ahead to adapt to the NBR will be addressed and on the other hand setting related priorities for EASA rulemaking. While certain NBR provisions were already considered under the 2018-2022 EPAS edition, the NBR prioritisation has a major impact on this EPAS edition.

As an integral part of the NBR roadmap, EASA will provide MSs with targeted support in order to complement the Standardisation activities and to reinforce the common understanding and implementation of the European aviation safety regulations, thus enabling a robust and harmonised European aviation system.

The 2019-2023 EPAS edition comprises two distinct volumes:
- Volume I provides the executive summary as well as an introduction, describes the strategy and includes the key indicators. It consists of Chapters 1 to 4.
- Volume II contains the detailed list of EPAS actions. It consists of Chapters 5 to 8, dedicated to the four drivers ‘safety’, ‘environment’, ‘efficiency/proportionality’ and ‘level playing field’.
Strategic priorities are described in Section 3.1. The strategic priorities identified in the previous edition have been further refined and now specifically consider the safe integration of new technologies and concepts. As a result, all items previously included under 'emerging issues' are now addressed as part of this new strategic priority. A better link between EPAS and the EASA Standardisation process is presented in Section 3.2 Strategic enablers. This section includes also a new enabler, safety promotion and presents the first lines of a new strategic approach to communicate with the aviation community.

Chapter 4 'Performance' now includes former Chapter 4 'Key indicators', as well as a proposal for a set of performance indicators to support the monitoring of EPAS implementation and effectiveness of actions so that safety achievements become more tangible. These safety performance indicators (SPIs) do not override those established under the Single European Sky (SES) ATM Performance Scheme. The ASR is the document where the new indicators will be reported in the future.

1.3 The Global Aviation Safety Plan (GASP)

EPAS considers the objectives and priorities of the GASP to enhance the level of safety in aviation and to better prepare the MSs for the Universal Safety Oversight Audit Programme (USOAP) audits of their State Safety Portfolios. The International Civil Aviation Organization (ICAO), based on USOAP audit results, identified that the States' inability to effectively oversee aviation operations remains a global safety concern. Thus, the GASP objectives call for States to put in place robust and sustainable safety oversight systems that should progressively evolve into more sophisticated means of managing safety. These objectives are aligned with ICAO Standards and Recommended Practices (SARPs) for the implementation of state safety programme (SSP) by States and safety management systems (SMS) by service providers, and are addressed in EPAS in Section 5.1.1. Safety management.

In addition to the GASP objectives, ICAO has identified high-risk accident categories (global priorities). These categories were initially determined based on an analysis of accident data, for scheduled commercial air transport (CAT) operations, covering the period 2006-2011. Feedback from the Regional Aviation Safety Groups (RASGs) indicates that these priorities still applied during the development of the 2017-2019 GASP edition.

GASP focus areas to improve safety are not addressed specifically in this document, because they are similar to EPAS member states task (MST):

1. Runway safety events were identified as one of the main high-risk accident categories. Runway safety related events include the following ICAO accident occurrence categories: abnormal runway contact, bird strike, ground collision, runway excursion, runway incursion, loss of control on the ground, collision with obstacle(s) and undershoot/overshoot.

2. Controlled flight into terrain (CFIT) and loss of control in flight (LOC-I) were identified as the other two high risk accident categories. These types of accidents account for a small portion of accidents in a given year but are generally fatal and account for a large portion of the total number of fatalities.

3. In addition to the global safety priorities (runway safety, CFIT and LOC-I), ICAO is working with stakeholders to address emerging priorities such as global flight tracking, remotely piloted aircraft systems (RPAS), space transportation and risks arising from conflict zones.
4. Human factors and human performance affect all the safety topics discussed in GASP. It is important to recognize that addressing human factors will bring safety improvements across all safety-related issues. Effective human performance is fundamental to operational safety in aviation and should not be considered in isolation but rather be integrated into all aspects of aviation including equipment and system design, procedures, training and competency. Human performance should also be addressed in future airspace concepts.

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 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. The RASG-EUR is the main body to monitor the EUR RASP implementation and to collect feedback from stakeholders with the assistance of ICAO the Secretariat and EASA.

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.

1.5 The ATM MP and the GANP

The ATM MP is the European planning tool for setting ATM priorities. The ATM MP ensures that the Single European Sky ATM Research (SESAR) 'Target Concept', which is aligned with the ICAO GANP, becomes 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 MP is evolving and is built in collaboration with and for the benefit of all ATM stakeholders. The ATM MP also provides stakeholders with a business view of what deployment will mean in terms of return on investment.

The alignment between EPAS and the ATM MP requires two actions. Firstly, that the ATM MP 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 MP that are actually mitigating those identified safety risks.

This alignment is now ensured as follows:
- Volume I is in line with the ATM MP Level 1 (Executive View), Edition 2019; and
Volume II is aligned with the ATM MP Level 3, Edition 2018, and includes references to those existing solutions in the ATM MP that aim to mitigate 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.

The GANP represents a rolling, 15-year strategic methodology which leverages existing technologies and anticipates future developments based on State/industry agreed operational objectives. It offers a long-term vision that will assist ICAO, States and industry to ensure continuity and harmonisation among their modernisation programmes.

EASA is the body responsible for the SES safety pillar. Safety is one of the key performance indicators (KPIs) within the SES ATM Performance Scheme, and the ATM MP contributes to achieving the ambitions within the SES ATM Performance Scheme. EPAS actions and ATM MP solutions should be aligned where possible and the changes made in this EPAS edition constitute an important step towards such alignment. Such changes materialise through the inclusion of new actions for MSs and the referencing of specific research projects stemming from SESAR.

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 2019-2020, EASA will focus on providing implementation support to facilitate compliance with the new requirements of NBR Chapter II. States are required to develop a State Plan for Aviation Safety (SPAS), taking into consideration the actions they own in EPAS and providing justifications when such actions are not considered relevant to them.

SPAS will be the primary tool for MSs 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. EASA will make available an online platform for MSs to upload their SSP, SPAS and any other relevant material. The online platform is also intended to facilitate the exchange of information amongst States on EPAS and SSP implementation.

1.6.2 Reporting on other actions in EPAS (RMT, FOT, 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.

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.

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 issues
- operational issues addressed to a different aviation domains
- safe integration of new technologies and concepts and
- new products, systems, technologies and operations.

The data for each high level task shall include at least:
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
- owner
- activity sector
- deliverable
- overall due date and
- low level tasks or explanation in case that the high level task is not relevant.

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 for 2016 and 2017 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-latalski-varnosti.html](https://www.caa.si/porocilo-o-latalski-varnosti.html)


[http://www.icao.int/safety/Pages/Safety-Report.aspx](http://www.icao.int/safety/Pages/Safety-Report.aspx)
# 2 Member States Tasks/Slovenian tasks and low level tasks

<table>
<thead>
<tr>
<th>MST/SIT Number</th>
<th>Task Headline</th>
<th>Activity sector</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Systemic Issues</strong></td>
<td></td>
<td></td>
</tr>
<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, HF</td>
</tr>
<tr>
<td>MST.003</td>
<td>Flight data monitoring</td>
<td>CAT</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</td>
<td>All</td>
</tr>
<tr>
<td><strong>Operational Issues</strong></td>
<td>CAT/Aeroplane</td>
<td></td>
</tr>
<tr>
<td>MST.004</td>
<td>Loss of control in flight</td>
<td>CAT, HF</td>
</tr>
<tr>
<td>MST.005</td>
<td>Fire, smoke and fumes</td>
<td>CAT, HF</td>
</tr>
<tr>
<td>MST.006</td>
<td>Controlled flight into terrain</td>
<td>CAT, HF</td>
</tr>
<tr>
<td>MST.007</td>
<td>Runway excursions</td>
<td>CAT, HF</td>
</tr>
<tr>
<td>MST.010</td>
<td>Mid-air collision</td>
<td>CAT, HF</td>
</tr>
<tr>
<td>MST.014</td>
<td>Runway incursions</td>
<td>CAT/GA, HF</td>
</tr>
<tr>
<td>MST.018</td>
<td>Ground safety</td>
<td>CAT/HE, HF</td>
</tr>
<tr>
<td>MST.029</td>
<td>Implementation of SESAR runway safety solutions</td>
<td>CAT/GA, HF</td>
</tr>
<tr>
<td>MST.024</td>
<td>Loss of separation between civil and military aircraft</td>
<td>CAT/GA, HF</td>
</tr>
<tr>
<td>MST.030</td>
<td>Implementation of SESAR solutions aiming to reduce the risk of mid-air collision en-route and TMA</td>
<td>CAT/GA, HF</td>
</tr>
<tr>
<td><strong>SIT.001</strong></td>
<td>Bird strikes</td>
<td>CAT</td>
</tr>
<tr>
<td><strong>SIT.002</strong></td>
<td>Transportation of Dangerous Goods</td>
<td>CAT</td>
</tr>
<tr>
<td><strong>SIT.023</strong></td>
<td>SCF-IFP issues</td>
<td>CAT, GA</td>
</tr>
<tr>
<td><strong>Rotorcraft operations</strong></td>
<td></td>
<td></td>
</tr>
<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>
<tr>
<td><strong>General aviation: Non-commercial operations</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MST.016</td>
<td>Airspace Infringement risk in General Aviation</td>
<td>GA, HF</td>
</tr>
<tr>
<td>MST.025</td>
<td>Improvement of the dissemination of safety messages</td>
<td>GA</td>
</tr>
<tr>
<td>MST.027</td>
<td>Development of Just culture in GA</td>
<td>GA</td>
</tr>
<tr>
<td>SIT.004</td>
<td>Parachuters, paragliders, hang gliders and microlights airplanes</td>
<td>National</td>
</tr>
<tr>
<td><strong>Safe integration of new technologies and concepts</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MST.019</td>
<td>Better understanding of operators' governance structure</td>
<td>CAT/HE</td>
</tr>
<tr>
<td>SIT.005</td>
<td>Drones</td>
<td>All</td>
</tr>
<tr>
<td><strong>New products, systems, technologies and operations</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MST.020</td>
<td>Loss of radar detection</td>
<td>All</td>
</tr>
</tbody>
</table>

---

**EPAS 2018-2022 tasks**

**EPAS 2019-2023 tasks**

**Tasks included in MST.028**

**National Safety Risk Management Tasks**
2.1 Systemic issues

This area addresses system-wide problems that affect aviation as a whole. In most scenarios, these problems become evident by triggering factors and play a significant role in the final outcome of a safety event. They often relate to deficiencies in organisational processes and procedures.

Systemic issues often do not have a direct, short-term link with individual incidents or accidents. These issues have an extensive and usually delayed impact on the safe operation of an organisation or a system. Systemic issues are often background factors, either easily identifiable or latent. For example, they may be associated with shortcomings in processes, methods or operating cultures. If systemic issues are not identified and if the risks caused by them are not managed, they may trigger or contribute to an incident or an accident. Identifying systemic level threats is particularly essential in the case of new, emerging issues. There often is little or no safety data on them, and the role of proactive safety risk and impact assessments and research is highlighted.

The global safety management chain (GASP – EASP/EPAS – SSP/SPAS - SMS) was created to systematically develop the safety of the entire aviation system and its elements.
MST.001 Prioritization of work on Slovenian SSP

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,
  - 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
Activity sector: All
Deliverable: 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
Parties responsible for implementation: Primary: CAA Management/Support Services Division, Secondary: Assigned group for MST.001
Actions already taken: Authority requirements implemented through various CAA manuals, for example Compliance Monitoring and Safety Management System Manual (CMS/MSM), specific area manuals, procedures, organisational structures..., detection of deficiencies through compliance monitoring system/internal audits and external audits (e.g. EASA Standardisation visits, ICAO Audits, ICAO Coordinated Validation Mission (ICVM), Integrated Validation Activity (IVA))
Due date for completing the task: Continuous
Status of implementation: On-going

Number: MST.001-002
Headline: Coordination between State authorities
Objective/description: Ensure effective coordination between State authorities having a role in safety management
Parties responsible for implementation: Primary: SSP Accountable Executive, Secondary: Assigned group for MST.001
Actions already taken: SSP working group was established by the minister, regular meetings are conducted
Due date for completing the task: Continuous
Status of implementation: On-going
**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  
**Parties responsible for implementation:** Primary: CAA Support Services Division, Secondary: Assigned group for MST.001  
**Actions already taken:** CAA Training Policy, Training Programme, Annual Training Plan  
**Due date for completing the task:** Continuous  
**Status of implementation:** On-going

**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  
**Parties responsible for implementation:** Primary: CAA Management, Secondary: Assigned group for MST.001  
**Actions already taken:** Policies and procedures implemented through various CAA manuals, for example CMSMSM, specific area manuals and procedures  
**Due date for completing the task:** Continuous  
**Status of implementation:** On-going

**Number:** MST.001-005  
**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  
**Parties responsible for implementation:** Primary: CAA Management, Secondary: Assigned group for MST.001  
**Actions already taken:** N/A  
**Due date for completing the task:** N/A  
**Status of implementation:** Completed (see CAA CMSMSM), 28.09.2018 and continuously monitoring for compliance, performance and effectiveness

**Number:** MST.001-006  
**Headline:** SPIs at State level  
**Objective/description:** Establish a process to determine SPIs at State level addressing outcomes and processes  
**Parties responsible for implementation:** Primary: CAA Management, Secondary: Assigned group for MST.001  
**Actions already taken:** None  
**Due date for completing the task:** 2020  
**Status of implementation:** Open

**Number:** MST.001-007  
**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  
**Parties responsible for implementation:** Primary: CAA Management, Secondary: Assigned group for MST.001  
**Actions already taken:** N/A  
**Due date for completing the task:** N/A  
**Status of implementation:** 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 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.001-008  
**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. SPAS shall be evidence based by linking tasks/actions to strategic priorities.  
**Parties responsible for implementation:** Primary: SSP Accountable Executive and SSP working group, Secondary: Assigned group for MST.001  
**Actions already taken:** The first version of the SSP was adopted by the Government of Republic of Slovenia in July 2016, next update is expected by the end of 2019. The minister responsible for transport established the high level working group which adopted the SPAS in November 2017 and its revision in October 2018. Regular meetings of the working group are conducted. The SSP gap analysis is updated regularly. Slovenia has completed the first SSP gap analysis in January 2017 and submitted the latest update in February 2019 through the ICAO ISTARS. By the end of 2019 additional effort will be put on questions which were not answered satisfactory and the gap analysis will be updated again.  
**Due date for completing the task:** 31.12.2019, Continuous  
**Status of implementation:** On-going
MST.002 Promotion of SMS

Number: MST.002
Headline: Promotion of SMS
Objective/Description: Encourage implementation of safety promotion material developed by the Safety Management International Collaboration Group (SMICG) and other relevant sources
Owner: MS
Activity sector: All, human factors (HF)
Deliverable: Best practice
Overall due date: Continuous

Low level tasks:

Number: MST.002-001
Headline: Safety Management International Collaboration Group (SMICG) promotion materials
Parties responsible for implementation: Primary responsibility: CAA Management, Secondary: Assigned group for MST.002
Actions already taken: None
Due date for completing the task: Continuous
Status of implementation: Open

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.
Parties responsible for implementation: Primary responsibility: CAA Management, Secondary: Assigned group for MST.002
Actions already taken: None
Due date for completing the task: Continuous
Status of implementation: Open

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.
Parties responsible for implementation: Primary responsibility: CAA Management, Secondary: Assigned group for MST.002
Actions already taken: None
Due date for completing the task: Continuous
Status of implementation: Open
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
Activity sector: CAT
Deliverable: Report on activities performed to promote FDM
Overall due date: Continuous

Low level tasks:

**MST.003-001**
Headline: Evaluation of the operator’s FDM programmes
Objective/description: Evaluation of effective implementation of FDM programmes during oversite activities
Parties responsible for implementation: Primary: CAA Air Operations (OPS)/Flight Crew Licensing (FCL) Division, Secondary: Assigned group for MST.003
Actions already taken: FDM requirements implemented in oversight check lists
Due date for completing the task: Continuous
Status of implementation: On-going

**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
Parties responsible for implementation: Primary: Assigned group for MST.003, Secondary: CAA OPS/FCL Division
Actions already taken: None
Due date for completing the task: Continuous
Status of implementation: Open
MST.026 SMS Assessment

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
Activity sector: Air Operations, Aircrew, Medical, Aerodromes
Overall due date: Continuous with annual reporting

Low level tasks:

Number: MST.026-001
Headline: Training for CAA inspectors for proper use of SMS assessment tool
Objective/description: Before the Management System assessment tool will be continuously used for initial certification and continuing oversight by CAA the training for CAA inspectors will be organised in order to standardise the usage of the tool.
Parties responsible for implementation: Primary: CAA, Support Services Division (SSD) Division, Secondary: Assigned group for MST.026
Actions already taken: Several CAA inspectors have already completed SMS trainings (e.g. SMxP). They will also receive training for proper use of SMS assessment tool.
Due date for completing: November 2019
Status of implementation: On-going

Number: MST.026-002
Headline: Organisations’ MS self-assessment
Objective/description: Management System assessment tool will be provided to organisations (especially with the aim to effectively prepare to continuing oversight) to pre-perform self-assessment of SMS. The resulting organisation’s self-assessment will be discussed with CAA in order to obtain a common understanding of SMS effectiveness.
Parties responsible for implementation: Primary: CAA Management in cooperation with OPS, Aircrew (ACW), Medical (MED), Aerodromes (ADR) Divisions, Secondary: Assigned group for MST.026
Actions already taken: None
Due date for completing: December 2019
Status of implementation: Open

Number: MST.026-003
Headline: User feedback on MS assessment tool
Objective/description: CAA will collect the Information on Management System assessment tool usage by organisations and CAA inspectors.
Parties responsible for implementation: Primary: CAA OPS, ACW, MED, ADR Divisions, Secondary: Assigned group for MST.026
Actions already taken: None
Due date for completing: 2020, Continuous
Status of implementation: Open
Number: MST.026-004
Headline: Feedback to EASA
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. In addition to that CAA will regularly inform EASA about the status of compliance with SMS requirements and SMS performance of our industry.
Parties responsible for implementation: Primary: CAA Management in cooperation with OPS, ACW, MED, ADR Divisions, Secondary: Assigned group for MST.026
Actions already taken: None
Due date for completing: 2020, Continuous
Status of implementation: Open
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.
Note: This MST action now includes MST actions 004, 005, 006, 007, 010, 014, 016 and 018 from EPAS 2018-2022.
MST.007 corresponds to SAF11 (Prevention of RWY Excursions) in the ATM MP’s (Level 3 Ed 2018).
Owner: MS
Activity sector: All
Deliverable: 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.
Parties responsible for implementation: Primary: SSP Accountable Executive, Secondary: Assigned group for MST.028
Actions already taken: SSP working group was established by the minister, regular meetings are conducted. SPAS is revised annually.

\[^2\] 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.
\[^3\] A data-based parameter used for monitoring and assessing safety performance.
\[^4\] 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.
Due date for completing the task: Continuous
Status of implementation: On-going

Number: MST.028-002
Headline: Indicators and targets
Objective/description: Indicators and targets shall be established for all MST and SIT
Parties responsible for implementation: Primary: SSP working group, Secondary: Assigned
group for MST.028
Actions already taken: Some safety performance indicators already exist in SSP and CAA
CMSMSM. The overall revision is necessary
Due date for completing the task: 2020
Status of implementation: On-going
2.2 Operational issues addressed to a different aviation domains

Compared to systemic issues, 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/Aeroplane

During 2017 there were no fatal accidents involving European Air Operator Certificate (AOC) holders performing CAT passenger/cargo operations with aeroplanes having a maximum take-off weight above 5 700 kg. In this category, there were 15 non-fatal accidents; however, the number of non-fatal accidents was lower than the average of the previous 10-year period.

In 2017 the number of serious incidents in this category increased in comparison to the average of the previous 10-year period, with 99 serious incidents recorded in 2017 in comparison to the 10-year period average of 79.2.

This operational domain remains the greatest focus of the EASA and consequently CAA safety activities. The Collaborative Analysis Groups (CAGs) and advisory bodies (Abs) will help EASA to learn more about the safety challenges faced by airlines and manufacturers.
MST.004 Loss of control in flight

Number: MST.004
Headline: Loss of control in flight
Objective/Description: LOC-I should be addressed by the MS on their SSPs. This will include as a minimum agreeing a set of actions and measuring their effectiveness
Owner: MS
Activity sector: CAT, HF
Deliverable: SSP established
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) and AOC holders
Parties responsible for implementation: Primary: Assigned group for MST.004, Secondary: N/A
Actions already taken: None
Due date for completing the task: November 2020
Status of implementation: Open

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
Parties responsible for implementation: Primary: ACW Division, Secondary: Assigned group for MST.004
Actions already taken: Sampling of flights is already on-going, in addition to that the procedure should be established, which will introduce also LOC-I issue
Due date for completing the task: December 2019 (Upset Prevention and Recovery Training (UPRT) Implementation in ATO), 2020 (sampling of flight with additional checking of issues connected to LOC-I and UPRT)
Status of implementation: Continuous

Number: MST.004-003
Headline: Monitoring of the efficiency of taken measures
Objective/description: Monitor/analyse Slovenian ATO and AOC holders (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
Parties responsible for implementation: Primary: Assigned group for MST.004, Secondary: N/A
Actions already taken: None
Due date for completing the task: 2021
Status of Implementation: Open
Number: MST.005
Headline: Fire, smoke and fumes
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
Owner: MS
Activity sector: CAT, HF
Deliverable: SSP established
Overall due date: Continuous

Low level tasks:

Number: MST.005-001
Headline: Formulation of an advisory circular
Objective/description: Formulation of an advisory circular – published online and targeted at the Slovenian AOC holders
Parties responsible for implementation: Primary: Assigned group for MST.005, Secondary: N/A
Actions already taken: Translation of reference material in progress, formulation of advisory circular in progress
Due date for completing the task: 30.09.2019
Status of implementation: Open

Number: MST.005-002
Headline: Presentation of the topic at the CAA Safety Conference
Objective/description: Establishment of topic for presentation at the safety conference (purchase and maintenance of older aircrafts intended for the future CAT usage, fire-fighting procedures and other relevant issues)
Parties responsible for implementation: Primary: Assigned group for MST.001, Secondary: N/A
Actions already taken: None
Due date for completing the task: 30.05.2019
Status of implementation: Open
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 will include as a minimum agreeing a set of actions and measuring their effectiveness
Owner: MS
Activity sector: CAT, HF
Deliverable: SSP established
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) ...) and especially promoting the implementation of 3D approaches to airports
Parties responsible for implementation: Primary: Assigned group for MST.006 with cooperation with SSP working group, Secondary: CAA OPS/FCL Division
Actions already taken: None
Due date for completing the task: Continuous
Status of implementation: Open

Number: MST.006-002
Headline: Obstacle marking
Objective/Description: Assurance that obstacles assessed as being hazard to air navigation are identified and marked properly
Parties responsible for implementation: Primary: CAA ADR Division, Secondary: Assigned group for MST.006
Actions already taken: Obstacle inspections, obstacle pre-building permission procedure
Due date for completing the task: Continuous
Status of implementation: On-going

Number: MST.006-003
Headline: Obstacles database
Objective/Description: Continuous updating of the state electronic terrain and obstacle database (eTOD), additional obstacles assessed as being hazard to air navigation; full implementation of eTOD requirements
Parties responsible for implementation: Primary: CAA Air Navigation Services (ANS) and ADR Division with cooperation with Ministry of Infrastructure (MoI), Secondary: Assigned group for MST.006
Actions already taken: State electronic terrain and obstacle database was 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)
Due date for completing the task: Continuous
Status of implementation: On-going

Number: MST.006-004
Headline: Safety Assurance
Objective/description: Monitoring and analysing of Minimum Safe Altitude Warning (MSAW) alarms/trends
Parties responsible for implementation: Primary: Assigned group for MST.006, Secondary: Slovenia Control (KZPS)
Actions already taken: Occurrence reporting, analysing CFIT occurrences
Due date for completing the task: Continuous
Status of implementation: On-going

Number: MST.006-005
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
Parties responsible for implementation: Primary: CAA OPS/FCL Division, Secondary: N/A
Actions already taken: Checking and evaluation of examiners, annual meeting with heads of ATOs, safety promotion - workshops
Due date for completing the task: Continuous
Status of implementation: On-going

Number: MST.006-006
Headline: Aeronautical charts
Objective/description: Monitoring of compliance with ICAO Annex 4
Parties responsible for implementation: CAA ANS Division, Secondary: N/A
Actions already taken: Issued certification specifications which transposed ICAO Annex 4 requirements to national regulatory framework - Certification specifications for aeronautical charts published in Aeronautical Information Publication (AIP); Official Gazette of the RS, No 49/17, 7. 9. 2017
Due date for completing the task: Continuous
Status of implementation: On-going
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.
Owner: MS
Activity sector: CAT, HF
Deliverable: SSP established
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
Parties responsible for Implementation: Primary: Assigned group for MST.007, Secondary: N/A
Actions already taken: Questionnaire is in preparation
Due date for completing the task: 31.12.2019
Status of implementation: On-going

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.
Parties responsible for Implementation: Primary: Assigned group for MST.007, Secondary: CAA Management (occurrence reporting system)
Actions already taken: Occurrence reporting system in place
Due date for completing the task: Continuous
Status of implementation: On-going

Number: MST.007-003
Headline: Gap analysis on EAPPRE recommendations implementation and monitoring of effectiveness
Objective/description: The CAA verify that aircraft operators, air navigation service providers and airport operators adapt according to local needs and comply with the EAPPRE recommendations
Parties responsible for Implementation: Primary: CAA OPS/FCL, ANS and ADR Divisions, Secondary: Assigned group for MST.007
Actions already taken: None
Due date for completing the task: 2020
Status of implementation: Open
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.
Owner: MS
Activity sector: CAT, HF
Deliverable: SSP established
Overall due date: Continuous

Low level tasks:

Number: MST.010-001
Headline: Promotion of European Action Plan for Airspace Infringement Risk Reduction
Objective/description: European Action Plan for Airspace Infringement Risk Reduction shall be promoted on CAA Safety Conference
Parties responsible for implementation: Primary: Assigned group for MST.010, Secondary: N/A
Actions already taken: None.
Due date for completing the task: 31.12.2019
Status of Implementation: Open

Number: MST.010-002
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
Parties responsible for implementation: Primary: Assigned group for MST.010, Secondary: N/A
Actions already taken: None
Due date for completing the task: 30.09.2022
Status of Implementation: Open

Number: MST.010-003
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.
Parties responsible for implementation: Primary: Assigned group for MST.010, Secondary: CAA OPS/ACW Division during oversight and sampling of organisations involved in crew training or management.
Actions already taken: Sampling of flights in progress as part of oversight activities, safety related topics, circulars or promotional leaflets addressed in audit debriefings.
Due date for completing the task: Continuous
Status of Implementation: On-going

Number: MST.010-004
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.

Parties responsible for implementation: Primary: Assigned group for MST.010, Secondary: CAA OPS/ACW Division in co-operation with external members from industry (ANS representative, aviation examiners, operator’s safety managers, etc.)

Actions already taken: CAA Safety Conference organised

Due date for completing the task: Continuous

Status of implementation: On-going

**Number: MST.010-005**

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.

Parties responsible for implementation: Primary: Assigned group for MST.010, Secondary: CAA ACW, ANS Division (depending on the nature of occurrence).

Actions already taken: None

Due date for completing the task: 31.03.2020

Status of implementation: Open
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).
Owner: MS
Activity sector: CAT/GA, HF
Deliverable: SSP established
Overall due date: Continuous

Low level tasks:

Number: MST.014-001
Headline: Verification of runway incursion (RI) risk awareness at stakeholders
Objective/Description: Establishment of a questionnaire to verify if the risk of runway incursion is taken into account in Aircraft operators, Air navigation service providers and Airport operators’ SMS Systems and/or operational instructions.
Parties responsible for implementation: Primary: Assigned group for MST.014, Secondary: N/A
Actions already taken: Working group was established, regular meetings, preparation of questionnaire.
Due date for completing the task: 2020
Status of implementation: On-going

Number: MST.014-002
Headline: Evaluation of RI mitigation action at stakeholders
Objective/Description: Evaluation of the actions that were taken at Aircraft operators, Air navigation service providers and Airport operators to mitigate the risk of runway incursions by their personnel (training, rising awareness posters and leaflets, briefings, familiarization with hot spots, etc.).
Parties responsible for implementation: Primary: Assigned group for MST.014, Secondary: N/A
Actions already taken: Working group was established, regular meetings, preparation of questionnaire.
Due date for completing the task: 2020
Status of implementation: On-going

Number: MST.014-003
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.
Parties responsible for implementation: Primary: Assigned group for MST.014, Secondary: CAA Management
Actions already taken: RIs already addressed in the SSP, collecting of occurrence reports
Due date for completing the task: Continuous
Status of implementation: On-going

Number: MST.014-004
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. Additional (regulatory or promotion) actions will be taken if necessary.
Parties responsible for implementation: Primary: CAA OPS, ANS and ADR Divisions, Secondary: Assigned group for MST.014
Actions already taken: None
Due date for completing the task: Continuous
Status of implementation: Open
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.
Owner: MS
Activity sector: CAT/HE, HF
Deliverable: SSP established
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 will review ground-based events (ramp and taxiway) and monitor the implementation of mitigating measures through oversight and strive for raising safety awareness among the operator’s staff.
Parties responsible for implementation: Primary: CAA ADR Division, Secondary: Assigned group for MST.018
Actions already taken: Policies and procedures implemented through CMSMSM, specific area manuals and procedures
Due date for completing the task: Continuous
Status of implementation: On-going
MST.029 Implementation of SESAR runway safety solutions

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. These SESAR solutions designed to improve runway safety should be implemented as far as it is feasible.
This EPAS action is aligned with the ATM MP’s (Level 3 Ed 2018) action ATC02.9 Enhanced short term conflict alert (STCA) in terminal manoeuvring areas (TMAs).
Owner: ADR operators/ANSPs/MS
Activity sector: CAT/GA, HF
Deliverable: SPAS
Overall due date: 2020

Low level tasks:

Number: MST.029-001
Headline: Data collection.
Objective/Description: Collection of data on the time and number of operations in the low visibility. Review of the RI occurrence reports.
Parties responsible for implementation: Primary: Assigned group for MST.029, Secondary: N/A
Actions already taken: None
Due date for completing the task: 30.9.2019
Status of implementation: Open

Number: MST.029-002
Headline: Choice of appropriate SESAR runway safety solutions for implementation (if applicable)
Objective/Description: Based on the data obtained, the complexity of the airport and systems already installed, select 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.
Parties responsible for implementation: Primary: Assigned group for MST.029, Secondary: N/A
Actions already taken: None
Due date for completing the task: 31.12.2019
Status of implementation: Open
MST.024 Loss of separation between civil and military aircraft

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;
- develop and harmonise 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, EASA FS.4
Activity sector: CAT
Deliverable: Report
Overall due date: 2020

Low level tasks:

Number: MST.024-001
Headline: Endorse and fully apply Circular 330
Objective/description: ICAO Circular 330 requirements overview and comparison to the actual state of affairs (gap analysis). Analysing ICAO Circular 330 requirements with subject EU regulations and current situation in the Republic of Slovenia
Parties responsible for implementation: Primary: Assigned group for SIT.001, Secondary: N/A
Actions already taken: None
Due date for completing the task: 2020
Status of implementation: Open

Number: MST.024-002
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
Parties responsible for implementation: Primary: Ministry of Defence, Secondary: Military Aviation Authority, ANSP
Actions already taken: None
Due date for completing the task: 2020
Status of implementation: Open

Number: MST.024-003
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
Parties responsible for implementation: Primary: EU, Secondary: Ministry of Infrastructure, Ministry of Defence
Actions already taken: None
Due date for completing the task: Not set by EASA
Status of implementation: Open

Number: MST.024-004
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 (ECAIRS) - European Central Repository (ECR).
Parties responsible for implementation: Primary: CAA, Management, Secondary: Assigned group for SIT.001
Actions already taken: CMSMSM contains procedure for sharing relevant information
Due date for completing the task: Continuous
Status of implementation: On-going

Number: MST.024-005
Headline: Facilitate/make primary surveillance radar data available in military units to civil ATC units
Objective/description: The military owns and operates two primary radar systems (Ljubljanski vrh and Ledinekova Kogel). Data from the military radar systems do not comply with the requirements of EU Regulation No 1207/2011. The civil air traffic service (ATS) provider (KZPS) do not use this data for operational purposes (but only for analytical purposes). On the other side, the military is using radar data from a civil ATS provider who has two primary radars.
Parties responsible for implementation: Primary: N/A Secondary: N/A
Actions already taken: N/A
Due date for completing the task: N/A
Status of implementation: Closed
Number: MST.030
Headline: Implementation of SESAR solutions aiming to reduce the risk of mid-air collision en-route and TMA
Objective/Description: MS should evaluate together with ANSPs delegated to provide services in their airspace the needs for implementing SESAR solutions such as those related to enhanced Short Term Conflict Alerts (STCA)/enhanced safety nets32. These SESAR solutions designed to improve safety should be implemented as far as it is feasible.
Owner: ANSPs/MS
Activity sector: CAT/GA, HF
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 nets32.
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 nets32. These SESAR solutions designed to improve safety should be implemented as far as it is feasible.
Parties responsible for implementation: Primary: CAA ANS Division and ANSP, Secondary: N/A
Actions already taken: None
Due date for completing the task: 1.5.2020
Status of Implementation: Open
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 accident involving Slovenian commercial aircraft, or an aircraft flying in Slovenian airspace.
Owner: MS
Activity sector: CAT
Deliverable: 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.
Parties responsible for implementation: Primary: CAA ADR Division, Secondary: Assigned group for SIT.001
Actions already taken: Continuous and performance based oversights by ADR Division inspectors.
Due date for completing the task: Continuous
Status of implementation: On-going

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 practices: ICAO Airport Service Manual P3 - Wildlife Control and Reduction and International Bird strike Committee Recommended Practises - Standards for Aerodrome Bird Control.
Parties responsible for implementation: Primary: Ministry of Infrastructure/CAA ADR Division, Secondary: Assigned group for SIT.001
Actions already taken: None
Due date for completing the task: 2022
Status of implementation: Open

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.
Parties responsible for implementation: Primary: Ministry of infrastructure/CAA ADR Division, Secondary: Assigned group for SIT.001
Actions already taken: None
Due date for completing the task: 2025
Status of implementation: Open
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
Activity sector: CAT
Deliverable: 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
Parties responsible for implementation: Primary: Ministry of Infrastructure, Aviation Division, Secondary: CAA OPS/FCL and ADR Division
Actions already taken: Working group for Aviation Act amendment was established by minister. CAA have issued proposal to the working group on approach to new national regulation.
Due date for completing the task: December 2021
Status of Implementation: On-going

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.
Parties responsible for implementation: Primary: CAA OPS/FCL Division, Secondary: Assigned group for SIT.002
Actions already taken: Training Programme was approved by Ministry of Infrastructure
Due date for completing the task: 2020
Status of Implementation: On-going

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.
Parties responsible for implementation: Primary: Assigned group for SIT.002, Secondary: CAA Management
Actions already taken: None
Due date for completing the task: 31.12.2021
Status of implementation: Open
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
Activity sector: CAT, GA
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 previous reports for last three years
Objective/description: Perform analysis of previous reports and find any pattern showing critical area(s). If any pattern found, corrective actions will be discussed in AIR Division. Air Division will discuss corrective actions and mitigate problematic areas.
Parties responsible for implementation: Primary: Assigned group for SIT.003, Secondary: CAA AIR Division
Actions already taken: Promotion of occurrence reporting at annual AIR safety meetings with industry. Annual AIR safety meetings with industry also promote standards and compliance with regulations.
Parties responsible for implementation: Primary: Assigned group for MST.004, Secondary: N/A
Due date for completing the task: 31.01.2020 (analysis), 31.03.2020 (corrective actions and mitigation measures)
Status of implementation: Open
2.2.2 Rotorcraft operations

This area includes four types of operations:
- offshore operations (part of CAT);
- other CAT operations by holders of an EASA MS AOC;
- specialised operations (Part SPO)/aerial work operations; and
- non-commercial operations (certified helicopters registered in an EASA MS or for which an EASA MS is State of Operator).

In the CAT offshore helicopter domain, there were no accidents (either fatal or non-fatal) in 2017. Instead, there were 2 serious incidents, 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 1 fatal accident, 4 non-fatal accidents and 6 serious incidents in 2017, leading to 6 fatalities and 3 serious injuries. The fatal accident involved a collision with mountains during helicopter emergency medical services (HEMS) operations.

In Part SPO/aerial work operations, there were 3 fatal accidents, 12 non-fatal accidents and 5 serious incidents in 2017, leading to 4 fatalities and 5 serious injuries. The number of serious incidents was considerably higher than the average of the preceding 10-year period.

In non-commercial operations, there were 3 fatal accidents, 22 non-fatal accidents and 8 serious incidents in 2017, leading to 7 fatalities and 11 serious injuries. The number of fatal accidents decreased in 2017 compared to 2016 and the 10-year average. There were also fewer non-fatal accidents and serious incidents in 2017 compared to 2016 and to the 10-year average.

The EU SRM process has identified opportunities to improve risk controls in the following areas so that accident numbers will not increase. Through the Offshore Helicopter CAG, there has been specific work in this area of helicopter operations that has identified both some additional work to existing actions as well as a small number of specific actions within this domain.
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
Activity sector: HE
Deliverable: 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 the relevant entities.
Objective/description: Presentation on - safety events and other relevant issues, identification off SPIs for helicopter operators, importance of Safety Boards and Safety Action Groups as per operator's complexity and presentation of European statistics of occurrences involving rotorcraft.
Parties responsible for implementation: Primary: Assigned group for MST.015, Secondary: CAA OPS Division
Actions already taken: Collecting relevant information
Due date for completing: Continuous (annually or every two years)
Status of implementation: On-going

Number: MST.015-002
Headline: Formulation of helicopter safety event leaflet
Objective/description: Preparation of a leaflet to be distributed on CAA webpage and during CAA Safety Conference. The EHEST, IHST, CA, Heli Offshore or other sources of safety promotion materials will be used as appropriate.
Parties responsible for implementation: Primary: Assigned group for MST.015, Secondary: N/A
Actions already taken: None
Due date for completing: 30.05.2019
Status of implementation: Open

Number: MST.015-003
Headline: SPIs for helicopter operators
Objective/description: Evaluation of the SPIs of the helicopter AOC holders in terms of their suitability.
Parties responsible for implementation: Primary: CAA OPS Division in cooperation with CAA Management, Secondary: Assigned group for MST.015
Actions already taken: None
Due date for completing: 2020
Status of implementation: Open
Number: MST.031
Headline: Implementation of SESAR solutions aiming to facilitate safe Instrument Flight 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 designed to improve safety should be implemented as far as it is feasible.
This EPAS action is aligned with the ATM MP’s (Level 3 Ed 2018) action NAV12 Low level IFR Routes for Rotorcraft.
Owner: ANSPs/flight procedures designers/MS
Activity sector: HE
Deliverable: 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: Assessment of needs for implementation of IFR procedures for specific Airport/Heliport or portion of airspace, specifically designed for rotorcraft and implementation of such procedures, if proved necessary (see MST.031-002).
Parties responsible for implementation: Primary: Assigned group for MST.031, Secondary: ANSP, Airport/Heliport operators
Actions already taken: None
Due date for completing the task: 31.12.2020
Status of implementation: Open

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 Parties responsible for implementation: Primary: Assigned group for MST.031, Secondary: ANSP, Airport/Heliport operators
Actions already taken: None
Due date for completing the task: 2025
Status of implementation: Open
2.2.3 General aviation: Non-commercial operations

This section covers General Aviation (GA) non-commercial operations involving aeroplanes of mass groups below 5 700 kg registered in an EASA MS. 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 nearly 80 fatalities per year in Europe (excluding fatal accidents involving microlight airplanes), which makes it one of the sectors of aviation with the highest yearly number of fatalities. Furthermore, in 2017, there were 34 accidents causing 62 fatalities in non-commercial operations with aeroplanes and 25 fatal accidents causing 27 fatalities in the domain of sailplane operations. These two areas present the highest numbers of fatal accidents in 2017. The GA roadmap is key to the EASA strategy in this domain.

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), it is reasonable to assume that step changes in the existing safety level are not being achieved at European level, despite all initiatives and efforts.
Number: MST.016
Headline: Airspace infringement risk in General Aviation
Objective/Description: National authorities should play the leading role in establishing and promoting local implementation priorities and actions.
Owner: MS
Activity sector: GA, HF
Deliverable: Report
Overall due date: Continuous

Low level tasks:

Number: MST.016-001
Headline: Safety promotion and raising of awareness of Airspace Infringement Risk in GA
Objective/description: Safety bulletin, advisory circular, promotional material, published online for CAA website users - focused to drone users and GA pilots (non-commercial air operations with other-than-complex motor-powered aircraft (NCO) operators) and delivered to the flight training organisations (national, declared training organisation (DTO) and ATO), flight association, aero-clubs, non-commercial air operations with complex motor-powered aircraft (NCC) holders, examiners, safety managers of AOC holders (as applicable).
Parties responsible for implementation: Primary: Assigned group for MST.016, Secondary: CAA OPS/ACW Division
Actions already taken: Safety promotional materials for visual flight rules (VFR) flying in controlled airspace, Safety campaign for drone operators.
Due date for completing the task: Continuous
Status of implementation: On-going

Number: MST.016-002
Headline: Awareness as part of oversight scope
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.
Parties responsible for implementation: Primary: Assigned group for MST.016, Secondary: CAA OPS/ACW Division during oversight and sampling of flights in ATO/DTO.
Actions already taken: Sampling of flights in progress as part of oversight activities, safety related topics, circulars or promotional leaflets addressed in audit debriefings.
Due date for completing the task: Continuous
Status of implementation: On-going

Number: MST.016-003
Headline: Sampling of training flights and operations
Objective/description: Verifying awareness in practice, outside of the scope of post-holders and safety manuals, by sampling student’s and instructor’s awareness, pointing out the potential issues and airspace hot-spots on safety conferences or annual head of training (HT) meetings, flight instructor (FI) refresher courses or examiner’s standardisations. Sampling the usage of standard phraseology and procedures on uncontrolled airfields.
Parties responsible for implementation: Primary: Assigned group for MST.016, Secondary: CAA ACW Division
Actions already taken: Sampling of flights and annual ATO meetings in progress, addressing human factors, airmanship, occurrence reporting culture and common occurrences in the airspace (in cooperation with ANS Division).
Due date for completing the task: Continuous
Status of implementation: On-going
Number: MST.016-004
Headline: Checking and evaluation 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.
Parties responsible for implementation: Primary: Assigned group for MST.016, Secondary: CAA ACW Division
Actions already taken: Examiner's inspections being part of inspection's programme, examiner's evaluation criteria and senior examiners defined by regions.
Due date for completing the task: Continuous
Status of implementation: On-going

Number: MST.016-005
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 (ANS Division invited as required).
Parties responsible for implementation: Primary: Assigned group for MST.016, Secondary: CAA ACW, ANS Division (depending on the nature of occurrence).
Actions already taken: None
Due date for completing the task: 31.03.2020
Status of implementation: Open

Number: MST.016-006
Headline: Regular meetings with HTs
Objective/description: Contributions to conferences with heads of training, by safety promotion topics, news related to safety management requirements, presenting highlights or amendments of learning objectives, based on experience from oversight of the training organisations, regulation and just-culture principles highlights, addressing human factors in aviation, leading to risk of airspace infringements in GA. Also the topic of LOC-I should be covered.
Parties responsible for implementation: Primary: Assigned group for MST.016, Secondary: CAA ACW Division in co-operation with external members from industry (ANS representative, aviation medical examiner, psychologist, etc.)
Actions already taken: Annual HT meeting of all ATOs and DTOs
Due date for completing the task: Continuous
Status of implementation: On-going

Number: MST.016-007
Headline: Promoting the cooperation between ANS, association, clubs, GA pilots, the military
Objective/description: Promotion of establishing a bridge between ANS, aero-clubs, the military, national training organisations (involving GA pilots, parachutists and glider association, ultralight national flight schools, ATOs, DTOs, etc.) by encouraging suggestions between airspace users and ANS in both ways for improvements for user-friendly AIP/Notice to Airmen (NOTAM) system and lower airspace harmonisation. Incorporating topics Safety managers of AOC holders, ATO/DTO HTs, examiners and flight instructors via refresher courses, organised by ATOs. Distribution of ANS promotional material is facilitated on airspace hot-spots; issues, transponder usage in correlation to occurrences and conflicts within GA, including drones (in co-operation with ANS).
Parties responsible for implementation: Primary: Assigned group for MST.016, Secondary: ANSP representative, operators, clubs, the military.
Actions already taken: Annual meetings with training organisations, workshops for GA users organised by ANS Division.
Due date for completing the task: Continuous
Status of implementation: On-going

Number: MST.016-008
Headline: Distribution of information to airspace users
Objective/description: MST group collects information of relevant occurrence reports from CAA Safety Board that were caused by reduced separation and from ANSP Information of areas where occurrences or conflicts are remotely possible, occasional or frequent. At meetings or workshops for airspace users, CAA in cooperation with ANSP presents analysis of effectiveness of mandatory transponder usage areas, ATS instructions, NOTAM violations, presentation of incidents in controlled or uncontrolled airspace; presentations of amendments of most recent VFR navigation charts, as well as maintaining their availability for the GA airspace users.
Parties responsible for implementation: Primary: Assigned group for MST.016, Secondary: N/A.
Actions already taken: Several workshops for e-ARO (Authority Requirements for Air Operations), e-AIP and NOTAM systems, workshop on airspace changes and updates organised by ATS.
Due date for completing the task: Continuous
Status of implementation: On-going
MST.025 Improvement of the dissemination of safety messages

Number: MST.025
Headline: Improvement of 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: Safety Promotion Network (SPN)
Activity sector: GA
Deliverable: 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 proper 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.
Parties responsible for implementation: Primary: CAA Management in cooperation with all CAA Divisions, Secondary: Assigned group for MST.025
Actions already taken: None
Due date for completing the task: 2020
Status of implementation: Open

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.
Parties responsible for implementation: Primary: CAA Management in cooperation with all CAA Divisions, Secondary: Assigned group for MST.025
Actions already taken: Biannual seminars with HTs of ATO/DTO, AIR workshops, drones workshops...
Yearly plan of CAA of workshops, meetings and conferences established for 2019
Due date for completing the task: Continuous
Status of implementation: On-going

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.
Parties responsible for implementation: Primary: All CAA Divisions, Secondary: Assigned group for MST.025
Actions already taken: Leaflets: Flying in controlled airspace, Occurrence reporting for general aviation pilots, Pre-flight preparation checklists, UL bulletin...
Due date for completing the task: Continuous
Status of implementation: On-going

Number: MST.025-004
Headline: E-news subscription and rich site syndication (RSS)
Objective/description: CAA shall 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).
Parties responsible for implementation: Primary: CAA SSD Division, Secondary: Assigned group for MST.025
Actions already taken: None
Due date for completing the task: 2020
Status of implementation: Open

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.
Parties responsible for implementation: Primary: All CAA Divisions, Secondary: Assigned group for MST.025
Actions already taken: None
Due date for completing the task: 2020
Status of implementation: Open

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.
Parties responsible for implementation: Primary: All CAA Divisions, Secondary: Assigned group for MST.025
Actions already taken: Feedback questionnaire for meetings, workshops.
Due date for completing the task: Continuous
Status of implementation: On-going
MST.027 Development of just culture in GA

Number: MST.027
Headline: Development of just culture in GA
Objective/Description: CAs should include provisions for just culture in GA in their SSPs to encourage occurrence reporting and foster positive safety behaviours.
Owner: MS
Activity sector: GA
Deliverable: Just culture included in SSP
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.
Parties responsible for implementation: Primary: SSP Accountable Executive, Secondary: CAA Management
Actions already taken: None
Due date for completing the task: 2020
Status of implementation: Open

Number: MST.027-002
Headline: Promotion of the just culture to stakeholders through different media and events
Objective/description: Add just culture to the slider on the CAA Slovenia’s website, expand the text on the sub-page, find and add links to related content, e.g. Eurocontrol (SKYibrary), find and add YouTube footage to the topic of justice culture, add a leaflet (pdf) to the just culture sub-page. Promote occurrence reporting and just culture through different CAA workshops and conferences. Through such kind of activities raise the public awareness and drawing attention to the importance of just culture.
Parties responsible for implementation: Primary: Assigned group for MST.027, Secondary: CAA Management
Actions already taken: CAA published brochures regarding Flight preparation and Occurrence Reporting – General Aviation with chapter on occurrence reporting and just culture added.
Due date for completing the task: Continuous
Status of implementation: On-going

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
Parties responsible for implementation: Primary: Ministry of infrastructure and Ministry of justice; Secondary: CAA Management
Actions already taken: None
Due date for completing the task: December 2021
Status of implementation: Open
Number: SIT.004
Headline: Parachuters, paragliders, hang gliders and microlights airplanes
Objective/Description: Collected data on national level from 2004 to 2018 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. Statistical data can be found on Ministry of Infrastructure and CAAs web pages:
https://www.caa.si/porocilo-o-letalski-varnosti.html
Owner: MS
Activity sector: GA
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.
Parties responsible for implementation: Primary: CAA OPS/FCL Division, Secondary: N/A
Actions already taken: Inspection plan - planning
Due date for completing the task: Continuous
Status of implementation: On-going

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).
Parties responsible for implementation: Primary: CAA OPS/FCL Division in cooperation with CAA Management, Secondary: Assigned group for SIT.004
Action already taken: None
Due date for completing the task: 2020
Status of implementation: Open

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.
Parties responsible for implementation: Primary: CAA OPS/FCL Division in cooperation with CAA Management, Secondary: Assigned group for SIT.004
Action already taken: Promotion material and safety leaflets: aero towing procedures, UL bulletin... published on CAA’s website
Due date for completing the task: Continuous
Status of implementation: On-going
2.3 Safe integration of new technologies and concepts

This section addresses the safe integration of new technologies and innovative solutions into the aviation system.

While many of the technologies and innovations emerging in the aviation industry bear significant potential to further improve the level of safety, EPAS gives due consideration to the safety issues derived from new technologies, new operational concepts or novel business models.

In the ATM domain, SESAR covers the development of new technologies for a better management of Europe’s airspace as well as their contribution to the achievement of the SES goals and safety targets.
**MST.019 Better understanding of operators’ governance structure**

**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  
**Activity sector:** CAT/HE  
**Deliverable:** Research/guidance material  
**Overall due date:** 2019  

**Low level tasks:**

**Number:** MST.019-001  
**Headline:** Effective monitoring and initial evaluation  
**Objective/Description:** Upon receipt of Agency’s support to this particular MST, the group will outline relevant aspects to be considered in Slovenian market. Namely, due to market’s size, the scope of group operations is minimal therefore also non-group operations will be considered for the time being.  
**Parties responsible for implementation:** Primary: CAA Management, Secondary: Assigned group for MST.019  
**Actions already taken:** None  
**Due date for completing the task:** Continuous  
**Status of implementation:** On-going
Number: SIT.005
Headline: Drones
Objective/Description: The number of drones within the EU has multiplied over the last two 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 — 10 non-fatal accidents were included in the European Central Repository in 2017 and the number of high-risk incidents reported significantly increased over the last 5 years. The introduction of new airspace users should not degrade the level of safety.
Owner: MS
Activity sector: All
Deliverable: 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: Occurrence reporting - amending of legal basis
Objective/description: Amending of legal basis - Decree on the implementation of Regulation (EU) on the reporting, analysis and follow-up of occurrences in civil aviation in accordance with Regulation (EU) 1139/2018
Parties responsible for implementation: Primary: CAA Management, Secondary: Assigned group for SIT.005
Actions already taken: Amended Decree on the implementation of Regulation (EU) on the reporting, analysis and follow-up of occurrences in civil aviation prepared and forwarded to the Ministry of Infrastructure to perform the governmental procedure
Due date for completing the task: 30.09.2019
Status of implementation: On-going

Number SIT.005-002
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 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.
Parties responsible for implementation: Primary: Assigned group for SIT.005, Secondary: CAA Management
Due date for completing the task): Continuous
Status of implementation: On-going

Number SIT.005-003
Headline: Organisation of workshops
Objective/description: CAA shall organizes 5 to 6 times per year workshops on safe unmanned aerial vehicle (UAV) operation for operators of UAV and for UAV pilots
Parties responsible for implementation: Primary: SSD Division; Secondary: Assigned group for SIT.005
Actions already taken: Since 2016 CAA conduct drone workshops
Due date for completing the task: Continuous
Status of implementation: On-going

Number SIT.005-004
Headline: Effective implementation of new EU regulation
Objective/description: Effective implementation of new EU regulation (decree on the implementation, conversion of certificates, on line training, exam questions data base, registry system, defining of geographical zones...). Collaboration with the Joint Authorities for Rulemaking on Unmanned Systems Group (JARUS) is in progress.
Parties responsible for implementation: Primary: Assigned group for SIT.005 with cooperation with Ministry of Infrastructure, Secondary: N/A
Actions already taken: Working group for implementation of Delegated act (DA) and Implementing rule (IR) on unmanned aircraft was established in the CAA
Due date for completing the task: Date of application of the implementing rule (IR) and DA (not known yet)
Status of implementation: On-going
2.4 New products, systems, technologies and operations

This section addresses the introduction of new designs, technologies or types of operation for which regulatory updates are needed, and highlights some of the most relevant trends that will influence aviation in the years to come.
MST.020 Loss of radar detection

Number: MST.020
Headline: Loss of radar detection
Objective/Description: On 5 and 10 June 2014, there were several occurrences of radar losses from ATC displays in central Europe. These events resulted in reduced capacity in some of the affected ATC sectors, in introduction of flow measures and in delays. As this type of events may also have a serious impact on safety, EASA was mandated by the EC to perform a technical investigation and put forward recommendations.
The technical investigation concluded that the source of the interference was a system or installation which over-interrogated the transponders on board aircraft not only at rates beyond their requirements but also beyond design limits.
MSs are encouraged to implement the recommendations of the technical report and to consider implementation of other mitigation techniques against loss of detection of aircraft as a result of secondary surveillance radar (SSR) over-interrogation
Owner: MS
Activity sector: All
Deliverable: Report
Overall due date: 2020

Low level tasks:

Number: MST.020-001
Headline: Laying down requirements for the performance and the interoperability
Objective/description: Establishment of a permanent interdepartmental working group to regulate the field of spectrum protection and put in place Spectrum protection formal arrangement
Parties responsible for implementation: Primary: Ministry of Infrastructure, Secondary: CAA, KZPS, Agency for Communication Networks and Services of the Republic of Slovenia (AKOS) and Ministry of Defence
Actions already taken: None
Due date for completing the task: June 2019
Status of implementation: Open

Number: MST.020-002
Headline: Decreasing the amount of interrogations
Objective/description: Activities aimed at reducing the interrogation of a secondary surveillance radar transponder on board; Recommendation to service providers to implement monitoring of the ground-based surveillance interrogations and to develop their own procedures in case of over interrogation; Formal arrangement of relations between different stakeholders possible within Functional Airspace Block Central Europe (FAB CE) Region
Parties responsible for implementation: Primary: KZPS, Secondary: CAA, Ministry of Defence, AKOS, permanent interdepartmental working group
Actions already taken: Several informal meeting between stakeholders
Due date for completing the task: December 2020
Status of implementation: On-going

Number: MST.020-003
Headline: The use of the 1 030/1 090 MHz frequency band is monitored and recorded.
Objective/description: Establishment and management of a national database of active surveillance systems in accordance with the requirements; Definition of the monitoring tools; Implementation of monitoring tools (possibly on the together with other FAB CE States and its ANSPs; Surveillance data recording
Parties responsible for implementation: Primary: KZPS, Secondary: permanent interdepartmental working group, CAA, AKOS and Ministry of Defence
Actions already taken: None
Due date for completing the task: April 2020
Status of implementation: Open

Number: MST.020-004
Headline: Each MLAT/WAM interrogator use a unique interrogator code and interrogations are kept to a minimum
Objective/description: Manage range of the multilateration (MLAT)/wide area multilateration (WAM) interrogations
Parties responsible for implementation: Primary: KZPS, Secondary: AKOS and Ministry of Defence
Actions already taken: None
Due date for completing the task: Continuous
Status of implementation: Open

Number: MST.020-005
Headline: Collaboration particularly within the Functional Airspace Block (FABs), but also wider collaboration at the EU level
Objective/description: Establishing cross-border and regional cooperation on issues
Parties responsible for implementation: Primary: KZPS, CAA, Secondary: Ministry of Infrastructure, Ministry of Defence
Actions already taken: None
Due date for completing the task: June 2020
Status of implementation: Open

Number: MST.020-006
Headline: A NOTAM is issued when maintenance activities or tests are conducted that could affect or interfere the frequencies 1 030/1 090 MHz
Objective/description: Issue NOTAM messages for systems testing and maintenance
Parties responsible for implementation: Primary: KZPS, Ministry of Defence, Secondary: CAA
Actions already taken: NOTAM issued as appropriate
Due date for completing the task: Continuous
Status of implementation: On-going
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 and MoI personnel in the preparation of this plan.