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Datum: 30.04.2021

SLOVENIAN
PLAN FOR AVIATION SAFETY
2021–2025
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<td>Prepared and controlled by&lt;br&gt;Jerneja Šifrer, MSc, Compliance and Safety Manager, Civil Aviation Agency</td>
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<td>Aerodromes</td>
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<td>ADREP</td>
<td>Accident/Incident Data Reporting</td>
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<td>AIP</td>
<td>Aeronautical Information Publication</td>
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<td>AKOS</td>
<td>Agency for Communication Networks and Services of the Republic of Slovenia</td>
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<td>ANS</td>
<td>Air Navigation Services</td>
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<td>Air Navigation Service Provider</td>
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<td>Air Operator Certificate</td>
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<td>APV</td>
<td>Approach with Vertical Guidance</td>
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<td>ARO</td>
<td>Authority Requirements for Air Operations</td>
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<td>Annual Safety Review</td>
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<td>ATM Master Plan</td>
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<td>Cabin Air Quality</td>
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<td>Commercial Air Transport</td>
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<td>CDFA</td>
<td>Continuous Descent Final Approach</td>
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<td>Controlled Flight into Terrain</td>
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<td>CMSMSM</td>
<td>Compliance Monitoring and Safety Management System Manual</td>
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<td>CRM</td>
<td>Crew Resource Management</td>
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<td>Delegated Act</td>
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<td>Designated Postal Operator</td>
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<td>Declared Training Organisation</td>
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<td>Enhanced Ground Proximity Warning System</td>
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<td>Electronic Terrain and Obstacle Database</td>
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<td>European Regional Aviation Safety Plan</td>
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<td>Global Aviation Safety Plan</td>
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<td>HEMS</td>
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<td>International Civil Aviation Organisation</td>
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<td>Joint Authorities for Rulemaking on Unmanned Systems</td>
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<td>Kontrola zračnega prometa Slovenije (Slovenia Control)</td>
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<td>Mid-Air Collision</td>
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<td>Multilateration</td>
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<td>Member State</td>
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<td>Minimum Safe Altitude Warning</td>
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<td>NBR</td>
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<td>NCC</td>
<td>Non-Commercial Air Operations with Complex Motor-Powered Aircraft</td>
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<td>NCO</td>
<td>Non-Commercial Air Operations with Other-Than-Complex Motor-Powered Aircraft</td>
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<td>NoA</td>
<td>Network of Analysts</td>
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<td>NOTAM</td>
<td>Notice to Airmen</td>
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<td>Description</td>
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<td>OPS</td>
<td>Air Operations</td>
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<td>Pilot in Command</td>
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<td>Regional Aviation Safety Group</td>
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<td>Rich Site Syndication</td>
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<td>Standardisation Annual Report</td>
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<td>System Component Failure (Non-Powerplant)</td>
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<td>Single European Sky</td>
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<td>Single European Sky ATM Research</td>
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<td>SESAR Joint Undertaking</td>
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<td>Safety Management International Collaboration Group</td>
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<td>State Plan for Aviation Safety</td>
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<td>Specialised Operations</td>
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<td>Secondary Surveillance Radar</td>
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<td>TMA</td>
<td>Terminal Manoeuvring Area</td>
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1 Introduction

1.1 European Plan for Aviation Safety (EPAS) 2021–2025

EASA Executive Director Mr. Patrick Ky, starts the foreword of EPAS 2021–2025 with the following words: "The publication of the 10th Edition of the EPAS comes at a time when the entire industry is focused on the near-term problem of survival in the face of COVID-19. While safety can never be compromised, even in the face of extreme adversity, we must at the same time recognise that less urgent safety optimisations will hold a lower priority in such circumstances."

This applies also for the national aviation authorities. Safety, security and environment protection nevertheless remain the cornerstone of our efforts, but at the same time, as a priority, CAA will, with the help of other aviation stakeholders, dedicate many activities to help the aviation organisations to return to normal operations and to strengthen the resilience of the aviation industry and the CAA in future crisis when (if) they appear.

The Basic Regulation\(^1\), which entered into force on 11. 09. 2018, introduced a dedicated chapter on aviation safety management, thereby creating a strong legal basis not only for European Aviation Safety Programme – EASP (Article 5) and European Plan for Aviation Safety - EPAS (Article 6), but also for the establishment and maintenance of State Safety Programme - SSPs (Article 7) and State Plans for Aviation Safety - SPAS (Article 8) at Member State level. These obligations already apply to states also under International Civil Aviation Organization (ICAO) Annex 19 'Safety Management'.

The latest EPAS edition constitutes the 10th edition of the document. Since its fifth edition (covering 2016-2020), EPAS incorporates the EASA Rulemaking Programme. The main objective of EPAS is to further improve aviation safety and environmental protection throughout Europe, while ensuring a level playing field, as well as fostering efficiency/proportionality in regulatory processes. EPAS is a key component of the safety management system (SMS) at European level, which is described in the EASP. The regional approach complements national approaches offering a more efficient means of discharging State obligations for safety management in the EU aviation system. The EASP defines the aviation safety framework at European level.

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

In addition to being developed in accordance with the processes, roles and responsibilities described in EASP, EPAS is consistent with the ICAO global plans in the area of aviation safety and air navigation and ensures alignment with the ATM Master Plan.

The development of EPAS relies on dedicated stakeholder groups, established by EASA, in particular:

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

The Republic of Slovenia is represented and actively involved in the work of MAB and TeBs.

The Basic Regulation requires EASA Member States to consider relevant risks and actions defined in EPAS within their national safety action planning process. In return, EPAS defines a number of specific actions addressed to and owned by Member States, to support the implementation of effective SSPs and SPAS. To support the establishment and maintenance of safety plans at Member State level and provide further visibility to the safety risks affecting the European aviation system, this EPAS edition includes the full set of domain safety risk portfolios, in a new Volume III.

In this document, in Chapter 2, the Republic of Slovenia put a great importance to the specific actions addressed to and owned by Member States. In addition to those actions, we have added additional actions, where relevant for Slovenian aviation environment and detected risks through established safety risk management process.

On the EASA level, a specific stakeholder advisory body, the Safety Management TeB (SM TeB), supports the implementation of EPAS actions in the domain of systemic safety, including SSP and SPAS implementation. Its main purpose is to provide a forum to exchange information and address implementation issues in the area of State safety management, as well as to provide input and feedback on EPAS implementation concerning all systemic issues. The SM TeB also provides recommendations on further actions required to support EPAS, SSP and SPAS implementation. All EASA Member States are represented in the SM TeB; non-EASA European Civil Aviation Conference (ECAC) States are invited to attend as observers.

EPAS constitutes the Regional Aviation Safety Plan (RASP) for EASA Member States, setting out the strategic priorities, strategic enablers, main risks affecting the European aviation system and the necessary actions to mitigate those risks to further improve aviation safety. EPAS sets an aspirational safety goal to achieve constant safety improvement with a growing aviation industry. Considering the significant reduction in flights because of the COVID-19 pandemic, the aspiration to constantly improve the level of safety remains entirely adequate, as the recession affecting the economy globally and the return to operations bear significant risks for aviation safety. Effective risk management capability is more important than ever to cope with the multiple effects of the crisis.

From the onset of the COVID-19 outbreak, realising that the impact on industry was closely linked to the level of coordination and harmonisation within Europe, the EASA initiated the project called ‘Return to Normal Operations’ (RNO). This entails intense cooperation with the European Member States, the aviation industry and international partners, and resulted in a set of immediate measures to address the most acute phase of the crisis and support a safe return to operations while reducing the risk of infection for passengers and crews. The aviation safety risks entailed by the COVID-19 pandemic are being assessed as part of a dedicated work
stream within the RNO project, which led to the compilation of a dedicated COVID-19 Safety Risk Portfolio. The results of the in-depth analysis of the underlying safety issues may result in short-term mitigation actions not qualifying for inclusion in EPAS.

More systemic issues or issues that are expected to remain in the medium to long term will be addressed as part of the regular European safety risk management (SRM) cycle and may thus feed future EPAS editions. Sections 3.1.1.1 and 3.1.1.2 provide further details on related systemic safety issues. There is currently little certainty regarding the path to recovery, and insufficient visibility on what the ‘new normal’ may look like for the aviation industry. However, there is a consensus that it will take much longer for the industry to return to pre-pandemic levels of traffic than initially projected. In these circumstances, engaging in discussions with stakeholders on strategic priorities to adapt them to the ‘new normal’ would not have been appropriate. The strategic priorities thus remain unchanged in this edition. The main safety risks feeding the operational priorities continue to be determined through the European SRM process, in close coordination with Member States and industry.

Figure 1: Relationship between aviation programmes and plans
1.2 The Global Aviation Safety Plan (GASP) – ICAO Doc 10004

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

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

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

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

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

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

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

GASP high-risk categories of occurrences are not addressed separately in this document because they are consistent with the key risk areas identified through the European SRM process and therefore addressed in Chapter 2 of this document.

1.3 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 EASPG (European Region Aviation System Planning Group) is the main body to monitor the progress of the GASP implementation and report to the ICAO Council. The group also manages and coordinates the implementation of the ICAO EUR RASP.

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

The second EUR RASP covering the period 2020–2022 was published in July 2020. This second EUR RASP version is based on EPAS 2020–2024. Its reference period reflects the current GASP reference period 2020–2022.

Like the EPAS, the aim of the EUR RASP is to facilitate the implementation of GASP goals at a broader ICAO EUR regional level covering 56 States.
Due to specific difference in the areas of coverage for EPAS and EUR RASP it was agreed to maintain both documents, but to ensure that they are aligned and not contradicting to each other.

To support the EUR-RASP planning process, EPAS actions in Volume II provide references to corresponding GASP 2020–2022 Safety Enhancement Initiatives (SEIs) addressed to States or industry, covering both organisational challenges and operational risks. GASP SEIs addressed to the regions are considered implemented through EU Safety Management at large, as described in EASP and implemented through EPAS. Consequently, they are not specifically referenced in EPAS.

1.4 The Global Air Navigation Plan (GANP) and the Air Traffic Management Master Plan (ATM MP)

The purpose of GANP is to drive the evolution of the global air navigation system to meet the ever-growing expectations of all sectors of aviation community, by equitably accommodating all airspace user operations in a safe, secure and cost-effective manner while reducing the aviation environmental impact. To this end, GANP provides a series of operational improvements to increase capacity, efficiency, predictability, flexibility while ensuring interoperability of systems and harmonisation of procedures. The implementation of the GANP is enabled by promoting the effective implementation of safety oversight and a safety management approach to oversight, including safety risk management to permit innovation in a managed way. The European ATM MP addresses the priorities and objectives set in GANP.

The European ATM MP is the planning tool for setting ATM priorities across Europe. It defines the development and deployment priorities needed to deliver the Single European Sky ATM Research (SESAR) vision, which is regularly updated, through strong collaboration between all ATM stakeholders, in order to respond to the evolving aviation landscape.

Considering Article 93(c) of the Basic Regulation which stipulates that ’The Agency shall, where it has the relevant expertise and upon request, provide technical assistance to the Commission, in the implementation of the Single European Sky, in particular by contributing to the implementation of the ATM Master Plan (MP), including the development and deployment of the SESAR project’, alignment between EPAS and the ATM MP needs to be ensured. This alignment requires the identification of those SESAR Solutions in the ATM MP that can mitigate related safety risks identified by the European aviation safety system, while EPAS identifies actions that enable those solutions from the ATM MP.

Beyond this, the recent proposal on the implementation of the Single European Sky addresses also the challenges of ATM modernisation. This proposal includes enhancements for the effective coordination between all phases of the SESAR project, including the ATM MP. EPAS supports this objective and EASA’s strengthened role to support the timely implementation of the ATM MP.
1.5 How EPAS is monitored

1.5.1 Reporting on State actions (MSTs)

In accordance with Chapter II of the Basic Regulation, Member States are required to develop SPAS, taking into consideration the actions they own in EPAS and providing justifications when such actions are not considered relevant to them. Accordingly, SPAS will be the primary tool for Member States to report on action implementation. States are expected to provide an up-to-date SPAS at least annually or, where the SPAS is not updated annually, a report on the implementation of EPAS actions.

EASA made available an online platform for Member States to upload their SSP, SPAS and any other relevant material. This online platform, hosted on the EASA SharePoint site for the EASA ABs, is also intended to facilitate the exchange of information amongst Member States on EPAS and SSP implementation.

Implementation of the SPAS will also be monitored as part of the EASA Standardisation activities.

1.5.2 Reporting on other actions in EPAS (RMT, SPT, RES and EVT)

For the remaining EPAS actions (RMT, SPT, RES and EVT), 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).

The efficiency of actions included in EPAS in relation to environmental protection will continue to be monitored as part of the European Aviation Environmental Report (EAER). A new EAER will be published in 2022.

1.6 Slovenian Plan for Aviation Safety (SPAS)

This chapter offers the description of establishing and maintaining the SPAS.

Additionally answers to the four key questions related to SSP implementation:

<table>
<thead>
<tr>
<th>Key question</th>
<th>Document(s) providing answer</th>
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</thead>
<tbody>
<tr>
<td>What are the State’s main/top safety risks</td>
<td><strong>SSP</strong>&lt;br&gt;<strong>SPAS, Chapter 2</strong></td>
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<tr>
<td>How does the State know it?</td>
<td><strong>Publications of ICAO and EASA</strong>&lt;br&gt;<strong>CAA Annual Aviation Safety Review</strong>&lt;br&gt;Hazard identification is done by the CAA, mostly through:  &lt;ul&gt;&lt;li&gt;occurrence reporting – MOR and VOR;&lt;/li&gt;&lt;li&gt;relevant occurrences for CAA Slovenia reported to other NAAs (found in ECR using queries and using the information received directly via e-mail);&lt;/li&gt;&lt;/ul&gt;</td>
</tr>
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</table>
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 aviation safety policy and high-level description of the legislative background, processes and safety work. SSP is developed by the working group appointed by minister of infrastructure and according to Aviation Act adopted by the Government of the Republic of Slovenia.

For implementation of the SSP, the Civil Aviation Agency of the Republic of Slovenia (CAA) annually updates the SPAS 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 coordinator of the working group.

The tasks of the working group are as follows:

- The working group 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.
- Based on 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, establishes and maintains the SSP. The SSP 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 the 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 EASP and GASP and to prepare a table of actions resulting from the SSP and actions, which are harmonized with EPAS.
- The working group has delegated its safety promotion tasks 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. 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 is monitored as part of aviation safety risk management and safety assurance. CAA monitors implementation of the actions through Safety Board meetings.
effectiveness of proposed and accomplished tasks is presented annually in the Report on MST and SIT realisation and in the CAA Annual Aviation Safety Review. Key safety risks for Slovenian aviation are identified through European and national safety risk management process. SPAS contains in Chapter 2 the high (risks) and low level tasks that need to be taken in order to mitigate identified risks and reduce them to the acceptable safety level.

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

Those tasks are divided into following groups:
- systemic safety & competence of personnel
- operational issues addressed to different aviation domains:
  - aeroplane:
  - rotorcraft;
  - general aviation;
  - aerodromes and
  - unmanned aircraft systems.

The data for each high-level task shall include at least:
- number (for tasks originating from EPAS – MST.0001, MST.0002...; for national related tasks – SIT.0001, SIT.0002...);
- headline;
- objective/description;
- owner;
- affected stakeholders;
- status (ongoing, new);
- SIs/SRs (the safety issue or issues that this action aims to address, in accordance with the related safety risk portfolio and/or safety recommendations that are relevant to the action);
- reference (related actions in other plans (e.g. ATM Master Plan, GASP) or other important reference documents);
- dependencies (other EPAS actions that enable or affect the implementation of this action);
- deliverable (type of deliverable (report, best practice, guidance material, study, etc.));
- overall due date; and
- low-level tasks or explanation in case that the high-level task is not relevant for Slovenia.

The data for each low-level task shall include at least:
- number (for tasks originating from EPAS – MST.0001-001, MST.0001-002; for national related tasks – SIT.0001-001, SIT.0001-002...);
- headline;
- objective/description;
- status (ongoing if existed in previous SPAS, new if added it this edition of SPAS);
- due date for completing the task (year, quarter, exact date, continuous, completed with explanation).

For efficient implementation of SSP and EPAS MST/national SIT, CAA established working groups for each EPAS and national task. Working groups shall propose low-level tasks as a tool to achieve efficient implementation of task lower the risk of the detected hazard or meet certain
objective. Low-level tasks are incorporated into this document. These actions may include rule making, policy, targeted safety oversight, safety analysis and safety promotion.

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

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

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


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

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<td>• cooperative oversight in all sectors</td>
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<td>Parachuters, paragliders, hang gliders and microlights airplanes</td>
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- EPAS 2018–2022 tasks
- EPAS 2019–2023 tasks
- EPAS 2020–2024 tasks
- EPAS 2021–2025 tasks
- Tasks included in MST.0028
- National Safety Risk Management Tasks
2.1 Systemic safety and competence of personnel

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

2.1.1 Safety management

Safety management is a strategic priority. Despite the fact that last years have clearly brought continued improvements in safety across every operational domain, recent accidents underline the complex nature of aviation safety, the importance of hazard identification and associated risk mitigation and the significance of addressing human factor aspects. Authorities and aviation organisations should have agile safety management systems (SMS), implementing robust Safety Risk Management (SRM) principles and including whenever possible short-loop safety monitoring processes. The situation with the COVID-19 pandemic illustrates that need across all domains. These principles are strengthened through SMS implementation supported by ICAO Annex 19 and Regulation (EU) No 376/2014.

The goals are:

- implementation of a regulatory framework requiring that safety management is in place across all aviation domains, with proportionate requirements in the area of GA;
- implementation of a regulatory framework for information security management. Improve the level of safety through effective implementation of safety management within authorities and organisations.
Prioritization of work on Slovenian SSP

Objective/description: In the implementation and maintenance of the SSP, Member States shall in particular:

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

Owner: MS
Affected stakeholders: All
Status: Ongoing
SIs/SRs: SI-0041 Effectiveness of Safety Management
Reference(s):
- GASP SEI-13 — Start of SSP implementation at the national level
- GASP SEI-14 — Strategic allocation of resources to start SSP implementation
- GASP SEI-15 — Strategic collaboration with key aviation stakeholders to start SSP implementation
- GASP SEI-16 — Strategic collaboration with key aviation stakeholders to complete SSP implementation

Dependencies: MST.0028
Deliverable(s): SSP document made available, SSP effectively implemented
Overall due date: 2021, 2025

Low-level tasks:

Number: MST.0001-001
Headline: Effective implementation of the authority requirements
Objective/description: Ensure effective implementation of the authority requirements and address deficiencies in oversight capabilities, as a prerequisite for effective SSP implementation.
Status: Ongoing
Due date for completing the task: Continuous

Number: MST.0001-002
Headline: Coordination between State authorities
Objective/description: Ensure effective coordination between State authorities having a role in safety management.
Status: Ongoing
Due date for completing the task: Continuous

Number: MST.0001-003
Headline: Inspector competencies
Objective/description: Ensure that inspectors have the right competencies to support the evolution towards risk-and performance-based oversight.
Status: Ongoing
Due date for completing the task: Continuous

Number: MST.0001-004
Headline: Risk-and performance-based oversight
Objective/description: Ensure that policies and procedures are in place for risk-and performance-based oversight, including a description of how an SMS is accepted and regularly monitored.
Status: Ongoing
Due date for completing the task: Continuous

Number: MST.0001-005
Headline: Civil-military coordination
Objective/description: Consider civil-military coordination aspects where relevant for State safety management activities, with a view to identifying where civil-military coordination and cooperation will need to be enhanced to meet SSP objectives.
Status: Ongoing
Due date for completing the task: Continuous

Number: MST.0001-006
Headline: Occurrence reporting
Objective/description: Establish policies and procedures for safety data collection, analysis, exchange and protection, in accordance with Regulation (EU) No 376/2014.
Status: Ongoing
Due date for completing the task: Completed (see policies and procedures in CMSMSM), but continuous monitoring for compliance, performance and effectiveness is required.

Number: MST.0001-007
Headline: SPIs at State level
Objective/description: Establish a process to determine SPIs at State level addressing outcomes and processes.
Status: Ongoing
Due date for completing the task: 2022

Number: MST.0001-008
Headline: SSP shall be available and shared
Objective/description: Ensure that an approved SSP document is made available and shared with other Member States and EASA. The SSP shall be shared with EASA and Member States via EASA online platform. Every new version of the SSP shall be made available via appropriate channels.
Status: Ongoing
Due date for completing the task: Completed. The first version of the SSP was adopted by the Government of Republic of Slovenia in July 2016. SSP published on CAA webpage: [https://www.caa.si/drzavni-program-upravljanja-varnosti-v-civilnem-letalstvu-ssp.html](https://www.caa.si/drzavni-program-upravljanja-varnosti-v-civilnem-letalstvu-ssp.html) and published on ICAO integrated Safety Trend Analysis and Reporting System (iSTARS) and shared.
with EASA Safety Management Team by email, 07.02.2019. Every new version shall be shared as described above.

Number: MST.0001-009

Headline: SSP shall be regularly reviewed and effective

Objective/description: Ensure that the SSP is regularly reviewed and that the SSP effectiveness is regularly assessed. Update the gap analysis regularly. In 2021, additional effort will be put on questions, which were not answered satisfactory and the gap analysis will be updated again. All SSP foundational PQs\textsuperscript{2}, which are still not answered satisfactory (currently 32 out of 299) will be reviewed again in the OLF.

Status: Ongoing

Due date for completing the task: Continuous

\textsuperscript{2} The term foundation of an SSP refers to a subset of the USOAP PQs that have been identified as fundamentals and are considered as prerequisites for sustainable implementation of the full SSP. These are referred to as SSP foundational PQs. SSP foundational PQs are grouped into subject areas derived from Annex 19 and Doc 9859. States can prioritize and address these PQs when conducting SSP gap analysis or while defining the SSP implementation/action plan. The concept of foundation of an SSP is intended to replace the 60 per cent EI score previously used in the GASP as a threshold to progress into implementation of the SSP. The intent is that these PQs be included in the SSP implementation planning to ensure sustainability. The full list of SSP foundational PQs can be found using the SSP Foundational tool available via the ICAO integrated Safety Trend Analysis and Reporting System (iSTARS).
### MST.0002 Promotion of SMS

<table>
<thead>
<tr>
<th>Number: MST.0002</th>
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<tbody>
<tr>
<td><strong>Headline:</strong> Promotion of SMS</td>
</tr>
<tr>
<td><strong>Objective/Description:</strong> Member States should encourage implementation of safety promotion material developed by the European Safety Promotion Network, the SMICG and other relevant sources of information on the subject of safety management.</td>
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<tr>
<td>Latest SMICG deliverables include:</td>
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<tr>
<td>- Improved SMS evaluation tool;</td>
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<td>- Safety Culture evaluation tool and guidance for Industry;</td>
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<td>- Safety Culture self-assessment tool for regulators;</td>
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<td>- Position paper on SMS/QMS relationship;</td>
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<td>- SSP brochure;</td>
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<td>- SMS attitudes and behaviours;</td>
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<tr>
<td>- Comprehensive Safety performance management document.</td>
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<tr>
<td>Forthcoming SMICG material:</td>
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<tr>
<td>- Effective Surveillance Following the Introduction of SMS;</td>
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<tr>
<td>- Management of Change at State Level: Considerations;</td>
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<td>- Safety Manager’s Role in SMS, including competency and training requirements;</td>
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<tr>
<td>- Performance-Based/Risk-Based Oversight;</td>
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<tr>
<td>- Revised SSP Assessment Tool (to be consistent with Annex 19 Amendment 1);</td>
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<tr>
<td>- Revised SMS for Small Organizations: Considerations for Regulators;</td>
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<tr>
<td>- Revised SMS Integration – Points to Consider;</td>
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<tr>
<td>- Updated Safety Management Terminology;</td>
</tr>
<tr>
<td>- Attitudes and Behaviours for Effective SMS (brochure).</td>
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</tbody>
</table>

**Owner:** MS

**Affected stakeholders:** All

**Status:** Ongoing

**SIs/SRs:** SI-0041 Effectiveness of Safety Management

**Reference(s):**
- GASP SEI-5 (Industry) Improvement of industry compliance with applicable SMS requirements

**Dependencies:** MST.0001, SPT.0057

**Deliverable(s):** Guidance/training material/best practices

**Overall due date:** Continuous

#### Low-level tasks:

**Number: MST.0002-001**

**Headline:** Safety Management International Collaboration Group (SMICG) promotion materials

**Objective/description:** Regular monitoring of promotion materials developed by the Safety Management International Collaboration Group (SMICG) through the subscription to the newsletter and monitoring in terms of one check of the webpage per month.

**Status:** Ongoing

**Due date for completing the task:** Continuous

**Number: MST.0002-002**

**Headline:** Distribution of newly established promotion materials developed by the Safety Management International Collaboration Group to relevant organisations

**Objective/description:** Ensure regular delivery of promotion materials developed by the Safety Management International Collaboration Group to relevant organisations.

**Status:** Ongoing

**Due date for completing the task:** Continuous
Number: MST.0002-003
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 and establishing list of areas that need further guidance.
Status: Ongoing
Due date for completing the task: Continuous

Number: MST.0002-004
Headline: EASA Safety Promotion Network materials
Objective/description: Head of this MST group is also a member of the EASA Safety Promotion Network therefore the group has direct access to the materials in insight into the anticipated activities/events. The group intends to evaluate and share among the applicable sector within the CAA when new materials are provided so safety messages are conveyed to the suitable Slovenian stakeholders. In this way, SMS is promoted and comprehensive and coordinated approach (on EU level) towards aviation safety is achieved.
Status: New
Due date for completing the task: Continuous

Number: MST.0002-005
Headline: CAA annual safety conference (CAA as a relevant source of safety related information)
Objective/description: CAA will organize and host a two-day conference enabling the Slovenian aviation stakeholders to meet, exchange views and knowledge and become acquainted with the most relevant aviation safety topics. Several SMS topics will be included in the programme of the conference although the main component of the conference will be safety promotion in its broader sense.
Status: New
Due date for completing the task: 2021 Q4

Number: MST.0002-006
Headline: Annual plan of safety promotion activities
Objective/description: The group will formulate a plan for the current year, which will include safety promotion activities related to various domains (air operations, drones, rotorcraft, general aviation, safety management). This plan will primarily focus on CAA’s own activities; however, SMICG and EASA Safety Promotion Network’s activities will be included in the plan once the information is received).
Status: New
Due date for completing the task: 2021 Q1

Number: MST.0002-007
Headline: Effective communication in the transfer of safety related messages
Objective/description: The group intends to assess each promotion activity in terms of its targeted audience and decide on the most suitable communication channel for its distribution.
Status: New
Due date for completing the task: Continuous

Number: MST.0002-008
Headline: SMS newsletter
Objective/description: The group intends to produce materials for the newsletter related to various topics from the SMS domain (occurrence reporting, management of change, just culture, reporting culture, etc). Safety management is one of the options when CAA’s webpage
visitor subscribes to the newsletter. In this way, we would like to explain complex topics in a simple way or small bits of ‘aviation theory’ together with some examples from our experience. Status: New
Due date for completing the task: 2021 Q4 (the number of the newsletters to be defined at a later stage but at least 1 in three months, depending on other safety promotion activities).

Number: MST.0002-009
Headline: Social media and website
Objective/description: The group intends to evaluate if certain social media channels would be practicable and useful for the transfer of safety related information and evaluate the scheme and contents of the SMS part of CAA’s website.
Status: New
Due date for completing the task: 2021 Q2
Number: MST.0026
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.
Note: The EASA Management System assessment tool is under revision to include Continuing Airworthiness Management Organisations (CAMOs) and later on Part-21 and Part-145 organisations.
Owner: MS
Affected stakeholders: Air Operations, Aircrew, Medical, Aerodromes
Status: Ongoing
SIs/SRs: SI-0041 Effectiveness of Safety Management
Reference(s):
- EASA Management System assessment tool
- GASP SEI-5 (Industry) Improvement of industry compliance with applicable SMS requirements
Dependencies: MST.0001, MST.0032
Overall due date: Continuous with bi-annual reporting (April/October)

Low-level tasks:

Number: MST.0026-001
Headline: Revision of SMS Assessment Tool
Objective/description: As a member of EASA expert group for Management System assessment tool Slovenia is participating in revision of SMS Assessment Tool which will include CAMOs, and if possible also Part-21 and Part-145 organisations. During year, 2021 regular (monthly) meetings are organized. In parallel revision of SMS Assessment Tool, guidelines for this second edition will be prepared.
Status: New
Due date for completing: 31. 12. 2021

Number: MST.0026-002
Headline: Promotion of SMS Assessment Tool and feedback on the use of the tool
Objective/description: Publication of the second edition of the SMS Assessment tool on CAA website https://www.caa.si/letalska-varnost.html. CAA inspectors and organisations will be encouraged to use the tool and to provide feedback to MST.0026 group members, who will forward information to EASA.
Status: Ongoing
Due date for completing: Continuous

Number: MST.0026-003
Headline: Focus on the SMS effectiveness
Objective/description: CAA will provide feedback on the status of SMS compliance and performance to EASA, e.g.:
- number of organisations with open non-compliances in any of the SMS requirements for level 1 and 2 findings (for each organization category);
- the most common (e.g. top three) non-compliance requirements;
- average time (in days) of effective closure of the level 2 findings (for each organization category, for each of the requirement);
- number of organisations for which an extended oversight planning cycle is applied (for each organisation category);
- number of organisations for which a reduced oversight planning cycle is applied within each organisation category;

Status: Ongoing
Due date for completing: Continuous with bi-annual reporting (April/October)
Establishment and maintaining of the Slovenian Plan for Aviation Safety

Number: MST.0028

Objective/Description: Member States shall ensure that SPAS is maintained and regularly reviewed. Member States shall identify in SPAS the main safety risks affecting their national civil aviation system and shall set out the necessary actions to mitigate those risks. In doing so, Member States shall consider the Pan-European safety risk areas identified in EPAS for the various aviation domains as part of their Safety Risk Management (SRM) process and, when necessary, identify suitable mitigation actions within their SPAS. In addition to the actions, SPAS shall also consider how to measure their effectiveness. MSs shall justify why action is not taken for a certain risk area identified in EPAS.

The Pan-European safety risk areas in the current EPAS edition are as follows:

- for CAT by aeroplane: aircraft upset in flight, runway safety, airborne conflict, ground safety, terrain collision, and aircraft environment;
- for rotorcraft operations: helicopter upset in flight and terrain and obstacle conflict;
- for General Aviation: staying in control, coping with weather, preventing mid-air collisions and managing the flight.

SPAS shall:

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

Note 1: This MST includes MST 0004, 0005, 0006, 0007, 0010, 0014, 0016 and 0018 from EPAS 2018–2022.

Note 2: MST.007 corresponds to SAF11 (Prevention of RWY Excursions) in the ATM MP’s (Level 3 Ed 2018).

Owner: MS

Affected stakeholders: All

SIs/SRs: SI-0041 Effectiveness of Safety Management

Reference(s):

- GASP SEI-11 (States) — Strategic collaboration with key aviation stakeholders to enhance safety in a coordinated manner
- GASP SEI-17 (States) — Establishment of safety risk management at the national level (step 1)
- GASP SEI-18 (States) — Establishment of safety risk management at the national level (step 2)
- GASP SEI-19 (States) — Acquisition of resources to increase the proactive use of risk modelling capabilities

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

Dependencies: MST.0001
Deliverable(s): SPAS established
Overall due date: 2021 Q4

Low-level tasks:

Number: MST.0028-001
Headline: Continuous improvement of the Slovenian Plan for Aviation Safety through effective Safety Risk Management
Objective/description: Annual revisions of the Slovenian Plan for Aviation Safety, by implementing new EPAS editions and through collaboration with different entities within the State identifying new national safety risks, implementing mitigation measures and monitoring their effectiveness. SPAS shall include safety objectives, goals, indicators and targets.
Status: Ongoing
Due date for completing the task: Continuous

Number: MST.0028-002
Headline: Objectives, goals, indicators and targets
Objective/description: Objectives, goals, indicators and targets shall be established. SPAS shall be evidence based by linking tasks/actions to strategic priorities and goals.
Status: Ongoing
Due date for completing the task: 2022
2.1.2 Competence of personnel

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

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

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

Human factors and the impact on human performance, as well as medical fitness are also strategic priorities. As new technologies and/or operating concepts emerge on the market and the complexity of the system continues increasing, it is of key importance to properly assess human factors and human performance, in terms of both limitations and its contribution to delivering safety, as part of the safety management implementation. The safety actions identified currently — related to aviation personnel — are aimed at updating fatigue risk management (FRM) requirements and contributing to mitigating safety issues in all domains such as personal readiness, flight crew perception or crew resource management (CRM) and communication, which play a role in improving safety across all aviation domains.
MST.0037 Foster a common understanding and oversight of Human Factors

Number: MST.0037
Headline: Foster a common understanding and oversight of Human Factors
Objective/Description: The task includes some preparatory activities, which will be performed by EASA with the support of the Human Factor Collaborative Analysis Group (HF CAG) in terms of:

- development of guidance and tools for the competency assessment of regulatory staff before and after training;
- guidance for the appropriate level of Human Factors competency for Human Factors trainers;
- development of promotion material to be provided as guidance to Member States and encourage implementation.

These guidance and tools will be provided to the MS competent authorities to organise the implementation of the competency framework, and plan and conduct the training for the respective regulatory staff.

Owner: MS
Affected stakeholders: EASA MS competent authorities and their staff
Status: New
SIs/SRs: SI-3003 Human Factors Competence for Regulator Staff
Reference(s):
- ICAO Human Performance Manual
- ICAO Safety Management Manual (ICAO 9859)
- EASA BIS ‘Human Factors competence for regulatory staff’

Dependencies: SPT.0115
Overall due date: 2023

Low-level tasks:

Number: MST.0037-001
Headline: HF training GAP analysis and implementation of EASA Guidance for competency assessment of regulatory staff and trainers
Objective/description: When received HF qualification requirements, a GAP analysis shall be performed and, if necessary, proper training(s) shall be organized for the CAA’s staff. In addition, EASA Guidance for competency assessment of regulatory staff and trainers will be implemented into CAA.
Status: New
Due date for completing the task: 2023

Number MST.0037-002
Headline: Organisation of workshops in the aviation organisations exposed to risks connected with COVID-19 or other similar unexpected risks
Objective/description: Organisation of workshops or preparation of guidelines for stakeholders in connection with COVID-19 or other similar unexpected risks (which positions in the organisations are most at risk – who to pay attention in HF oversight, risks associated with COVID-19 or other similar unexpected risks, how organizations shall manage them and how to increase the resilience of organizations to such risks).
Status: New
Due date for completing the task: 2021 Q4
MST.0033 Language proficiency requirements – sharing best practices, to identify areas for improvement for the uniform and harmonised language proficiency requirements implementation

Number: MST.0033
Headline: Language proficiency requirements – sharing best practices, to identify areas for improvement for the uniform and harmonised language proficiency requirements implementation
Objective/Description: Member States should provide feedback to EASA on how the LPRI takes place, including that ATOs deliver training in English, for the purpose of harmonisation and uniform implementation.
Note: EASA will collect such feedback at the opportunity of the various Standardisation activities.
Owner: MS
Affected stakeholders: Member States, ANSPs, ATCOs, training organisations, pilot licence holders and students
Status: Ongoing
SIs/SRs: N/A
Reference(s): N/A
Dependencies: SPT.0105
Deliverable(s): Feedback on the implementation status
Overall due date: Continuous

Low-level tasks:

Number: MST.0033-001
Headline: Feedback to EASA on the implementation of LPRs
Objective/description: Supplement and update feedback to EASA on how the LPRs are implemented in Slovenia to share lessons learned and encourage progress and harmonisation
Status: Ongoing
Due date for completing the task: 2021 Q4

Number: MST.0033-002
Headline: Use of the English language during IR, CPL, ATPL and ATC training
Objective/description:
- analyse the feedback to the questionnaire on languages used during pilot training for IR, CPL and ATPL, and ATC training;
- recommend ATOs that do not conduct pilot training for IR, CPL and ATPL, and ATC training in English and to deliver English language training in parallel with pilot and air traffic control training.
Status: Ongoing
Due date for completing the task: 2021 Q2, continuous
### MST.0036 PPL/LAPL learning objectives in the Meteorological Information part of the PPL/LAPL syllabus

**Number:** MST.0036  
**Headline:** PPL/LAPL learning objectives in the Meteorological Information part of the PPL/LAPL syllabus  
**Objective/Description:** Member States should develop proportionate learning objectives in the ‘Meteorological Information’ part of the PPL/LAPL syllabus. Such learning objectives to be of a basic, non-academic nature and address key learning objectives in relation to:
- practical interpretation of ground based weather radar, strengths and weaknesses;  
- practical interpretation of meteorological satellite imagery, strengths and weaknesses;  
- forecasts from numerical weather prediction models, strengths and weaknesses.

**Owner:** MS  
**Affected stakeholders:** CAs, PPL/LAPL pilots, training organisations  
**Status:** New  
**SIs/SRs:** N/A  
**Reference(s):**
- EASA BIS ‘Weather Information to Pilots (GA and Rotorcraft)’  
- EASA ‘Weather Information to Pilots’ Strategy Paper  
**Dependencies:** N/A  
**Deliverable(s):** Learning objectives, with related question bank  
**Overall due date:** 2021 Q4

### Low-level tasks:

**Number:** MST.0036-001  
**Headline:** Sampling of DTO/ATO LAPL/PPL theoretical courses  
**Objective/Description:** Assess/evaluate:
- how chief theoretical instructors (CTKIs) evaluate the theoretical instructors (TKIs);  
- are the TKIs various pilots, “mainly reading during frontal lessons from a book” or are they professional meteorologists;  
- what are their frontal lesson skills in practice;  
- how ATO/DTO performs student progress monitoring;  
- are students able to sufficiently decode METAR/TAF messages and are they able to transfer these for critical assessment of meteorological changes into a conclusion for a correct decision making;  
- can ATO/DTO emphasise important basics;  
- did ATO/DTO implement learning objectives from MST.0036-003 successfully?

**Status:** New  
**Due date for completing the task:** Continuous

**Number:** MST.0036-002  
**Headline:** Obtaining real representative samples from “ARSO”  
**Objective/Description:** The group will obtain practical interpretation examples of important weather phenomena in local region. Examples: actual local surface wind charts, GAFOR samples from actual local area of Slovenian airspace, satellite images, prediction models, etc., used by local sport pilots in Slovenia, obtained from actual meteorological services. Local Agency for environment (ARSO) would be involved for obtaining significant samples from weather phenomena for the past few years of snapshots for learning objectives in MST.0036-003.

**Status:** New  
**Due date for completing the task:** 2022 Q4
Number: MST.0036-003
Headline: Development of local learning objectives in the meteorological part of LAPL/PPL theoretical lessons
Objective/Description: The group will propose improved learning objectives in the meteorological part of the theoretical lessons, based on actual examples from MST.0036-002. The learning objectives would be based on developing correct interpretation, prediction and decision-making development skills of local pilots in aero-clubs. Objective guidelines would be distributed via DTOs and ATOs.
Status: New
Due date for completing the task: 2021 Q2

Number: MST.0036-004
Headline: Suggesting additional PPL/LAPL examination questions for EASA ECQB database.
Objective/Description: The group will suggest some new questions to be implemented into EASA ECQB if applicable.
Status: New
Due date for completing the task: 2023 Q1
Number: MST.0035
Headline: Oversight capabilities/focus area: fraud cases in Part-147
Objective/Description: Member States should focus on the risk of fraud in examinations, including by adding specific items in audit checklists and collecting data on the actual cases of fraud. They may exchange and share information as part of collaborative oversight.
Owner: MS
Affected stakeholders: CAs, AMTOs
Status: Ongoing
SIs/SRs: N/A
Reference(s): EVT.0002 – Evaluation report related to the EASA maintenance licensing system and maintenance training organisations (02/03/2018)
Dependencies: SPT.0106
Deliverable(s): Feedback on the implementation status
Overall due date: Continuous

Low-level tasks:

Number: MST.0035-001
Headline: Preparation for oversight in organisations
Objective/Description: CAA will continuously check and amend (if necessary) the checklists specific items to prevent the risk of fraud cases Part 147 organisations.
Status: Ongoing
Due date for completing the task: Continuous

Number: MST.0035-002
Headline: Oversight of organisations
Objective/Description: During ongoing 24 months’ surveillance cycles in Part 147 organisations CAA will try to discover possible fraud cases and investigate them. CAA will in addition to that pay attention to examination procedures in organisations.
Status: Ongoing
Due date for completing the task: Continuous

Number: MST.0035-003
Headline: Assessment of results of oversight and implementing actions, if necessary.
Objective/Description: Assessment of possible fraud cases and measures performed. If necessary actions from CAA will be imposed and implemented.
Status: Ongoing
Due date for completing the task: Continuous
Number: MST.0032
Headline: Oversight capabilities/focus areas: availability of adequate personnel in CAA, cooperative oversight in all sectors and organisations Management System in all sectors

Objective/Description:
- **Availability of adequate personnel in CAs** – Member States shall ensure that adequate personnel is available to discharge their safety oversight responsibilities;
- **Cooperative oversight in all sectors** – Member States shall ensure that the applicable authority requirements are adhered to in all sectors. The objective is to ensure that each organisation’s activities are duly assessed, known to the relevant authorities and that those activities are adequately overseen, either with or without an agreed transfer of oversight tasks.
- **Organisations management system in all sectors** - Member States shall foster the ability of CAs to assess and oversee the organisations’ management system in all sectors. This will focus in particular on safety culture, the governance structure of the organisation, the interaction between the risk identification/assessment process and the organisation’s monitoring process, the use of inspection findings and safety information such as occurrences, incidents, and accidents and, where applicable, flight data monitoring. This should lead CAs to adapt and improve their oversight system.

Owner: MS
Affected stakeholders: All
Status: Ongoing
SIs/SRs:
- SI-3003 Human Factors competence for regulatory staff
- SI-3004 Integration of practical HF/HP into the organisation’s management system
- SI-3011 Training effectiveness and competence

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

Dependencies: N/A
Deliverable(s): SPAS established
Overall due date: 2021 Q4

Low-level tasks:

Number: MST.0032-001
Headline: Availability of adequate personnel in CAA
Objective/description:
- review and update of all tasks in all areas/fields of work;
- review and update the time required for the implementation of each task in these areas;
- review and update FTEs by area;
- targeted training and measuring efficiency of training;
familiarization with novelties, best practices.
Status: Ongoing
Due date to completing the task: Continuous

Number: MST.0032-002
Headline: Cooperative oversight in all sectors
Objective/description:
- adequate oversight planning including risk-based performance;
- adequate realisation of oversight plan;
- sharing best practices among departments;
- transfer of oversight tasks (if necessary).
Status: Ongoing
Due date to completing the task: Continuous

Number: MST.0032-003 (see also MST.0026)
Headline: Assessment of organisations management system in all sectors
Objective/description:
- promotion of use of EASA Management System Assessment Tool (see also MST.0026);
- use of common checklist for OR;
- unification of procedures where possible.
Status: Ongoing
Due date to completing the task: Continuous
Number: SIT.0006
Headline: COVID-19 related risks
Objective/Description: European aviation is a complex but very safe system. The COVID-19 pandemic resulted in an extreme reduction in operations. As governments have signalled that restrictions on travel will begin to ease, many airlines and airports are once again increasing the level of their activities. A lot has changed in these past few months and it is important that we work together during the recovery to understand the risks and safety issues that are in play and what we, as a community, can do to mitigate against them.
In supporting aviation organisations in safely increasing their service provision, EASA has been working closely with MS regulators and industry partners to identify the new or emerging safety issues. This took the form of a survey and follow-up virtual meetings with the different stakeholder groups.
Review of Aviation Safety Issues Arising from the COVID-19 Pandemic (https://www.easa.europa.eu/sites/default/files/dfu/review_of_aviation_safety_issues_from_covid-19_final_0.pdf) provides the results of the first step in the SRM process in relation to COVID-19 by identifying the relevant safety issues. EASA is now addressing those safety issues to identify appropriate mitigating actions and to support their implementation across the industry. Urgent and higher risk issues are being addressed through the Return to Normal Operations (RNO) project, which has already taken several important actions in consultation with the industry and MS. Further work on mitigating actions will include material to support oversight and standardisation activities and this information will be published as the work is matured.
Owner: MS
Affected stakeholders: All
Status: New
SIs/SRs: N/A
Reference(s): N/A
Dependencies: N/A
Deliverable(s): List of risks related to COVID-19 identified in Slovenia and list of actions performed to mitigate those risks. Description of supporting activities to implement mitigation measures across the industry.
Overall due date: Continuous (until the end of COVID-19 pandemics)

Low-level tasks:

Number SIT.0006-001
Objective/description: Slovenia will periodically review Aviation Safety Issues Arising from the COVID-19 Pandemic (https://www.easa.europa.eu/sites/default/files/dfu/review_of_aviation_safety_issues_from_covid-19_final_0.pdf) and identify relevant safety issues. In addition, we will identify appropriate mitigation actions and also address the industry, where necessary (e.g. return to normal operations project).
Status: New
Due date for completing the task: 2021 Q4

Number SIT.0006-002
Headline: Organisation of workshops in the aviation organisations exposed to risks connected with COVID-19 or other similar unexpected risks (together with MST.0037-002)
Objective/description: This task is in close connection with MST.0037.002 and will be performed in close cooperation. Organisation of workshops or preparation of guidelines for stakeholders in connection with COVID-19 or other similar unexpected risks (which positions in the organisations are most at risk – who to pay attention in HF oversight, risks associated with COVID-19 or other similar unexpected risks, how organizations shall manage them and how to increase the resilience of organizations to such risks).
Status: New
Due date for completing the task: 2021 Q4

Number: SIT.0006-003
Headline: Promotion of Together4Safety Well Being Resource Hub materials
Objective/description: EASA has established a comprehensive set of materials related to COVID-19 impact, which are mainly targeted at individuals (in terms of how to look after yourself, how to manage others and how to manage the impact on one’s career). At the CAA, we will post a link to this website with a text and a diagram/text as to what one may find there. Additionally, we will include selected topics into our newsletter scheme. In this way, we will also cover some activities on the mitigations side of this task.
Status: New
Due date for completing the task: 2021 Q1 (publishing on the website), 2021 Q4 periodical newsletters (until the end of the pandemic)

Number: SIT.0006-004
Headline: Keeping the website up-to date
Objective/description: CAA’s webpage has a part dedicated only to information related to the COVID-19 pandemic. We will periodically evaluate if information stated there is relevant and correct.
Status: New
Due date for completing the task: Until the end of the pandemic
2.2 Operational issues addressed to a different aviation domains

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

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

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

2.2.1 CAT and NCC operations – Aeroplane

This chapter groups all actions in the area of the airline and air-taxi passenger and cargo operations of EASA AOC holders with aeroplanes of a maximum take-off mass above 5 700 kg, EASA MS registered complex aeroplanes operating non-commercial operations (NCC), as well as specialised operations (SPO) involving aeroplanes of all mass categories.
MST.0004 Loss of control in flight

Number: MST.0004
Headline: Loss of control in flight
Objective/Description: LOC-I should be addressed by the MS on their SSPs.
Loss of control usually occurs because the aircraft enters a flight regime, which is outside of normal envelope, usually, but not always, at a high rate, thereby introducing an element of surprise for the flight crew involved. Prevention of loss of control is a strategic priority.
Aircraft upset or loss of control is the key risk area with the highest cumulative risk score (cf. ASR 2019) related to fatal accidents in CAT aeroplane operations. It includes uncontrolled collisions with terrain, but also occurrences where the aircraft deviated from the intended flight path or intended aircraft flight parameters, regardless of whether the flight crew realised the deviation and whether it was possible to recover or not. It also includes the triggering of stall warning and envelope protections.
We want to increase safety by continuously assessing and improving risk controls to mitigate the risk of loss of control.
Owner: MS
Affected stakeholders: CAT, HE
Status: Ongoing
SIs/SRs: N/A
Reference(s): N/A
Dependencies: N/A
Deliverable(s): SSP and SPAS established and implemented
Overall due date: Continuous

Low-level tasks:

Number: MST.0004-001
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), FSTD operators, AOC holders and SPO.
Status: Ongoing
Due date for completing the task: November 2021

Number: MST.0004-002
Headline: Sampling of training flights in ATO organisations and FSTD operators
Objective/description: Sampling of training flights in order to evaluate if training is addressing the issue.
Status: Ongoing
Due date for completing the task: Continuous

Number: MST.0004-003
Headline: Monitoring of the efficiency of taken measures
Objective/description: Monitor/analyse Slovenian ATO/FSTD operators, AOC holders and SPO (SMS and crew resource management (CRM)) concerning the awareness of LOC-I and the implementation of Upset Prevention and Recovery Training (UPRT), using the data collected from organisations.
Status: Ongoing
Due date for completing the task: Continuous
MST.0005 Fire, smoke, fumes and air quality (Aircraft environment)

Number: MST.0005
Headline: Fire, smoke, fumes and air quality (Aircraft environment)
Objective/Description: This safety issue should be addressed by the MS on their SSPs. Uncontrolled fire on board an aircraft, especially when in flight, represents one of the most severe hazards in aviation. Aircraft depressurisations and post-crash fire are also addressed in this section, which looks at situations where the internal environment of the aircraft may become hazardous or even not survivable. In-flight fire can ultimately lead to loss of control, either as a result of structural or control system failure, or again as a result of crew incapacitation. Fire on the ground can take hold rapidly and lead to significant casualties if evacuation and emergency response is not swift enough. Smoke or fumes, whether they are associated with fire or not, can lead to passenger and crew incapacitation and will certainly raise concern and invite a response. Even when they do not give raise to a safety impact, they can give raise to concerns and need to be addressed. While there were no fatal accidents involving EASA MS operators in the last years related to fires, there have been occurrences in other parts of the world that make it an area of concern within EPAS.

The issue of cabin air quality (CAQ) on board commercial aircraft is the subject of several investigations and research projects worldwide regarding the health and safety implications for crews and passengers. Although representing a small proportion of CAQ events, contaminations by oil or aircraft fluids and their by-products are those that raise the utmost concerns. For this reason, the EC (DG MOVE) and EASA have launched a dedicated research project focusing on oil-related contamination. Other types of events, such as smell in the cabin, are beyond the scope of such research. We want to increase safety by continuously assessing and improving risk controls to mitigate the risk of fire, smoke and fumes.

Owner: MS
Affected stakeholders: CAT
Status: Ongoing
SIs/SRs: N/A
Reference(s): N/A
Dependencies: N/A
Deliverable(s): SSP and SPAS established and implemented
Overall due date: Continuous

Low-level tasks:

Number: MST.0005-001
Headline: Formulation of an advisory circular (AC) – fire, smoke and fumes
Objective/description: Formulation of an advisory circular. AC material is prepared for publishing. Publishing will go in 2 phases. Phase 1 will include publishing AC material to SI CAT operators in the CAA DNA system. Phase 1 is prepared to start immediately. Phase 2 is intended to be a form of presentation prepared for Airworthiness conference in 2021. Issue of MST.0005 will be explained for CAMOs and operators in another presentation with emphasis on old aircraft wiring inspection. AC can also be issued in paper copy as promotion material.
Status: Ongoing
Due date for completing the task: 2021 Q3
Number: MST.0005-002
Headline: Research EC (DG MOVE) and EASA project
Objective/description: Constant monitoring of outcomes of dedicated research project focusing on oil-related contamination launched by EC (DG MOVE) and EASA and implementing applicable solutions. Preliminary research shows that CAA SI reporting database does not show enough relevant samples to make a reasonable conclusion for CAT operators. We will widen research to include samples from other country CAT operators as well as following sources:


Status: Ongoing
Due date for completing the task: Continuous
Number: MST.0006
Headline: Controlled flight into terrain
Objective/Description: Controlled flight into terrain should be addressed by the MS on their SSPs. This task includes the controlled collision with terrain together with undershoot or overshot of the runway during approach and landing phases. It comprises those situations where the aircraft collides or nearly collides with terrain while the flight crew has control of the aircraft. It also includes occurrences, which are the direct precursors of a fatal outcome, such as descending below weather minima, undue clearance below radar minima, etc. We want to increase safety by continuously assessing and improving risk controls to mitigate the risk of controlled flight into terrain.
Owner: MS
Affected stakeholders: CAT
Status: Ongoing
SIs/SRs: N/A
Reference(s): N/A
Dependencies: N/A
Deliverable: SSP and SPAS established and implemented
Overall due date: Continuous

Low-level tasks:

Number: MST.0006-001
Headline: Safety Promotion and dedicated Workshops – CFIT subjects
Objective/description: Reducing CFIT risks promote safety and raise awareness of safety in the field of CFIT (Approach with Vertical Guidance (APV), Enhanced Ground Proximity Warning System (EGPWS), Helicopter Terrain Awareness Systems (HTAWS), Continuous Descent Final Approach (CDFA, QNH settings...) and especially promoting the implementation of 3d approaches to airports – PBN (performance-based navigation).
Status: Ongoing
Due date for completing the task: Continuous

Number: MST.0006-002
Headline: Obstacle marking
Objective/description: Assurance that obstacles assessed as being hazard to air navigation are identified, marked and properly notified.
Status: Ongoing
Due date for completing the task: Continuous

Number: MST.0006-003
Headline: Electronic Terrain and Obstacles Database (eTOD)
Objective/description: Continuous updating of the state electronic terrain and obstacle database (eTOD), continuous verification of database; acquisition of digital terrain and obstacle data set as specified in ICAO Annex 15 and PANS-AIM. CAA published eTOD state implementation plan and guidelines for aerodrome operators and individuals, who are obliged to provide eTOD data (documents are published on CAA website). ETOD data are available for data providers and other parties, information on how to access eTOD data are published in AIP Slovenia GEN 3.1.6.
Status: Ongoing
Due date for completing the task: Continuous
Number: MST.0006-004
Headline: ATO/DTO training programmes
Objective/description: Contribution to CFIT risk reduction by sampling of theoretical lessons in training organisations and encouraging the introduction of proactive topics related to CFIT.
Status: Ongoing
Due date for completing the task: Continuous

Number: MST.0006-005
Headline: Aeronautical charts
Objective/description: Monitoring of compliance with ICAO Annex 4 – Aeronautical charts. CAA during oversight verifies that symbols on aeronautical charts comply with ICAO standards. CAA ensures that data satisfy required quality, and that data are complete and up-to date.
Status: Ongoing
Due date for completing the task: Continuous

Number: MST.0006-006
Headline: PBN approach procedures
Objective/description: According to Slovenian PBN transition plan, PBN approach procedures (RNP APP) are planned to be operated in LJJPZ and LJLJ aerodrome by the end of 2021.
Status: New
Due date for completing the task: 2021 Q4
Number: MST.0007
Headline: Runway excursions
Objective/Description: REs should be addressed by the MS on their SSPs in close cooperation with the aircraft operators, air traffic control, airport operators and pilot representatives. This will include as a minimum agreeing a set of actions and measuring their effectiveness. MS should implement actions suggested by the European Action Plan for the Prevention of Runway Excursions (EAPPRE) and monitor effectiveness.
Runway excursions covers materialised runway excursions, both at high and low level speed, and occurrences where the flight crew had difficulties in maintaining the directional control of the aircraft or of the braking action during landing, where the landing occurred long, fast, off-cantered or hard, or where the aircraft had technical problems with the landing gear (not locked, not extended or collapsed) during landing.
We want to increase safety by continuously assessing and improving risk controls to mitigate the risk of runway excursions.
Owner: MS
Affected stakeholders: CAT
Status: Ongoing
SIs/SRs: N/A
Reference(s): N/A
Dependencies: N/A
Deliverable: SSP and SPAS established and implemented
Overall due date: Continuous

Low-level tasks:

Number: MST.0007-001
Headline: Runway excursion (RE) questionnaire
Objective/description: The aim of the questionnaire is to verify if aircraft operators, air navigation service providers and airport operators’ Safety Management Systems take the risk of runway excursion into account. It will also show the number and types of measures, which were applied to mitigate this particular risk.
Status: Ongoing
Due date for completing the task: The questionnaire has already been sent to the organisations. Due to the low number of feedback received, the questionnaire will be send again and answers will be analysed until 31. 12. 2021.

Number: MST.0007-002
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 approach, deep landings events, high speed rejected take off events, abnormal runway contacts, weather and environmental encounters, insufficient approach preparation and runway surface condition). Any change in number of events may be a trigger to additional analysis and actions.
Status: Ongoing
Due date for completing the task: Continuous

Number: MST.0007-003
Headline: Gap analysis on GAPPRE (Global Action Plan for the Prevention of Runway Excursions) recommendations implementation and monitoring of effectiveness
Objective/description: The CAA will verify if aircraft operators, air navigation service providers and airport operators adapt according to local needs and comply with the GAPPRE
recommendations. The GAPPRE document - Volume I (issued in January 2021) contains the agreed recommendations to the following civil aviation organisations: Aerodrome Operators, Air Navigation Service Providers, Aircraft Operators, Aircraft Manufacturers, Regulators, ICAO and addressees of the R&D recommendations (states, international organisations and the industry). Volume II (to be published in February 2021) of GAPPRE will provide explanatory and guidance material, and related best practices for the recommendations listed in Volume I. The document was coordinated by EUROCONTROL and Flight Safety Foundation (FSF). GAPPRE was reviewed and validated by EASA, IATA, the Civil Air Navigations Services Organisation (CANSO) and Airports Council International (ACI).

Status: New

Due date for completing the task: 2024
Number: MST.0010
Headline: Mid-air collision
Objective/Description: MACs should be addressed by the MS on their SSPs. This will include as a minimum agreeing a set of actions and measuring their effectiveness. MS should implement actions of the European Action Plan for Airspace Infringement Risk Reduction.
Airborne conflict refers to both actual collisions as well as near misses in the air. It includes direct precursors such as separation minima infringements, genuine traffic collision avoidance system (TCAS) resolution advisories or airspace infringements. Although there have been no CAT aeroplane airborne collision accidents in recent years within the EASA Member States, this key risk area has been raised by a number of Member States through the NoA and also by some airlines, specifically in the context of the collision risk posed by aircraft without transponders in uncontrolled airspace.
We want to increase safety by continuously assessing and improving risk controls to mitigate the risk of mid-air-collision. Owner: MS
Affected stakeholders: CAT
Status: Ongoing
SIs/SRs: N/A
Reference(s): N/A
Dependencies: N/A
Deliverable: SSP and SPAS established and implemented
Overall due date: Continuous

Low-level tasks:

Number: MST.0010-001
Headline: Implementation of actions of the European Action Plan for Airspace Infringement Risk Reduction
Objective/description: Review and implementation of actions of the European Action Plan for Airspace Infringement Risk Reduction as appropriate
Status: Ongoing
Due date for completing the task: 30. 09. 2022

Number: MST.0010-002
Headline: Awareness as part of oversight scope
Objective/description: Interviewing the safety managers to verify understanding of national SSP, how it reflects in the organisation and verifying implementation in practice. Sampling of proficiency checks or training flights and focusing on flight safety related items, checking occurrence reporting awareness and just-culture principles, provides a reflection of implemented learning objectives into the training manuals and proficiency check tasks related to traffic collision avoidance and reporting actions in simulated training environment.
Status: Ongoing
Due date for completing the task: Continuous

Number: MST.0010-003
Headline: Briefings with aviation industry, training and safety managers, air navigation service provider (ANSP)
Objective/description: The group will highlight information or amendments of airspace structure, routes, procedures, learning objectives. Addressing the risks of MAC in correlation to the airspace infringements, based on experience from oversight of the organisations, the reflection of just-culture principles, occurrence reporting statistics, human factors in aviation, by maintaining the dialogue and raising the awareness on FDM related items.
Status: Ongoing
Due date for completing the task: Continuous

Number: MST.0010-004
Headline: Questionnaire to the pilot in command (PIC) involved in an Airprox/near-miss incident
Objective/description: Subjective questionnaire (focused on violations of controlled airspace rules and procedures) with the purpose of finding a root-cause of an incident. The group will analyze the root-causes, identify areas of the airspace (or waypoints) of common conflicts, emphasize 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 the root-causes for preparation of safety bulletins or other materials as appropriate.
Status: Ongoing
Due date for completing the task: Continuous
Number: MST.0014
Headline: Runway incursions
Objective/Description: RIs should be addressed by the MS on their SSPs. This will include as a minimum agreeing a set of actions and measuring their effectiveness. MS should implement actions suggested by the European Action Plan for the Prevention of Runway Incursions (EAPPRI).
Runway incursions refers to incorrect presence of the aircraft, vehicle or person on an active runway or in its areas of protection, which can potentially lead to runway collision as the most credible accident outcome.
We want to increase safety by continuously assessing and improving risk controls to mitigate the risk of runway incursions.
Owner: MS
Affected stakeholders: CAT
Status: Ongoing
SIs/SRs: N/A
Reference(s): N/A
Dependencies: N/A
Deliverable: SSP and SPAS established and implemented
Overall due date: Continuous

Low-level tasks:

Number: MST.0014-001
Headline: Monitoring of precursors events
Objective/Description: Monitoring of precursors events, which can lead to runway incursion:
- Aerodrome design - hot spots;
- Weather - poor visibility;
- Air Traffic Control (ATC)-crew/driver communication;
- ATC direct contribution;
- entering runway without clearance;
- landing without clearance;
- ignoring safety procedures about movement area;
- flight crew/driver inadequate situation awareness;
- work in progress;
- aerodrome charts and essential information on aerodrome conditions sources;
- crew/driver training.
Status: Ongoing
Due date for completing the task: Continuous

Number: MST.0014-002
Headline: Relevant EAPPRI recommendations implementation
Objective/Description: Supervision of EAPPRI recommendations implementation, relevant for local situation at Aircraft operators, Air navigation service providers and Aerodrome operators.
Status of implementation: Ongoing
Due date for completing the task: Continuous
Number: MST.0024
Headline: Loss of separation between civil and military aircraft
Objective/Description: Several EU MSs have reported an increase in losses of separation involving civil and military aircraft and more particularly an increase in non-cooperative military traffic over the high seas. Taking into account this situation, and the possible hazard to civil aviation safety, the European Commission (EC) mandated EASA to perform a technical analysis of the reported occurrences. The technical analysis issued a number of recommendations for the MS:

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

EASA will have a supporting role and provide feedback on the occurrences reported. More generally, Member States are invited to consider civil-military coordination aspects where relevant for state safety management activities, with a view to identifying where civil-military coordination and cooperation will need to be enhanced to meet SSP objectives.

Owner: MS
Affected stakeholders: CAT
Status: Ongoing
SIs/SRs: N/A
Reference(s): ICAO Circular 330, which is expected to be replaced by ICAO Doc 10088 – Manual on Civil/Military Cooperation in Air Traffic Management
Dependencies: MST.0001
Deliverable: Report
Overall due date: 2021

Low-level tasks:

Number: MST.0024-001
Headline: Operational requirements and instructions for state aircraft
Objective/description: Closely coordinate to develop, harmonise and publish operational requirements and instructions for state aircraft to ensure that ‘due regard’ for civil aircraft is always maintained. National OAT regulation is in preparation and is planned to be adopted by 30.06.2021 (LSSIP 2020).
Status: Ongoing
Due date for completing the task: 30.06.2021

Number: MST.0024-002
Headline: Develop and harmonise civil/military coordination procedures for ATM at EU level
Objective/description: Development of civil/military procedures regarding separation of civil and military aircraft in airspace controlled by civil air navigation service provider. National OAT regulation is in preparation and is planned to be adopted by 30.06.2021 (LSSIP 2020).
Status: Ongoing
Due date for completing the task: 30.06.2021
Number: MST.0024-003
Headline: Report relevant occurrences to EASA
Objective/description: CAA shall perform regular exchange of safety information and analysis through participation in EASA Network of Analysts (NoA) and regular sharing of analysis information through European Coordination Centre for Accident and Incident Reporting Systems (ECCAIRS) – European Central Repository (ECR).
Status: Ongoing
Due date for completing the task: Continuous
Number: MST.0030
Headline: Implementation of SESAR solutions aiming to reduce the risk of mid-air collision en-route and in terminal manoeuvring areas (TMA)
Objective/Description: MS should evaluate together with ANSPs that are delegated to provide services in their airspace, the needs for implementing SESAR solutions related to enhanced Short Term Conflict Alerts (STCA)/enhanced safety nets such as solutions #60 & #69. These SESAR solutions, designed to improve safety, should be implemented as far as it is feasible.
Owner: MS
Affected stakeholders: ANSP
Status: Ongoing
SIs/SRs: N/A
Reference(s): ATM Master Plan Level 3 – Plan (2019): ATC02.9 – Enhanced STCA for TMAs
Dependencies: N/A
Deliverable: SPAS established
Overall due date: 2021 Q4

Low-level tasks:

Number MST.0030-001
Headline: Evaluation of needs for implementing SESAR solutions such as those related to enhanced Short Term Conflict Alerts (STCA)/enhanced safety nets.
Objective/description: MS and ANSPs evaluate the needs for implementing SESAR solutions such as those related to enhanced Short Term Conflict Alerts (STCA)/enhanced safety nets. These SESAR solutions designed to improve safety should be implemented as far as it is feasible.
Status: Ongoing
Due date for completing the task: 2021 Q4

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6 More details about the related research projects can be found in https://www.atmmasterplan.eu/data/sesar_solutions.
Number: MST.0003
Headline: Flight data monitoring
Objective/Description:

- Making the professionals concerned aware of the European operators FDM forum (EOFDM) – Member States shall publish on their website, as part of SMS-related information, general information on EOFDM activities. Member States should organise an information event to present EOFDM good-practice documents to their CAT operators. Safety managers and FDM programme managers of all the operators concerned should be invited.

- Promoting FDM good practice – Member States that have 10 or more operators running an FDM programme should organise a workshop dedicated to EOFDM good-practice documents with the FDM specialists at these operators.

Owner: MS
Affected stakeholders: AOC holders (CAT)
Status: Ongoing
SIs/SRs: N/A
Reference(s): N/A
Dependencies: EVT.0009 (completed)
Overall due date: 2021, 2021, 2022 Q2

Low-level tasks:

Number: MST.0003-001
Headline: Making the professionals concerned aware of the European operators FDM forum (EOFDM)
Objective/description: CAA will publish on the website, as part of SMS-related information, general information on EOFDM activities. CAA will organise the event to present EOFDM good-practice documents to CAT operators. Safety managers and FDM programme managers of all the operators concerned will be invited. After the event, the report will be prepared.
Status: New
Due date for completing the task: 2021
Number: MST.0019
Headline: Better understanding of operators’ governance structure
Objective/Description: Member States CAs should foster a thorough understanding of operators’ governance structure. This should in particular apply in the area of group operations.²
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 based on an overall concept for the oversight of such operations. This will consider work ongoing at ICAO level (cross-border operations) and include continuing airworthiness management aspects. The timeline is amended accordingly.

Owner: MS
Affected stakeholders: AOC holders (CAT)
Status: Ongoing
SIs/SRs: N/A
Reference(s): N/A
Dependencies: N/A
Deliverable: Guidance material
Overall due date: 2021 Q4 / 2022 Q1

Low-level tasks:

Number: MST.0019-001
Headline: Monitoring of any materials prepared by EASA
Objective/Description: Continuous monitoring of materials prepared by EASA in order to receive and review any relevant information through possible surveys, newsletters, guidance materials.
Status: Ongoing
Due date for completing the task: Continuous

Number: MST.0019-002
Headline: Survey to identify actual exposure to threats
Objective/Description: The group intends to carry out a survey based on evaluation of the AOC holders on case-by-case basis, which was already done within the scope of this MST, in form of a questionnaire to verify its assumptions on individual AOC’s exposure to threats such as: outsourcing of safety critical services, leasing agreements, different employment models within one operator, increased mobility and turnover of pilots and other personnel, nominated personnel challenges, AOC holders with nominated personnel from foreign countries.
Status: Ongoing
Due date for completing the task: 2021 Q2

Number: MST.0019-003
Headline: Formulation of tailored guidance and indicators to be monitored
Objective/Description: Based on AOC holders’ feedback, the group intends to formulate very specific, evidence-based conclusions. This will enable formulation of tailored aspects to be considered and observed during the continuous oversight and indicators we intend to suggest

² ‘Group operations’ refers to operations performed by a group of aircraft operators sharing the same management system or belonging to the same ‘mother company’.
to the AOC holders to observe and monitor (if it becomes evident that this is necessary). The AOC holders will receive specific recommendations.
Status: Ongoing
Due date for completing the task: 2021 Q2
Number: MST.0034
Headline: Oversight capabilities/focus area: flight time specification schemes

Objective/Description: Member States to ensure that the CAs possess the required competence to approve and oversee the operators’ flight time specification schemes; in particular, those including fatigue risk management. CAs should focus on the verification of effective implementation of processes established to meet operators’ responsibilities requirements and to ensure an adequate management of fatigue risks. CAs should consider the latter when performing audits of the operator’s management system.

Owner: MS

Affected stakeholders: AOC holders (CAT)

Status: Ongoing

SIs/SRs: SI-0039 Fatigue

Reference(s): GASP SEI-5 — Qualified technical personnel to support effective safety oversight

Dependencies: N/A

Deliverable: Report on actions implemented to foster capabilities

Overall due date: 2021

Low-level tasks:

Number: MST.0034-001
Headline: Training of CAA inspectors

Objective/description: At the moment, there is no Slovenian AOC holder holding approval for Fatigue risk management. In CAA, there is good knowledge and experience on subject of basic FTL as stated in Regulation 965/2012 but there is missing knowledge and experience in the part of Fatigue risk management since it is very complex subject. CAA shall ensure that at least two OPS inspectors get adequate training on matter of Fatigue risk management in relation to FTL. In 2020 due to COVID-19 situation there was no option to attend the above-mentioned training.

Status: Ongoing

Due date for completing the task: 31. 12. 2021

Number: MST.0034-002
Headline: Focused oversight

Objective/description: FTL checklist was updated to address questions in relation to operator’s safety management system and fatigue (OPS.CHK-000010) to assist CAA staff in the processes of certification and oversight. In upcoming oversights according to the schedule, checklist will be used.

Status: Ongoing

Due date for completing the task: Continuous
Number: SIT.0001
Headline: Bird Strikes
Objective/Description: This task addresses the hazards to aviation from bird strikes particularly during take-off, initial climb, approach and landing phase of flight, in and around the vicinity of airports. The safety objective is to ensure appropriate risk mitigating strategies are in place by affected organisations in order to further reduce the risk of a bird strike related incidents/accident involving Slovenian commercial aircraft, or an aircraft flying in Slovenian airspace.
Owner: MS
Affected stakeholders: CAT
Status: Ongoing
SIs/SRs: N/A
Reference(s): N/A
Dependencies: N/A
Deliverable(s): Effective mitigation measures to reduce the risk of bird strikes, which may cause significant damage to an aircraft structure or flight controls, and aircraft engines. Especially jet-engines are vulnerable to the loss of thrust, which can follow the ingestion of birds into engine air intakes, which may lead to an accident.
Overall due date: Continuous

Low-level tasks:

Number: SIT.0001-001
Headline: Risk-and performance-based oversight
Objective/description: Continuous oversight and evaluation of bird strike control programme, reporting procedures, safety performance measuring, staff training, infrastructure and habitat managing on jet-serving aerodromes.
Status: Ongoing
Due date for completing the task: Continuous

Number: SIT.0001-002
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 EASA Wildlife strike hazard Operations Requirements. The National bird control regulation will be included in the new comprehensive Airport Regulations.
Status: Ongoing
Due date: 2023
Number: SIT.0002

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 public are not properly aware of risks connected with this topic and in addition to that, the applying rules are not promoted enough. The carriage of dangerous goods on aircraft not only presents safety risks due to handling by persons, but could also lead to catastrophic accidents in flight, due to damage to aircraft or aircraft critical flight systems, following the leakage of hazardous material.

Owner: MS

Affected stakeholders: CAT

Status: Ongoing

SIs/SRs: N/A

Reference(s): N/A

Dependencies: N/A

Deliverable(s): To improve risk awareness in order to reduce the risk of an accident due to carriage of dangerous goods.

Overall due date: Continuous

Low-level tasks:

Number: SIT.0002-001

Headline: Amend the national Aviation Act in the area of dangerous goods

Objective/description: Ensure effective coordination between CAA and Ministry to clarify existing rules

Status: Ongoing

Due date for completing the task: 2022

Number: SIT.0002-002

Headline: Passengers awareness programme

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

Status: Ongoing

Due date for completing the task: 31. 12. 2021, Continuous

Number: SIT.0002-003

Headline: Responsibility of AOC holders in the view of control of the trained personnel of subcontractors who handle dangerous goods

Objective/description: Baggage, cargo and post loading in cargo or passenger aircraft is the top safety issue based on the number of dangerous goods occurrences at the aerodromes. The operator whether transport dangerous goods or not is responsible for the operation of the aircraft applicable to the relevant CAT requirements.
Personnel, in the case the aerodrome operator or any other services is acting as sub-contractor (handling agent) of air operators, shall receive an appropriate dangerous goods training or briefing in the handling of dangerous goods.
When operator contracts handling of dangerous goods to aerodrome or any other services it shall ensure that, they comply with the applicable requirements.
The question is how operators ensure, that the subcontracted ground handling staff has received an appropriate dangerous goods training or briefing, to enable them to follow the operators requirements in the area of dangerous goods. Some operators use a specific questionnaire (example: Ground operations sub-contractor evaluation questionnaire) for auditing the aerodrome services as well, which may not be the practice in case of urgent flights.
We would like to reduce differences in training to enable subcontractors, as much as possible, to recognize undeclared dangerous goods brought on board.
Status: New
Due date for completing the task: Continuous
2.2.2 Rotorcraft operations

This chapter groups actions in the area of rotorcraft operations and provides links to rotorcraft related actions in the domains of crew training, design, manufacture and maintenance, in line with EASA’s Rotorcraft Safety Roadmap. The Roadmap aims at significantly reducing the number of rotorcraft accidents and incidents and focuses on traditional/conventional rotorcraft including GA rotorcraft where the number of accidents is recognised to be higher. It focuses on safety and transversal issues that need to be tackled through actions in various domains, including training, operations, initial and continuing airworthiness, environment and facilitation of innovation.

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

This area includes three types of operations involving certified helicopters:

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

The total number of accidents and serious incidents in 2019 was higher than for all the years of the preceding decade, except 2018. The number of fatal accidents has been increasing since 2017 and was in 2019 equal to 2009, 2011 and 2016, the years with the highest number of the decade, with 4 fatal accidents. With 17 fatalities, 2019 presents the highest number of fatalities since 2016 and is the third most fatal year since 2009. The number of serious injuries in 2019 was lower than the average of the preceding decade. Among the 4 fatal accidents of 2019 involving commercial air transport helicopters, 2 were airborne collisions between a helicopter and a small fixed wing aircraft, 1 was a terrain collision in a mountainous area, and 1 was a near miss between a helicopter and a paraglider causing the loss of control and crash of the paraglider. The top three key risk areas for each of the three types of operation are as follows:

- aircraft upset;
- terrain collision;
- airborne collision.

An important trend to highlight for CAT helicopters is the increase of fatalities caused by airborne collisions over the last 2 years, with 4 fatalities in 2018 and 10 fatalities in 2019. Even if, over the 5-year period considered, aircraft upset and terrain collision present the highest cumulated risk, airborne collision is the top key risk area of the last 2 years.

In SPO, there were 1 fatal accident, 10 non-fatal accidents and 36 serious incidents in 2019, leading to 1 fatality and 1 serious injury. While the number of fatal accidents and non-fatal accidents in 2019 was lower than the average of the preceding 10-year period (2009–2018), the number of serious incidents was higher than that average.

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In non-commercial operations, there were 3 fatal accidents, 35 non-fatal accidents and 8 serious incidents in 2019, leading to 5 fatalities and 2 serious injuries. The number of fatal accidents decreased in 2019 compared to the 10-year average (2009–2018). The number of non-fatal accidents remains stable as compared to the 10-year average, while the number of serious incidents is significantly above the 10-year average.
MST.0015 Helicopter safety events

Number: MST.0015
Headline: Helicopter safety events
Objective/Description: Member States’ CAs, in partnership with industry representatives, should organise helicopter safety events annually or every two years. The EHEST, IHST, CA, Heli Offshore or other sources of safety promotion materials could be freely used and promoted.
Owner: MS
Affected stakeholders: HE
Status: Ongoing
SIs/SRs: N/A
Reference(s): N/A
Dependencies: N/A
Deliverable(s): Workshop
Overall due date: Continuous

Low-level tasks:

Number: MST.0015-001
Headline: Presentation of the helicopter issues at the CAA Safety Conference with aim to inform and educate stakeholders.
Objective/description: Presentation on safety events involving helicopters. Analysis of national and European data regarding helicopter safety events and preparation of material for CAA Safety Conferences.
Status: Ongoing
Due date for completing the task: Continuous (every two years)

Number: MST.0015-002
Headline: Presentation of helicopter issues to the helicopter operators
Objective/Description: Continuous following of all relevant issues regarding helicopter safety. Presentation on leaflets, web pages and other communication methods to stakeholders (helicopter operators - CAT, SPO, NCC, NCO, ATO) with principal place of business in Slovenia.
Status: New
Due date for completing the task: Continuous

Number: MST.0015-003
Headline: Risk assessment data collection and analysis/SPIs for helicopter operators
Objective/Description: Collecting data on risk assessments of stakeholders (helicopter organizations and individuals) with principal place of business in Slovenia. Collected risks will be analysed and grouped into logical groups. On the base of the analysis, the operators will be warned on which risks they need to pay special attention. Risk assessments will be also compared with received occurrence reports. In addition to that, the working group will evaluate of the SPIs of the helicopter AOC holders in terms of their suitability.
Status: New/Ongoing
Due date for completing the task: 2022 Q4
MST.0031 Implementation of SESAR solutions aiming to facilitate safe IFR operations

Number: MST.0031
Headline: Implementation of SESAR solutions aiming to facilitate safe instrument fight rules (IFR) operations
Objective/Description: MSs together with their ANSPs and their flight procedures designers (if different from ANSPs) should evaluate the possibility to establish a network of low-level IFR routes in their airspace to facilitate safe helicopter operations. These SESAR solutions, such as solution #113 that are designed to improve safety, should be implemented as far as it is feasible.
Owner: MS
Affected stakeholders: HE
Status: Ongoing
SIs/SRs: N/A
Reference(s): ATM Master Plan (Level 3 Ed 2019) action NAV12 (ATS IFR Routes for Rotorcraft Operations)
Dependencies: N/A
Deliverable(s): IFR routes/report
Overall due date: 2025

Low-level tasks:

Number: MST.0031-001
Headline: Assessment of requirements for establishing IFR procedures for rotorcraft
Objective/description: The objective of the action is to determine what kind of needs and prerequisites there are for the development of a network of low-level IFR routes and to clarify the roles of different stakeholders in the development of the network. An assessment and the necessary decisions on whether a network of IFR routes will be promoted in Slovenia.
Status: Ongoing
Due date for completing the task: 31. 12. 2021

Number: MST.0031-002
Headline: Implementation of IFR procedures
Objective/description: Implementation of IFR procedures for specific Airport/Heliport or portion of airspace, specifically designed for rotorcraft, if applicable.
Status: Ongoing
Due date for completing the task: 2025
2.2.3 General aviation

This Chapter covers GA non-commercial operations involving aeroplanes with MTOMs below 5700 kg, as well as all operations with balloons and sailplanes. In addition to that, also parachuters, paragliders, hang gliders and microlight airplanes are covered in this chapter, due to the fact that this is, according to Slovenian data (safety risk management process), recognised as one of national aviation safety risks (see SIT.0004).

GA remains a high priority for EASA and the EC. GA in Europe is maintaining a stable activity involving 10 times more aircraft and airfields than CAT. GA has been since its origin the cradle for innovation and recruitment of young professionals (ATCOs, mechanics, pilots, etc.) and a means to connect people across Europe. Recognising the importance of GA and its contribution to a safe European aviation system, EASA in partnership with the EC and other stakeholders has created the GA roadmap project in 2013, and has started in 2019 a new phase of the project called GA Roadmap 2.0. With that, EASA is dedicating effort and resources to make GA safer and cheaper.

Addressing safety risks in GA in a proportionate and effective manner is a strategic priority. In the last years, accidents involving recreational aeroplanes have led to an average of 86 fatalities per year in Europe (based on 2009-2018 figures, excluding fatal accidents involving microlight airplanes, gliders and balloons), which makes it one of the sectors of aviation with the highest yearly number of fatalities. In 2019, there were 37 fatal accidents causing 70 fatalities in non-commercial operations with small aeroplanes. There were fewer fatal accidents in 2019 when compared to the 10-year average and also fewer non-fatal accidents. The number of fatalities is 19% lower than the 10-year average and there were 16% fewer serious injuries than during the preceding decade.

Moreover, there were 31 fatalities in sailplane operations in 2019 and the number of fatalities increased when compared with the 10-year average. The number of serious injuries also increased in 2019 resulting in 47 serious injuries in 2019, which is the highest figure since 2009.

As concerns balloons, in 2019 there were 1 fatal accident, 19 non-fatal accidents and 3 serious incidents. These figures are similar to those for the preceding decade.

Although it is difficult to precisely measure the evolution of safety performance in GA due to lack of consolidated exposure data (e.g. accumulated flight hours), the high number of these accidents shows that it is necessary to mitigate risks leading to those fatalities.

For non-commercially operated small aeroplanes (MTOMs below 5700 kg), the following top three KRAs can be highlighted:

- aircraft upset;
- terrain collision;
- obstacle collision in flight.

The safety issue system reliability is the highest in terms of both number of occurrences and risk. A part of those occurrences contain engine failures and engine performance problems that force the aircraft to land. In general, engine failure by itself is not an issue that should cause a fatal outcome, as the glide ratio of general aviation aircraft is generally good and should enable pilots to find a suitable landing area, given their pre-flight preparation and sufficient altitude at the time of the failure. This issue has strong links to another safety issue called ‘handling of technical failures’. The latter issue focuses on the pilot’s actions after the engine
failure. Many of the accidents under this issue are fatal accidents, therefore high-risk score has been attributed.

The issues of perception and situational awareness, decision-making and planning, and flight planning and preparation all relate to the handling of technical failures safety issue, which highlights that it is the pilot’s actions that are either precursors or resulting actions in their attempt to recover the situation. These three human factors/human performance issues highlight the importance of planning each flight carefully and of anticipating various scenarios in the planning. Such scenario planning will enable the pilot to react correctly to the safety-critical situation and perhaps avoid a serious outcome — specifically loss of control situations. The KRA showing the highest risk is aircraft upset. While runway excursions are common, there is a low risk of fatal or serious injuries associated with them.

For sailplanes, the top three KRAs are indicated below:

- aircraft upset;
- terrain collision;
- obstacle collision in flight.

The area showing the highest risk is aircraft upset involving stalls, spins and other type of loss of control. Other areas of concern are terrain collisions where the aircraft is colliding with hills, mountains or other terrain, and obstacle collision in flight where the aircraft is hitting obstacles during take-off, approach and landing. The excursion risk area does not provide a high-risk score, even though it is high in numbers and results in substantial costs due to damage both during landings on the airfield and off-field landings. The airborne collision risk ranks lower, it predominantly exists around airfields and when several sailplanes are searching for lift in the same area.

The top three KRAs in balloon operations are as follows:

- obstacle collision in flight;
- aircraft upset;
- balloon landings.

KRAs bearing the highest risk are obstacle collision in flight and aircraft upset (loss of control). While aircraft upset applies differently to balloons than it does to other domains, it remains applicable and has been contextually included. The analysis of data from accidents and serious incidents confirms that collisions with power lines and hard landings are events with a higher likelihood to cause injuries, and potentially fatalities, in ballooning operations.

The highest risk safety issues under the obstacle collision in flight key risk area, based on the coding of the occurrences, are:

- power line collisions;
- perception and situational awareness;
- high wind encounter and;
- collision with buildings and trees.

Power line collision events often overlap with the balloon landings, as these collisions tend to occur in the final stages of the balloon flight. In some cases, the balloon collides with the power line after the landing has taken place.
Number: MST.0016
Headline: Staying in control, coping with weather, preventing mid-air collisions and managing the flight
Objective/Description: National authorities should play the leading role in establishing and promoting local implementation priorities and actions.
Owner: MS
Affected stakeholders: GA
Status: Ongoing
SIs/SRs: N/A
Reference(s): N/A
Dependencies: N/A
Deliverable(s): SSP and SPAS established and implemented
Overall due date: Continuous

Low-level tasks:

Number: MST.0016-001
Headline: Safety promotion and raising of awareness of risks in GA
Objective/description: Production of safety bulletins, advisory circulars or other promotional materials as appropriate. Target groups: GA pilots (NCO operators), training organisations (national, DTOs and ATOs), flight association, aero-clubs, NCC operators, examiners.
Status: Ongoing
Due date for completing the task: Continuous

Number: MST.0016-002
Headline: Verifying awareness with oversight activities
Objective/description: Sampling personnel training efficiency on flight safety related items, occurrence reporting system and just-culture principles in aero clubs and training organisations by sampling student's and instructor's pre-flight preparation, weather briefings, verifying that briefings include potential issues and airspace characteristics. Sampling the usage of standard phraseology and procedures on uncontrolled airfields and sampling examinations in pre-flight stages.
Status: Ongoing
Due date for completing the task: Continuous

Number: MST.0016-003
Headline: Standardisation of examiners
Objective/description: Examiner's standardisation (CAA seminar), unannounced evaluation of random skill test and proficiency check flights for awareness on actual flight safety topics and standards.
Status: Ongoing
Due date for completing the task: Continuous

Number: MST.0016-004
Headline: Questionnaire to the PIC involved in an NAV (airspace infringement) incident
Objective/description: Subjective questionnaire (focused on violations of controlled airspace rules and procedures) with the purpose of finding a root-cause of an incident; analysing possible improvements of flight instructor’s standardisation system in flight training organisations, emphasizing standardisation of instructors and examiners conducting rating
revalidations, encouraging analysis of available amendments in airspace characteristics or routes.
Status: Ongoing
Due date for completing the task: Continuous

Number: MST.0016-005
Headline: Yearly briefings or meetings with HTs
Objective/description: Contributions to either online briefing, workshop, safety conference with topics related to decision making, airspace infringement, weather, situational awareness, refreshing management requirements, presenting highlights or amendments of learning objectives for students, based on experience from oversight of the training organisations, regulation and just-culture principles highlights, addressing human factors in GA.
Status: Ongoing
Due date for completing the task: Continuous

Number: MST.0016-006
Headline: Analysis, promotion and distribution of information
Objective/description: Analyse of relevant GA occurrences of reduced separation, loss of control in flight and infringements. Presenting filtered and anonymised statistics and amendments of most recent VFR navigation procedures in cooperation with ANSP. Promotion of establishing a bridge between ANS, aero-clubs, the military, training organisations (involving GA pilots, parachutists, ATOs, DTOs, etc.) by encouraging suggestions between airspace users and ANS and raising awareness of areas where occurrences or conflicts are remotely possible, occasional or frequent, based on results from subjective anonymous questionnaires.
Status: Ongoing
Due date for completing the task: Continuous
Number: MST.0025
Headline: Improvement in the dissemination of safety messages
Objective/Description: MS should improve the dissemination of safety promotion and training material by their competent authorities, associations, flying clubs, insurance companies targeting flight instructors and/or pilots through means such as safety workshops and safety days/evenings.
Owner: MS
Affected stakeholders: GA
Status: Ongoing
SIs/SRs: N/A
Reference(s): N/A
Dependencies: N/A
Deliverable(s): Safety workshops and safety days/evenings
Overall due date: Continuous

Low-level tasks:

Number: MST.0025-001
Headline: Yearly plan of webinars, workshops, meetings and conferences on the CAA level and organisation of such events
Objective/description: Establishment of yearly plan for organising various means of dissemination of safety information and latest regulatory changes (or revision of requirements), including at least workshops, meetings, conferences and webinars. Topics are chosen based on actuality, CAA's safety analysis, regulatory change, whatever is deemed relevant to GA pilots. Meetings are to be organised and planned on yearly basis and included in yearly plan of CAA’s activities. Yearly plan shall be determined within CMSMSM Safety Promotion activities. Use of modern technologies is new tool to reach most of GA pilots, associations, aero clubs, in order to promote safety, new regulations and other safety related topics.
Status: Ongoing
Due date for completing the task: Continuous

Number: MST.0025-002
Headline: Safety leaflets and bulletins
Objective/description: Safety leaflets and bulletins instrument for both, proactive and reactive actions, in order to increase awareness of specific items to be addressed due to identified safety concerns (for example, pre-flight preparation, entry into and flying in controlled airspace etc.). Safety concerns are usually identified through continuous oversight, repetitive occurrence reports, EPAS, GASP. Safety information shall be published in easy to use form (understand) and in concise way, promoting best practices in aviation.
Status: Ongoing
Due date for completing the task: Continuous

Number: MST.0025-003
Headline: Online questionnaires
Objective/description: Online self-assessment questionnaires will be published on CAA’s website. Questionnaires will allow stakeholders to review knowledge in terms of "multiple-choice questions" that will be applicable for example for GA pilots for relevant aircraft category and daily flying themes (Standardised European Rules of the Air (SERA), NCO and ACW). Every question will be also explained, with reference to relevant requirement.
Status: Ongoing
Due date for completing the task: 30. 11. 2021

Number: MST.0025-004
Headline: Quality monitoring of the safety promotion activities
Objective/description: In order to monitor the effectiveness or quality of events, questionnaires are distributed to stakeholders in order to evaluate safety promotion activities. Data regarding quality provides feedback information to enhance quality of CAA’s outputs.
Status: Ongoing
Due date for completing the task: Continuous

Number: MST.0025-005
Headline: Nomination of group of person for managing safety messages to stakeholders
Objective/description: In order to plan, organise and disseminate safety messages in organized manner, a group of person shall be formulated and nominated in order to cater dissemination of safety messages via established communication channels.
Status: New
Due date for completing the task: Continuous

Number: MST.0025-006
Headline: Frequently asked questions (FAQ)
Objective/description: Publishing FAQ on website platform would enable CAA to promulgate answers to most common questions asked by stakeholders on various CAA domains.
Status: New
Due date for completing the task: Continuous

Number: MST.0025-007
Headline: Standard forms of safety promotion documentation
Objective/description: CAA shall determine standard form of safety leaflets, bulletins and other material in order to present subject matter in proper and standardised way (in Slovenian and English language).
Status: New
Due date for completing the task: 31. 12. 2021
**MST.0027 Promotion of safety culture in GA**

**Number:** MST.0027  
**Headline:** Promotion of safety culture in GA  
**Objective/Description:** MS CAs should include provisions to facilitate and promote safety culture (including just culture) in GA as part of their State safety management activities in order to foster positive safety behaviours and encourage occurrence reporting.

**Owner:** MS  
**Affected stakeholders:** GA  
**Status:** Ongoing  
**SIs/SRs:** N/A  
**Reference(s):** N/A  
**Dependencies:** N/A  
**Deliverable(s):** Provisions to facilitate and promote safety culture as part of SSP/SPAS  
**Overall due date:** Continuous

**Low-level tasks:**

**Number: MST.0027-001**  
**Headline:** Promotion just culture in SSP  
**Objective/description:** Provisions for just culture in GA will be added in Slovenian SSP to encourage occurrence reporting and foster positive safety behaviours.  
**Status:** Ongoing  
**Due date for completing the task:** 2022

**Number: MST.0027-002**  
**Headline:** Promotion of safety culture in GA  
**Objective/description:** Improving safety promotion is important segment of improving general aviation safety. Focus will be given to the reporting and small airports. Distribution of existing brochures to aero-clubs, training organizations, operators, pilots etc., promotion of occurrence reporting and safety culture through different communication channels and CAA workshops including seminars (for all professional areas), sharing of best practices, preparation of a new leaflet and animation video on Safety Culture in GA topic. Through such kind of activities, raise the public awareness and drawing attention to the importance of safety culture in GA.  
**Status:** Ongoing  
**Due date for completing the task:** Continuous

**Number: MST.0027-003**  
**Headline:** Include the just culture concept in the Aviation Act  
**Objective/description:** Check how the just culture is incorporated in the Aviation Act draft and propose any amendments should it be found necessary and relevant.  
**Status:** Ongoing  
**Due date for completing the task:** 2022
MST.0038 Airspace complexity and traffic congestion

Number: MST.0038
Headline: Airspace complexity and traffic congestion
Objective/Description: MS should consider ‘airspace complexity’ and ‘traffic congestion’ as safety-relevant factors in airspace changes affecting uncontrolled traffic, including the changes along international borders.
Owner: MS
Affected stakeholders: Pilots, aircraft operators, CAs, ANSPs
Status: New
SIs/SRs: SI-2025 Airspace infringement, SI-4009 Deconfliction between IFR and VFR traffic
Reference(s):
- European Action Plan for Airspace Infringement Risk Reduction (EAPAIRR)
- BIS ‘Airborne collision risk’
Dependencies: SPT.0120 Promoting good practices in airspace design
Deliverable(s): Best practice
Overall due date: 2023

Low-level tasks:

Number: MST.0038-001
Headline: Occurrence reports review
Objective/Description: The group will review occurrence reports for previous three years, to find out where leading cause for occurrence was a conflict between IFR vs. VFR.
Status: New
Due date for completing the task: 2021 Q4

Number: MST.0038-002
Headline: Informing the airspace users with safety a bulletin
Objective/Description: The group will prepare the report with identified airspace hot spots, followed by a safety circular or a bulletin, distributed either in paper or digitally by CAA-SI web site, aimed to aero-clubs, examiners, ATOs and DTOs. Optionally: To applicants for revalidation/renewal of the relevant rating.
Status: New
Due date for completing the task: 2022 Q1

Number: MST.0038-003
Headline: Informing the ANSP of the filtered statistics from occurrence reports
Objective/Description: The group will inform ANSP of the current statistics and »hot-spots« in the airspace design between uncontrolled airports and controlled airspace crossings as well as the reporting points on the boundaries. The goal is to acquire or share the initial mutual ideas for any relevant airspace optimisations or other improvements.
Status: New
Due date for completing the task: 2022 Q3
Number: SIT.0004
Headline: Parachuters, paragliders, hang gliders and microlights airplanes
Objective/Description: Collected data on national level from 2004 to 2020 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 microlights airplanes.
Owner: MS
Affected stakeholders: GA
Status: Ongoing
SIs/SRs: N/A
Reference(s): N/A
Dependences: N/A
Deliverable: Reduce the number of accidents, serious incidents and fatalities through effective regulation, training, safety promotion and oversight.
Overall due date: Continuous

Low-level tasks:

Number: SIT.0004-001
Headline: Inspection of the competitions/flying displays
Objective/description: Ensure effective and risk based inspection plan and conditions to provide inspections. Inspectors should also cooperate with organisation committee of competition flights and displays in constructive manner in order to facilitate and enhance the safety in general.
Status: Ongoing
Due date for completing the task: Continuous

Number: SIT.0004-002
Headline: Analysis of the incidents/accidents
Objective/description: Analysing of the incidents/accidents or other deviations on the CAA level and preparing safety promotion material, lessons learned, recommendations and other useful information in order to raise awareness in the communities of parachuters, paragliders, hang gliders and microlight airplanes pilots. This shall not interfere with Safety Investigation Authority (SIA).
Status: Ongoing
Due date for completing the task: Continuous

Number: SIT.0004-003
Headline: Safety promotion
Objective/description: Safety events/seminars with representatives of the parachuters, paragliders, hang gliders and microlights pilots’ community. The task includes developing of the safety presentations and case studies based, on lessons learned from accidents and incidents that are published via modern media.
Status: Ongoing
Due date for completing the task: Continuous

Number: SIT.0004-004
Headline: Publish a Slovenian map for general air traffic
Objective/description: Continuous update of a map with all relevant information about use of airspace, take-off points, prohibited areas, drone areas, modeller's zones, etc.
Status: New
Due date for completing the task: Continuous, 2021 Q2 (first publication of a map)
Number: SIT.0004-005
Headline: Improving safety for paragliders (especially in Alps)
Objective/description: Procedures for use of take-off points (change of the rules, procedures, etc.), mandatory yearly briefings for all paragliders about regional specific terrain and meteorological conditions (especially for foreign paragliders who came from flat countries), more supervision from police and CAA inspectors during the season.
Status: New
Due date for completing the task: 2025 Q4
2.2.4 Aerodromes

This Chapter addresses aerodrome design and operations, as well as aerodrome operators.

Actions in this Chapter aim at maintaining a high uniform level of safety in the Member States, ensuring compliance with the ICAO SAPRs and a harmonised approach, which will support the free movement of services within the Member States.

The top three KRAs for aerodromes and ground handling are:

- ground damage;
- aircraft upset;
- runway collision.

The most frequent key risk area for aerodrome and ground handling related accidents and serious incidents is ground damage, followed by aircraft upset and runway collision. In terms of aggregated risk, ground damage and aircraft upset are on a similar high level of aggregated risk, followed by runway collision.
Number: MST.0029
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 (solutions #01, #02, #04, #26, #47, #48, #70), designed to improve runway safety, should be considered as far as it is feasible.

Owner: MS
Affected stakeholders: Aerodrome operators, AOC holders, ANSPs and CAs
Status: Ongoing
SIs/SRs: N/A
Reference(s): GASP SEIs (States) – Mitigate contributing factors to the risks of RE and RI
Dependencies: N/A
Deliverable(s): SPAS
Overall due date: 2021 Q4

Low-level tasks:

Number: MST.0029-001
Headline: Data collection (analysis) and choice of appropriate SESAR runway safety solutions for implementation (if applicable)
Objective/Description: In collaboration with ADR and ANSP after analysis of collected data, complexity of the airport and systems already installed no SESAR solution in 2020 has been selected. The ANSP has a plan to install the ground movement radar by 2024. According to yearly collection of data on the time and number of operations in the low visibility conditions and RI occurrence reports, the complexity of the airport and systems already installed, selection the appropriate SESAR runway safety solutions for implementation in collaboration with ADR and ANSP. Additional low-level tasks will be developed if collected data will show the need for implementation one of the SESAR runway safety solutions.
Status: Ongoing
Due date for completing the task: Annual data collection (analysis), ground movement radar installation installed by 31. 12. 2024

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9 [https://www.atmmasterplan.eu/exec/operational-changes](https://www.atmmasterplan.eu/exec/operational-changes)
Number: MST.0018
Headline: Ground safety
Objective/Description: This safety issue should be addressed by the MS on their SSPs. This will include as a minimum agreeing a set of actions and measuring their effectiveness. This task includes all ground handling and apron management-related issues (aircraft loading, de-icing, refuelling, ground damage, etc.) as well as collision of the aircraft with other aircraft, obstacles or vehicles while the aircraft is moving on the ground, either under its own power or being towed. It does not include collisions on the runway. Baggage and cargo loading in passenger aircraft is the top safety issue based on the number of occurrences in the ECR. The second issue that will be assessed in the European SRM process will be ground staff movement around aircraft (see ASR 2019).
We want to increase safety by continuously assessing and improving risk controls to mitigate the risk in the area of ground safety.
Owner: MS
Affected stakeholders: CAT
Status: Ongoing
SIs/SRs: N/A
Reference(s): N/A
Dependencies: N/A
Deliverable: SSP and SPAS established and implemented
Overall due date: Continuous

Low-level tasks:

Number: MST.0018-001
Headline: Monitor ground-safety events for threats and trends
Objective/description: Reducing risks related to ground safety. The CAA shall assess the ground-based events (ramp and taxiway) and monitor how stakeholders (AOC, GH, ANS, ADR) take action to reduce the risk.
Status: Ongoing
Due date for completing the task: Continuous

Number: MST.0018-002
Headline: Refresher training of CAA inspectors working on Airside areas
Objective/description: Because CAA staff were involved in the event of an unauthorized passage of the airport apron, all CAA inspectors working in Airside areas should undergo refresher training (organised by one of airport operators or internally in the CAA). The aim of this refresher training is to ensure that inspectors are adequately trained to move independently in these areas.
Status: New
Due date for completing the task: 31. 12. 2021
2.2.5 Unmanned aircraft systems

This chapter includes actions that are relevant to ensure the safe integration of civil unmanned aircraft systems into the aviation system.

Most of the EU Member States have adopted national regulations to ensure safe operations of UASs with MTOMs below 150 kg. With the extension of the scope of the EU competence through the Basic Regulation to regulate UASs with MTOMs below 150 kg and the recent adoption of the EU requirements for the operation of UASs in the ‘open’ and ‘specific’ categories (Commission Implementing Regulations (EU) 2019/947 and 2019/945), Member States will need to modify the already adopted national regulations. The already adopted EU regulations need to be complemented.

While regulating UASs has multiple drivers due to its nature, there are also very strong efficiency and level playing field aspects. In order to ensure safe UAS operations, it is extremely important to manage the safe integration of UASs into the airspace. U-space is a set of new services and specific procedures designed to support the safe, efficient and secure access to airspace for large numbers of drones. In 2017, the SJU prepared the U-space Blue Print describing the vision for U-space.

In addition, the European Roadmap for safe integration of drones in all airspace classes was also prepared by the SJU with EASA support and adopted by the EC. The ATM MP reflects the details about the integration of UASs into the EU airspace.
Number: SIT.0005
Headline: Drones
Objective/Description: The number of drones within the EU has significantly increased over the last years. Available data shows the increase of drones coming closer to manned aviation (both aeroplanes and helicopters), thereby confirming the need to mitigate the associated risk. To ensure the safe operation of drones and a level playing field within the EU, EASA has developed common European rules. They contribute to the development of a common European market while ensuring safe operations and respecting the privacy and security of EU citizens.
Commission`s Implementing Regulation (EU) 2019/947, accompanied by Commission`s Delegated Regulation (EU) 2019/945, defining the technical requirements for drones, were published on 11 June 2019. The delegated Regulation is immediately applicable while the Implementing Regulation will become gradually applicable within a year from publication. By 2022, the transitional period will be completed and the regulation will be fully applicable. With these Regulations, the proposed EASA general concept, establishing three categories of UAS operations (open, specific and certified with different safety requirements, proportionate to the risk), is adopted at the European level and will be implemented. Moreover, as the number of UAS operations increases, there is a need to establish unmanned traffic management (UTM) systems (named “U-space” in Europe). There has been a huge development of U-space during the last year and it is expected that this will develop even faster in the years to come. The ATM Master Plan reflects the details about the integration of UAS in the EU airspace.

Owner: MS
Affected stakeholders: All
Status: Ongoing
SIs/SRs: N/A
Reference(s): N/A
Dependencies: N/A
Deliverable(s): Implementation of EU legal framework relating to drones and 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.0005-001
Headline: Sharing of information and Safety promotion
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. Safety promotion shall be extended, due to new EU obligations for drone users and extensive growth of “non-aviation” people using drones/airspace. Active participation on conferences, workshops or meetings, organised by CAA or stakeholders.
Status: Ongoing
Due date for completing the task: Continuous

Number: SIT.0005-002
Headline: Organisation of classroom and online workshops, seminars
Objective/description: CAA shall organize at least 3 times\textsuperscript{10} per year classroom/online workshops on safe unmanned aerial vehicle systems (UAS) operation for operators of UAS, remote pilots and other interested parties, as relevant.

Status: Ongoing
Due date for completing the task: Continuous

Number: SIT.0005-003
Headline: Effective implementation of new EU regulation
Objective/description: In 2021, effective implementation of new EU regulation will be focused in special category. Participation and collaboration with Task force group lead by France with task to develop "theoretical knowledge examination" STS for specific category.
All relevant activities regarding standard scenarios and operational authorisation will be held.
Status: Ongoing
Due date for completing the task: Continuous

Number: SIT.0005-004
Headline: Preparation of instructions for supervisory authorities (market surveillance body, police, municipal warden)
Objective/description: CAA will prepare instructions for supervisory authorities and organize online training on relevant parts of new EU legislation.
Status: New
Due date for completing the task: July 2021

Number: SIT.0005-005
Headline: Preparation of instructions for creating geographical zones for relevant ministries and for municipalities
Objective/description: CAA will prepare instructions for creating geographical zones for relevant ministries and for municipalities in accordance with "Decree on implementing Regulation (EU) on the rules and procedures for the operation of unmanned aircraft". Meetings with relevant parties will be held, if needed.
Status: New
Due date for completing the task: October 2021

\textsuperscript{10} Due to COVID-19, certain workshops and other promotion activities were stopped in March 2020. In 2021 we will continue with activities, when the measures regarding the virus will be released and/or adapt activities to the measures regarding the virus.
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