SLOVENIAN
PLAN FOR AVIATION SAFETY
2020-2024 –
REPORT ON MST AND SIT REALISATION
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<tr>
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<td>STCA</td>
<td>Short Term Conflict Alert</td>
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<td>TMA</td>
<td>Terminal Manoeuvring Area</td>
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<td>Unmanned Aircraft System</td>
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1 Introduction

This year, unfortunately, we cannot start the introduction of this document in other way than with COVID-19. The COVID-19 pandemic constitutes an unprecedented challenge for Europe and the whole world. As a global health crisis, it has affected the societies and the economies of EU Member States in a dramatic way. The impact of the crisis on the transport system, notably in the civil aviation sector was enormous. It requires urgent, decisive, and comprehensive action at the EU, national, regional and local levels, to strengthen the transport sector and its resilience.

The COVID-19 crisis, declared as pandemic by the World Health Organisation, has put and continues to put Member States’ societies and particularly healthcare systems to a severe test. Member States and EU institutions have stood together in the spirit of solidarity to coordinate and implement relevant healthcare measures. Only if health policy is effective in containing and eventually overcoming the threat posed by COVID-19, can a lasting recovery in all other sectors of the economy and public life unfold.

Civil aviation is without a doubt among the most affected economic sectors in this crisis. It has lost its essential function in this crisis, which is to connect people and the economy, and has largely become a mere form of transport, providing the supply of essential medical equipment, with many passenger aircraft being converted into cargo aircraft. It is essential that regulators ensure a safe return of civil aviation to normal operations after the crisis is over.

Despite the COVID-19, civil aviation is still functioning in a global environment that requires States to co-ordinate efforts to improve safety. Slovenian Plan for Aviation Safety (hereinafter SPAS) is developed with regard for international safety priorities and in particular with regard for the EASA European Plan for Aviation Safety (hereinafter EPAS) and the ICAO Global Aviation Safety Plan (hereinafter GASP).

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

For implementation of the State Safety Programme the Civil Aviation Agency of the Republic of Slovenia (hereinafter CAA) annually updates the Slovenian Plan for Aviation Safety on behalf of the State. Before SPAS is adopted by Director General of Ministry’s Directorate of Aviation and Maritime Transport it shall be coordinated with relevant stakeholders, who participate in the SSP working group. 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.

This document is prepared in order to provide an overall overview how risk identified in SPAS 2020–2024 were mitigated at state level.

For efficient mitigation of SSP and EPAS, CAA established working groups for each EPAS Member State Task (hereinafter MST) and national Slovenian Task (hereinafter SIT). Working groups proposed low level safety tasks as a tool to achieve efficient implementation of task, lower the detected hazard or meet certain objective. Low level safety tasks and/or actions to
mitigate identified risks are incorporated into this document. These actions may include rule-making, policy, targeted safety oversight/safety analysis and safety promotion. Most of the tasks are continuous nature while others have due dates. Tasks of continuous nature and tasks which were not accomplished in 2020 will be transferred into SPAS 2021–2025 if still relevant. CAA monitors implementation of the actions through Safety Board meetings. The implementation and the effectiveness of proposed and accomplished tasks in 2020 is presented annually, not only in this document, but also in the CAA Annual Aviation Safety Review.

The document “Slovenian plan for Aviation Safety – Report on MST and SIT realisation” is prepared annually by the CAA and shared by the members of the SSP working group by e-mail (Ministry of Infrastructure) and with EASA through online platform (CAA).

The final systemic SPAS objective for 2021 is the same as for 2020, which is to improve the implementation of proposed low level tasks, which could be achieved only with raising awareness of all involved stakeholders and with additional resources provided. The implementation of the low level tasks in 2020 was unfortunately greatly impacted by COVID-19 crisis.
### Systemic Safety & Competence of Personnel

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<td>MST.028</td>
<td>Establishment and maintaining of the Slovenian Plan for Aviation Safety (this MST includes MST 004, 005, 006, 007, 010, 014, 016 and 018 from EPAS 2018–2022)</td>
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</table>
| MST.032        | Oversight capabilities/focus areas:  
- availability of adequate personnel in CAA  
- cooperative oversight in all sectors  
- organisations Management System in all sectors | All                   |
| MST.033        | Language proficiency requirements – sharing best practices, to identify areas for improvement for the uniform and harmonised language proficiency requirements implementation | MS, ANSPs, ATCOs, TO, pilot licence holders and students |
| MST.035        | Oversight capabilities/focus area: fraud cases in Part-147 | CAs, AMTOs |

### Operational Issues

#### CAT & NCC/Aeroplane

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

#### Rotorcraft operations

| MST.015        | Helicopter safety events | HE |
| MST.031        | Implementation of SESAR solutions aiming to facilitate safe IFR operations | HE |

#### General aviation: Non-commercial operations

| MST.016        | Staying in control, coping with weather, preventing mid-air collisions and managing the flight | GA |
| MST.025        | Improvement in the dissemination of safety messages | GA |
| MST.027        | Promotion of Safety culture in GA | GA |
| SIT.004        | Parachuters, paragliders, hang gliders and microlights airplanes | GA |

#### Aerodromes

| MST.029        | Implementation of SESAR runway safety solutions | Aerodrome operators, AOC holders, ANSPs and CAs |

### Safe integration of new technologies and concepts

| SIT.005        | Drones | All |

### Other tasks

- **EPAS 2018-2022 tasks**
- **EPAS 2019-2023 tasks**
- **EPAS 2020-2024 tasks**
- **Tasks included in MST.028**
- **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.

This area also includes the impact of security on safety.

Systemic safety and competence of personnel in this chapter are especially connected with:

- Safety Management across all domains of aviation;
- Competence of personnel:
  - Language proficiency (pilots and ATCOs);
  - Maintenance staff – Part-147;
- Oversight and standardisation.
Number: MST.001
Headline: Prioritization of work on Slovenian SSP
Objective/description: In the implementation and maintenance of the SSP, Member States shall in particular:

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

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

- GASP SEI-13 — Start of SSP implementation at the national level
- GASP SEI-14 — Strategic allocation of resources to start SSP implementation
- GASP SEI-15 — Strategic collaboration with key aviation stakeholders to start SSP implementation
- GASP SEI-16 — Strategic collaboration with key aviation stakeholders to complete SSP implementation

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

Low level tasks:

Number: MST.001-001
Headline: Effective implementation of the authority requirements
Objective/description: Ensure effective implementation of the authority requirements and address deficiencies in oversight capabilities, as a prerequisite for effective SSP implementation
Status: Ongoing
Due date for completing the task: Continuous
Actions taken in 2020:

Authority requirements are at the CAA level implemented through various CAA manuals, for example Compliance Monitoring and Safety Management System Manual (CMSMSM), specific area manuals, procedures and checklists. CAA uses various tools for effective detection of deficiencies, mainly compliance monitoring system/internal audits and also external audits.
In 2020 all CAA Divisions continued with implementation of the authority requirements through various CAA documents: e.g. manuals, procedures, checklists... For managing documents, business processes and monitoring of all activities of management system operations, CAA uses DNA system. Currently DNA contains 1683 documents out of which there are 185 currently valid processes.\(^1\) Controlled documents are only those stored in CAA DNA system, except, printed version of CMSMSM is a controlled version held by Director. Any copy made from the controlled copy (printed or copied) is considered non-controlled, unless it is immediately (in 24 hours) used for certification, oversight, etc. It is responsibility of anyone using a non-controlled copy of a controlled document to check the status of that copy against the status of the controlled one. More information regarding CAA documentation system can be found in the CMSMSM, Chapter 7.

For detection of CAA deficiencies eight internal audits were conducted in 2020 (all according to Internal Audit plan):
- FSTD – May 2020
- SYS – May 2020
- OPS – June 2020
- RAMP – June 2020
- ACW – September 2020
- AIR – October 2020
- MED – November 2020
- ANS – December 2020

Regarding quality of internal audits, a big progress was achieved already in a period 2018–2019 in comparison with period 2016–2017 and as well as regards timely closing of findings. Nevertheless, constant oversight by CSM is needed to keep trends on a current level and improving them to a highest possible level.

In 2020 one EASA Standardisation inspection was conducted in the Republic of Slovenia: ANS domain. Eight non-compliances were detected; all have already been closed.

Regarding the ICAO ICVM which was conducted in Slovenia from 26 August to 3 September 2019 and resulted in overall EI of 81.87 per cent, all CAPs were prepared and inserted into ICAO OLF in the beginning of 2020 and slightly corrected in ADR area by the end of 2020.

Number: MST.001-002
Headline: Coordination between State authorities
Objective/description: Ensure effective coordination between State authorities having a role in safety management
Status: Ongoing
Due date for completing the task: Continuous
Actions taken in 2020:
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. The formal communication channels between the members of the SSP working group have been established through regular meetings of the group and through e-mail communication which is coordinated by the secretary/coordinator of the working group.

\(^1\) Some of them will be eventually transferred into EMPIC. Overall there have been 5674 actions created in DNA: internal tasks, internal audits' findings, findings to industry, audits etc. Since 2016 there have been 1963 findings delegated to industry.
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.
- On the basis of the continuous collection of information related to aviation safety, the working group, in addition to the activities determined by continuous updating SSP 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. SSP must be proportionate to the scale and complexity of aviation activities and be in line with the EPAS.
- The working group ensures that the SSP contains at least the elements related to the responsibilities of national safety management described in international standards and recommended practices. In addition, the SSP should determine the level of safety performance to be achieved at national level in the field of aviation activities for which the state is responsible.
- The working group is responsible for the SPAS, which is annexed to the SSP. Based on an assessment of relevant safety information, the working group, in consultation with the relevant stakeholders, identifies the main safety risks affecting its national aviation safety system and sets out the necessary measures to mitigate these risks.
- The working group is obliged to continuously ensure the consistency of the SSP with EASP and GASP and to prepare a table of actions resulting from the SSP and their connection with EPAS.
- The working group has delegated its safety promotion task to the CAA, which is responsible for the continuing education, communication and sharing of safety information with and among its service providers and regulatory and administrative organisations involved in the SSP. CAA is executing this responsibility mainly via various safety promotion events, which are annually published on its website. In addition to that CAA issues safety posters, leaflets, brochures and other materials in order to prevent safety risks or mitigate them after they already occurred. An important document which includes relevant safety information for the state is also the Annual Aviation Safety Review, prepared annually by the CAA and published on its website.

Number: MST.001-003
Headline: Inspector competencies
Objective/description: Ensure that inspectors have the right competencies to support the evolution towards risk-and performance-based oversight
Status: Ongoing
Due date for completing the task: Continuous
Actions taken in 2020:
The CAA established Training Policy, Training Programme and Annual Training Plan. Training is made as targeted training, every year is prepared annual training plan for all employees of the CAA, and additionally process is written and published in DNA SSD.PRC-1. Annual plan for 2020 was published on 20.12.2019, DNA number SSD.PLN-5.

Realization of training plan is due to COVID-19 situation a bit lower, but the authorisations are all still valid. All necessary training was done either online either internally and all the requirements were fulfilled. The annual training plan was implemented in approximately 50%, some of the trainings which are not obligatory for holding the authorisation were not conducted due to COVID-19 pandemic.
Almost 100 webinars were additionally put into the training plan and were realized (e.g. IANS webinars: introduction to airspace management, Human Role in Future Aviation, 2017/373 part AIS, Legal issues of artificial intelligence, European Network of U-space Demonstrators, SESAR U space consolidated research results).

The CAA focus is to increase the competence of the staff, as they are trained in the areas they are actually covering, and they also get the proper/necessary knowledge. In addition to traditional methods of training (classroom courses, workshops, seminars), we introduced also e-learning. We are constantly working to ensure that training follows the development of work areas covered by the CAA and the timely response to changes. Familiarization with novelties and sharing best practices is done via sectoral meetings and Safety board meetings, where employees regularly reports from conferences, seminars, meeting they attended.

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

**Actions taken in 2020:**

**AIR**
There is a significant difference in the number of the oversight between the planned (49) and the oversights carried out (82). The reason for the larger number of inspections carried out is due to the fact that in February the CAA started conducting interviews with Accountable Managers of organizations together for all approved areas of each Continuing airworthiness organizations and maintenance organizations. Interviews were conducted with seven Accountable managers in CAMO organizations and five maintenance organizations. The reason is also in unforeseen changes which in the approvals of individual organizations, which depend on market demands and the company's adaptation to customers’ requirements.

**OPS**
Number of planned oversights 76, realisation 113. Regular inspections are planned, and some additional inspections are carried out on the basis of incident reports and other information related to the safety and compliance of the carrier with the regulations. Aircraft operators are checked in detail through continuous oversight, in addition, they are subject to RAMP inspections. The number of inspections is therefore also linked to ad-hoc inspections, which are linked to individual events from which the need for inspections arises, and these events cannot be foreseen in the plan.

The inspection of operating licenses is performed at least once per year after the submission of annual reports, otherwise it is carried out constantly as part of the annual oversight of financially critical operators.

**RAMP**
Number of planned oversights 40, realisation 40.

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The list of so-called Layer 1 operators is done by EASA for each Member State; determine which operator and how many times it will be subject to RAMP inspection in a given country. The targets are set according to the number of landings in the Member State in the previous calendar year. All other operators that are not included in the Layer 1 list form the Layer 2 group. For planning purposes, they are divided into two groups, namely S (scheduled - coming to Slovenia according to the established schedule) and NS (non-scheduled - to Slovenia - do not come on a regular schedule).

In addition to the planned inspections, priority list is done. Those list consists of operators that are placed on the priority list valid for the entire EU and participating countries in the RAMP control program due to the fulfilment of certain conditions (such as recurring high-level discrepancies, etc.). The quota of performed RAMP inspections also includes inspections of operators that are not foreign operators, but are carried out in full in accordance with the provisions as defined in the RAMP (SANA) part.

**ACW**
Number of planned oversights 108, realisation 62, due to COVID-19 situation and reduced aviation activity in the field of ACW.

**ADR**
Number of planned oversights 57, realisation 58. Oversight also includes oversight of ground handlers and oversight of the implementation of the PRM (passengers with reduced mobility).

**SEC**
Number of planned oversights 41, realisation 38. Ongoing oversight tasks are predominantly related to entities that implement civil aviation security standards against acts of unlawful interference.

**ANS**
Number of planned oversights 59, realisation 64. The reason for the increased number of oversights is mainly due to compliance checks with all standards, especially ICAOs, in respect to ICAO ICVM in August 2019. An ongoing task is to verify the compliance of the state and air navigation service providers with ICAO standards. The continuous monitoring shall be carried out to verify compliance with all the standards of the following Annexes 2, 3 ,4, 10 / Volumes I to V /, 11, 14 and 15 / Volumes I and II / of the Convention on International Civil Aviation.

**ALCO TEST**
Number of planned oversights 90, realisation 82. Due to the COVID-19 situation the number is slightly lower than planned.

**Number: MST.001-005**
Headline: Civil-military coordination
Objective/description: Consider civil-military coordination aspects where relevant for State safety management activities, with a view to identifying where civil-military coordination and cooperation will need to be enhanced to meet SSP objectives.
Status: New
Due date for completing the task: Continuous
**Actions taken in 2020:**
New requirements for military aviation are in preparation by Ministry of Infrastructure in cooperation with the Ministry of Defence and will be introduced with new Aviation Act of the Republic of Slovenia.
The Guidance Material for implementation of Spectrum Protection Rules are in preparation by the CAA in order to:

- identify relevant data to be included in GM depending on the nature of the operator of surveillance interrogators;
- identify procedures between relevant stakeholders and authorities.

Number: MST.001-006

Headline: Occurrence reporting

Objective/description: Establish policies and procedures for safety data collection, analysis, exchange and protection, in accordance with Regulation (EU) No 376/2014

Status: Ongoing

Due date for completing the task: Completed (see policies and procedures in CMSMSM), but continuous monitoring for compliance, performance and effectiveness is required.

Actions taken in 2020:

Following the established procedures and continuously monitoring for compliance, performance and effectiveness. Despite the fact that it is stated above that the task is completed, the CAA must follow the development of legislation in this area.

Because of that the CAA has, in 2020, started with preparations for effective implementation of the European Risk Classification Scheme (ERCS) which was defined by the EC in accordance with Article 7(6) of Regulation (EU) No 376/2014.

The common ERCS is defined as a methodology to categorise the overall safety risk of an occurrence according to the worst likely accident outcome of the occurrence and to the likelihood of this potential outcome to occur.

The aim of the scheme is to help the relevant entities in their assessment of occurrences and in determining where best to focus their efforts.

It supports the competent authorities of the Member States and the Agency in their assessment of occurrences, its key purpose is the identification and classification in a harmonised manner of the level of risk posed by each occurrence to aviation safety. Its purpose is not the identification of the outcome of the occurrence.

The ERCS should facilitate an integrated and harmonised approach to risk management across the European aviation system and therefore enable the competent authorities of Member States and the Agency to focus on safety improvement efforts in a harmonised manner as part of the EPAS.

Basic statistics (until 06.01.2021):

- Number of events: 652
- Number of events reported by more than 1 reporter: 55
- Number of reports: 983 (707+245+31: number of initial reports + number of factual reports and/or closed reports + number of closed reports)
Number of occurrences according class - year 2020

- Incident: 561
- Occ without safety effect: 49
- Occ with no flight intended: 22
- Accident: 11
- Not determined: 4
- Serious Incident: 2
- Significant Incident: 2
- Observation: 1

**Number: MST.001-007**

**Headline:** SPIs at State level

**Objective/description:** Establish a process to determine SPIs at State level addressing outcomes and processes

**Status:** Ongoing

**Due date for completing the task:** 2020

**Actions taken in 2020:**

Due to the outbreak of COVID-19 and related operational constraints within the CAA, the task has not started yet and was not completed in 2020. SPAS 2021-2025 will determine new due date for completing the task.

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**Number: MST.001-008**

**Headline:** SSP shall be available and shared

**Objective/description:** Ensure that an approved SSP document is made available and shared with other Member States and EASA. The SSP shall be shared with EASA and Member States via EASA online platform in 2020. Every new version of the SSP shall be made available via appropriate channels.

**Status:** Ongoing

**Due date for completing the task:** Completed. The first version of the SSP was adopted by the Government of Republic of Slovenia in July 2016. SSP published on CAA webpage: [https://www.caa.si/drzavni-program-upravljanja-varnosti-v-civilnem-letalstvu-ssp.html](https://www.caa.si/drzavni-program-upravljanja-varnosti-v-civilnem-letalstvu-ssp.html) and also published on ICAO integrated Safety Trend Analysis and Reporting System (iSTARS) and shared with EASA Safety Management Team by email, 07.02.2019.

**Actions taken in 2020:**

This action was completed but the new/updated documents should be continuously uploaded on the relevant on-line platforms (CAA webpage, ICAO iSTARS and EASA IMF). SPAS 2020-2024 was published on CAA webpage in 2020, but it was not shared on EASA IMF platform: [https://docs.easa.europa.eu/case/eab/mabtebs/SSPDocuments/Forms/AllItems.aspx](https://docs.easa.europa.eu/case/eab/mabtebs/SSPDocuments/Forms/AllItems.aspx) due to some technical reasons. SPAS 2021-2025 will be shared in 2021.
Number: MST.001-009
Headline: SSP shall be regularly reviewed and effective
Objective/description: Ensure that the SSP is regularly reviewed and that the SSP effectiveness is regularly assessed. Update the gap analysis regularly. In 2020 additional effort will be put on questions which were not answered satisfactorily and the gap analysis will be updated again. All SSP foundational PQs\(^2\), which are still not answered satisfactorily (currently 32 out of 299) will be reviewed again in the OLF.
Status: Ongoing
Due date for completing the task: Continuous

**Actions taken in 2020:**
The first version of the SSP was adopted by the Government of Republic of Slovenia in July 2016. The minister responsible for transport established the high level working group which adopted the first SPAS in November 2017. Revision of SPAS is done annually. Regular meetings of the working group are conducted. The SSP gap analysis is updated regularly. Slovenia has completed the first SSP gap analysis in January 2017 and submitted the latest update in 21.09.2020 through the ICAO iSTARS.

The overall revision of the SSP is necessary, namely to establish a full set of objectives, goals, indicators and targets in accordance with ICAO Annex 19. Due to the outbreak of COVID-19 and related operational constraints within the CAA, the SSP has not been updated yet. SPAS 2021-2025 will determine due date for completing the task.

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\(^2\) 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).
Number: MST.002
Headline: Promotion of SMS
Objective/Description: Encourage implementation of safety promotion material developed by the European Safety Promotion Network, the Safety Management International Collaboration Group (SMICG) and other relevant sources of information on the subject safety management. Latest SMICG deliverables include:
- improved SMS evaluation tool,
- industry Safety Culture evaluation tool and guidance,
- organisational Culture self-assessment tool for regulators,
- position paper on SMS/QMS relationship.
Owner: MS
Affected stakeholders: All
Status: Ongoing
Reference(s):
- GASP SEI-5 (Industry) Improvement of industry compliance with applicable SMS requirements
Dependencies: MST.001, SPT.057
Deliverable(s): Guidance/training material/best practice
Overall due date: Continuous

Low level tasks:

Number: MST.002-001
Headline: Safety Management International Collaboration Group (SMICG) promotion materials
Status: Ongoing
Due date for completing the task: Continuous
Actions taken in 2020:
The group (two members per se) is assigned to the SMICG’s newsletter. This enables regular monitoring of the newly published materials. In 2020 we followed the news on the SMICG website, but we didn’t detect any new promotional materials that would be suitable for our industry.
We have been, however, notified by the SMICG of a publication titled Sector Safety Risk Profiling at the State Level. A safety sector is a subset of the aviation industry that shares similar characteristics. A sector may consist of a group of related aviation products, services, organizations, or activities that may be, but are not restricted to, certain rule parts or certificate types. A component of effective safety management is identifying and analysing shared or common risks across all sectors. Certain sectors may have unique and self-contained safety risk, while some sectors may share the same safety risks. Sector risk profiling is, according to the SMICG, to be considered while developing, maintaining, and executing the State’s National Aviation Safety Plan to support the management of areas of greater risk and execution of the State Safety Program (SSP). Therefore, a link between SMS oversight, the SSP, and SRPs is evident. This has to certain extend already been implemented in the CAA through various documents: SSP, SPAS, CMSMSM and Annual Aviation Safety Review. Nevertheless, the document will be reviewed and improvement will be implemented if appropriate.

Number: MST.002-002
Headline: Distribution of newly developed promotion materials developed by the Safety Management International Collaboration Group to relevant organisations.
Objective/description: Ensure regular delivery of promotion materials developed by the Safety Management International Collaboration Group to relevant organisations.
Status: Ongoing
Due date for completing the task: Continuous
Actions taken in 2020:
No distribution to the industry because the material published in 2020 was targeted at state level consideration.

Number: MST.002-003
Headline: Review and analysis of possible feedback information regarding distributed promotion materials developed by the Safety Management International Collaboration Group
Objective/description: Monitoring organisations interest on SMS.
Status: Ongoing
Due date for completing the task: Continuous
Actions taken in 2020:
No review and analysis of possible feedback due to no distribution to the industry.
Number: MST.026
Headline: SMS assessment
Objective/Description: Without prejudice to any obligations stemming from the SES ATM Performance Scheme, MSs should make use of the EASA management system assessment tool to support risk- and performance-based oversight. MSs should provide feedback to EASA on how the tool is used, for the purpose of standardisation and continual improvement of the assessment tool. MSs should regularly inform EASA about the status of compliance with SMS requirements and SMS performance of their industry.
Owner: MS
Affected stakeholders: Air Operations, Aircrew, Medical, Aerodromes
Status: Ongoing
Reference(s):
- EASA Management System assessment tool
- GASP SEI-5 (Industry) Improvement of industry compliance with applicable SMS requirements
Dependencies: MST.001, MST.032
Overall due date: Continuous with annual reporting

Low level tasks:

Number: MST.026-001
Headline: Promotion of SMS Assessment Tool
Objective/description: CAA inspectors are encouraged to use SMS Assessment Tool for audits at organizations. Organizations are encouraged to use SMS Assessment Tool for their self-assessment. SMS Assessment tool is published on CAA website https://www.caa.si/letalska-varnost.html
Status: Ongoing
Due date for completing: Continuous
Actions taken in 2020:
SMS Assessment tool is published on CAA website. No additional promotion was done since tool needs updating.

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

Status: Ongoing  
Due date for completing: Continuous with annual reporting (30.07.2020)

Actions taken in 2020:
After some attempts to use the tool it was found out that tool is not sufficient for comprehensive management system assessment. For example, CAA implemented very detailed checklist for occurrence reporting system in accordance with Regulation (EU) No 376/2014. Nevertheless, the inspectors are encouraged to use the tool or some parts of it to incorporate them in their SMS checklists to perform effective audit. In addition, organizations are encouraged to use SMS Assessment Tool for their self-assessment (SMS Assessment tool is published on CAA website https://www.caa.si/letalska-varnost.html). Their comments on the usage of the tool will be gathered accordingly.

Annual reporting to EASA was performed on 20.07.2020 with the following information:
1. Feedback on the use of tool gathered from CAA inspectors:
   • SMS assessment tool is not sufficient for comprehensive management system assessment (e.g. lack of comprehensive OR systems assessment in accordance with Regulation (EU) 376/2014);
   • resolution of the tool is not adjustable;
   • minor lapses (e.g. Ref.: 1.1.1 at Aircrew part should be ORA.GEN.200 – not ORO.GEN.200);
   • assessment results on Data sheet is not user-friendly;
2. Feedback on the status of compliance with SMS requirements (for years 2018, 2019):
   • 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;
   • number of non-compliances per org. type, level and SMS requirement.

Additionally, in accordance to EASA EPAS indicators for SIS, we also reported the following information (in September 2020):
• number of organisations with currently open level 1 finding(s) on the requirements listed;
• total number of currently open level 1 findings on the requirements listed;
• number of organisations with currently open level 2 finding(s) on the requirements listed;
• total number of currently open level 2 findings on the requirements listed;
• average period (in days) elapsed from the notification to the closure of level 2 findings raised in the last 24 months on the requirements listed;
• number of organisations for which an extended oversight planning cycle is applied (i.e. cycle > 24 months);
• number of organisations for which a reduced oversight planning cycle is applied (i.e. cycle < 24 months);
• requirement with the highest number of findings raised in the last 24 months (select one of requirements from the dropdown menu);
• requirement with the 2nd highest number of findings raised in the last 24 months (select one of requirements from the dropdown menu);
• requirement with the 3rd number of findings raised in the last 24 months (select one of requirements from the dropdown menu).

We are also members of dedicated EASA SMS Assessment Tool working group which was set up (under EASA leadership) at the Safety Management TeB in November 2020. Kick-off meeting of the group is planned at the beginning of 2021.
Number: MST.028  
Headline: Establishment and maintaining of the Slovenian Plan for Aviation Safety  
Objective/Description: Member States shall ensure that a SPAS is maintained and regularly reviewed.  
Member States shall identify in SPAS the main safety risks affecting their national civil aviation safety system and shall set out the necessary actions to mitigate those risks.  
In doing so, Member States shall consider the Pan-European safety risk areas identified in EPAS for the various aviation domains as part of their Safety Risk Management (SRM) process and, when necessary, identify suitable mitigation actions within their SPAS. In addition to the actions, SPAS shall also consider how to measure their effectiveness. MSs shall justify why action is not taken for a certain risk area identified in EPAS.  
The Pan-European safety risk areas in the current EPAS edition are as follows:  
- for CAT by aeroplane: aircraft upset in flight, runway safety, airborne conflict, ground safety, terrain collision, and aircraft environment  
- for rotorcraft operations: helicopter upset in flight and terrain and obstacle conflict  
- for General Aviation: staying in control, coping with weather, preventing mid-air collisions and managing the flight.  
SPAS shall:  
- describe how the plan is developed and endorsed, including collaboration with different entities within the State, with industry and other stakeholders (unless this is described in the SSP document),  
- include safety objectives\(^3\), goals, indicators\(^4\) and targets\(^5\) (unless these are included in the SSP document),  
- reflect the EPAS actions as applicable to the State,  
- identify the main safety risks at national level in addition to the ones identified in EPAS, and  
- ensure that their SPAS is made available to relevant stakeholders, shared with other MS and EASA.  
Note 1: This MST includes MST 004, 005, 006, 007, 010, 014, 016 and 018 from EPAS 2018-2022.  
Note 2: MST.007 corresponds to SAF11 (Prevention of RWY Excursions) in the ATM MP’s (Level 3 Ed 2018).  
Owner: MS  
Affected stakeholders: All  
Status: Ongoing  
Reference(s):  
- ICAO Annex 19 and GASP 2020-2024 Goal 3 ‘Implement effective State Safety Programmes’  
- GASP SEI-11 (States) — Strategic collaboration with key aviation stakeholders to enhance safety in a coordinated manner  
- GASP SEI-17 (States) — Establishment of safety risk management at the national level (step 1)  
- GASP SEI-18 (States) — Establishment of safety risk management at the national level (step 2)  
- GASP SEI-19(States) — Acquisition of resources to increase the proactive use of risk modelling capabilities

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

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

Low level tasks:

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

Actions taken in 2020:
SSP working group was established by the minister, regular meetings are conducted. SPAS is revised annually.

Continuous improvement of the Slovenian Plan for Aviation Safety is achieved through effective Safety Risk Management, meaning: effective collection, storage, protection, exchange, dissemination and analysing safety relevant information.

On the authority level, hazard identification is done mostly through:
- occurrence reporting - includes occurrence reporting through mandatory and voluntary reporting schemes;
- relevant occurrences for CAA Slovenia reported to other NAAs (found in ECR using queries and informed directly via e-mail);
- analysis and investigation of safety occurrences;
- oversight activities;
- ramp system;
- accident and serious incidents reports/safety recommendations;
- results from safety surveys and operational safety audits carried out by the operator/service provider;
- safety occurrence trend analysis;
- internal reporting;
- organisations’ feedback;
- information-exchange practices (e.g. safety data from other states);
- reports and passenger complaints (e.g. passenger complaints regarding safety issues).

The information provided through hazard identification sources shall have good quality to allow the CAA to be informed about the risks the CAA is facing to take decisions (mitigation measures, preventive and corrective measures) supported with relevant knowledge and information.

In 2020, some promotional activities regarding occurrence reporting and just culture were cancelled due to COVID-19 (for example CAA Aviation Safety Conference). However, some of them were conducted:
- Lecture on occurrence reporting (legislation, practical cases, FAQ) for an aerodrome operator DRI, d.o.o (January 2020);
- Promotion of occurrence reporting and just culture principles at Accountable Managers meetings (February 2020);
Preparation of the Slovenian version of the occurrence report form for non-SMS organizations (April 2020)
- https://www.caa.si/upload/editor/file/filedf8e93c0887ea89.pdf;

Preparation of recommendations for establishing a just culture within an organization (May 2020) - https://www.caa.si/kultura-pravicnosti-znotraj-organizacije.html;

Redesigned website for just culture (May 2020) - https://www.caa.si/kultura-pravicnosti.html;

Preparation of animation video mainly targeted at leisure pilots stressing out the importance of sharing the information with the aviation community via occurrence reporting system available both in the Slovene (https://www.caa.si/porocanje-o-dogodkih.html) as well as English language (https://www.caa.si/en/occurrence-reporting.html) - September 2020;


Last revision of the SPAS was adopted and published on 09.07.2020. 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.

Number: MST.028-002

Headline: Objectives, goals, indicators and targets

Objective/description: Objectives, goals, indicators and targets shall be established. SPAS shall be evidence based by linking tasks/actions to strategic priorities and goals.

Status: Ongoing

Due date for completing the task: 2020

Actions taken in 2020:

Some safety performance indicators already exist in SSP and CAA CMSMSM. The safety level (performance measurement) is currently monitored with an alerting system that allows identification of adverse trends.

Some examples for performance parameters used for tracking and statistical evaluation:
- RE safety occurrences per 1000 aerodrome operations,
- MAC safety occurrences per 1000 operations in FIR LJLA,
- CFIT safety occurrences in aircraft operation per 1000 FH.

Normal performance is determined by comparing current to past performance. Upper Control Limits (ALERT Line) are assigned to each area (parameter) to describe desirable or undesirable trends. The Upper Control Limits (ALERT Line) is defined as a rate of occurrence that, if exceeded, triggers an additional CAA investigation and necessary measures.

Alert Lines are determined by standard deviation calculations. Alert line for current year is determined as fixed calculated alert line based on past year calculation for alert line. Twelve months of data is used to determine Upper Control Limits. It is important to take into account that the Control Limit should not be set so high that a major increase in the failure rate does not produce an alert or should not be set so low that normal distribution of failure results in excessive alerts. An alert (abnormal, unacceptable trend) is indicated if any of the conditions below are met for the current monitoring period (current year):
- any single point is above the 3 SD line
- 2 consecutive points are above the 2 SD line
- 3 consecutive points are above 1 SD line.

Nevertheless, the overall revision of the SSP is necessary, namely to establish a full set of objectives, goals, indicators and targets in accordance with ICAO Annex 19. Realisation of this low level task is heavily dependent on the realisation of the low level task MST.001-009 (SSP shall be regularly reviewed and effective). Due to the outbreak of COVID-19 and related operational constraints within the CAA, the SSP has not been updated yet. SPAS 2021-2025 will determine new due date for completing the task.
Number: MST.032  
Headline: Oversight capabilities/focus areas: availability of adequate personnel in CAA, cooperative oversight in all sectors and organisations Management System in all sectors

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

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

Owner: MS  
Affected stakeholders: All  
Status: New  

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

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

Low level tasks:

Number: MST.032-001  
Headline: Availability of adequate personnel in CAA  
Objective/description:
- review and update of all tasks in all areas/fields of work;
- review and update the time required for the implementation of each task in these areas;
- review and update FTEs by area;
- targeted training;
- familiarization with novelties, best practices.

Status: New  
Due date to completing the task: Continuous
Actions taken in 2020:
Review and update of all tasks in all areas/fields of work and review and update the time required for the implementation of each task in these areas were not done in 2020, because this is part of FTE calculation and FTE calculation is done biennale. The last one is from August 2019, next one will be done in summer 2021. Methodology is written in CMSMSM Chapter 1.4.3 “Procedure used for assessment of required FTEs”. For time being CAA can manage all the tasks with actual number of FTE, in addition some tasks are conducted by contractors. Training is made as targeted training, every year is prepared annual training plan for all employees of the CAA, and additionally process is written and published in DNA SSD.PRC-1. Annual plan for 2020 was published on 20.12 2019, DNA number SSD.PLN-5. Realization of training plan is due to COVID-19 situation a bit lower, but the authorisations are all still valid. All necessary training was done either online either internally and all the requirements were fulfilled. Familiarization with novelties and sharing best practices is done via sectoral meetings and Safety board meetings, where employees regularly reports from conferences, seminars, meeting they attended. Internal Auditors shall attend the CAA Internal Auditors Standardisation Meeting, which is organised and chaired by Compliance and Safety Manager at least every 2 years, starting in 2019, with aim to promote standardised work of all auditors, best practices and discuss common issues (CMSMSM Chapter 1.1.5).

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

Actions taken in 2020:
CAA’s goal is to be compliant with the authority requirements in all areas of work. This is ensured through procedures, internal manuals, processes in all divisions regardless of area of work. Above all, the emphasis is on the provisions that oblige the CAA to exercise oversight. Some of divisions already in 2020 organized common oversight, for example ANS and ADR, Aerodrome Cerklje ob Krki, Evidence: LN Number: 06123-1/2020 (date: 24.8.2020). Common oversight was also done in 2020 in the fields of SMS and OPS. When OPD division is conducting SMS oversight at AOC holders, CAA SMS expert is involved for auditing occurrence reporting compliance with Regulation (EU) 376/2014. Next circle of common OPS/SMS oversight starts in 2022.
Oversight planning including risk-based performance is done in all CAA divisions. Realisation of oversight plan is as planned on RAMP, air navigation services, aerodromes, airworthiness. On aircrew licencing, passenger rights and alcohol testing is due to COVID-19 situation realization lower as planned (60% realization ACW, 91% Alco test, 33% passenger rights). Best practices are shared via sectoral meetings and Safety board meetings.

Number: MST.032-003 (see also MST.026)
Headline: Assessment of organisations management system in all sectors
Objective/description:
- promotion of use of EASA Management System Assessment Tool;
- use of common checklist for OR;
- unification of procedures where possible.
Status: New
Due date to completing the task: Continuous
Actions taken in 2020:
SMS Assessment tool is published on CAA website https://www.caa.si/letalska-varnost.html
No additional promotion was done since tool needs some updates (see also MST.026).

Common checklist for OR was prepared and used – see CMSMS.CHK-36 in DNA. Check list CMSMS.CHK-36 was used 25 times in 2020.
One of the CAA objective is also to unify the procedures for all areas of work as much as possible and also where it makes sense, the task has a continuous nature and it will be continued also in 2021.
MST.033 Language proficiency requirements – sharing best practices, to identify areas for improvement for the uniform and harmonised language proficiency requirements implementation

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

Low level tasks:

Number: MST.033-001
Headline: Feedback to EASA on the implementation of LPRs
Objective/description: Provide feedback to EASA on how the LPRs are implemented in Slovenia to share lessons learned and encourage progress and harmonisation
Status: New
Due date for completing the task: 2020 Q2
Actions taken in 2020:
The report on how the LPRs are implemented in Slovenia has been drawn up and will be forwarded to EASA on request on the occasion of various standardisation activities. To sum it up. The CAA uses its own resources in developing and conducting the language proficiency assessment of pilots. For air traffic controllers, however, the CAA approved the testing method ELPAC developed by Eurocontrol. Assessment is being conducted and rated by our LTB assessors. A Language Testing Body (LTB) has been established at the CAA Slovenia, consisting of approved assessors from the CAA and Slovenia Control.
Experience and suggestions:
To make the existing LPR assessment more fit for the objective, the CAA suggests the development of tests that distinguish between commercial and recreational aviation. Our experience reveals that further differentiation between airplane, helicopter and even sailplane pilots is beneficial. Presented with familiar images and topics, licence holders perform better on the test and have a more positive attitude towards LPR assessment.
If the test format and experience of the assessor allow, one assessor may conduct and rate the test. The second assessor is used only in borderline cases.

Number: MST.033-002
Headline: Use of the English language during IR, CPL, ATPL and ATC training
Objective/description:
- find out which languages are used during pilot training for IR, CPL and ATPL, and ATC training by means of a questionnaire,
recommend ATOs to conduct pilot training for IR, CPL and ATPL, and ATC training in English and/or deliver English language training in parallel with pilot and air traffic control training.

Status: New
Due date for completing the task: 2020 Q3, continuous

Actions taken in 2020:
The questionnaire on languages that are used during pilot training for IR, CPL and ATPL, and ATC training has been sent to ATOs. Some answers have been received but they have not been analysed yet due to the COVID-19 pandemic. Once examined, findings and recommendations will be sent to ATOs.
Number: MST.035
Headline: Oversight capabilities/focus area: fraud cases in Part-147
Objective/Description: Member States should focus on the risk of fraud in examinations, including by adding specific items in audit checklists and collecting data on the actual cases of fraud. They may exchange and share information as part of collaborative oversight.
Owner: MS
Affected stakeholders: CAs, AMTOs
Status: New
Reference(s): EVT.002 - Evaluation report related to the EASA maintenance licensing system and maintenance training organisations (02/03/2018)
Dependencies: SPT.106
Deliverable(s): Feedback on the implementation status
Overall due date: Continuous

Low level tasks:

Number: MST.035-001
Headline: Preparation for oversight in organisations
Objective/Description: CAA will check and amend (if necessary) the checklists specific items to cover/prevent the risk of fraud cases Part 147 organisations.
Status: New
Due date for completing the task: 31.08.2020
Actions taken in 2020:
Processes AIR.PRC000016 – Presoja izvajanja izpitov z osnovnega usposabljanja (147.A.2025) and AIR.PRC.000001 – Presoja izvajanja izpitov za tip zrakoplova (147.A.305) amended. Check list AIR.CHK000038 – Poročilo o preverjanju skladnosti evidence in izvajanja izpito have been added into both processes.

Number: MST.035-002
Headline: Oversight of organisations
Objective/Description: During ongoing 24 months’ surveillance cycles in Part 147 organisations CAA will try to discover possible fraud cases and investigate them. CAA will in addition to that pay attention to examination procedures in organisations.
Status: New
Due date for completing the task: Continuous
Actions taken in 2020:
In 2020 the surveillance in Solinair (reference No SI.147.004) was performed on the examination of basic training (1.10.2020, reference 06111-48/2020/4) and on type examinations (15.10.2020, reference 06111-48/2020/5). No frauds were detected.
In other Part 147 organisations surveillance is planned: in SUNTECH (SI.147.005) end of April 2021 and in Adria Tehnika (SI.147.100) end of November 2021.

Number: MST.035-003
Headline: Assessment of results of oversight and implementing actions, if necessary.
Objective/Description: Assessment of possible fraud cases and measures performed. If necessary actions from CAA will be imposed and implemented.
Status: New
Due date for completing the task: Continuous
Actions taken in 2020:
No frauds detected by 31.12.2020 – no action necessary.
2.2 Operational issues addressed to different aviation domains

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

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

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

2.2.1 CAT and NCC operations – Aeroplane

This chapter groups all actions in the area of CAT by aeroplane (airlines and air taxi, passengers/cargo, aeroplanes of all mass categories) and non-commercial operations with complex motor-powered aircraft (NCC).
MST.003 Flight data monitoring

Number: MST.003  
Headline: Flight data monitoring  
Objective/Description: States should maintain a regular dialogue with their operators on FDM programmes, with the objectives of:  
- promoting the operational safety benefits of FDM and the exchange of experience between subject matter experts,  
- encouraging operators to make use of good-practice documents produced by European Operators Flight Data Monitoring Forum (EOFDM) and similar safety initiatives. 

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

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

Low level tasks:

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

Status: Ongoing  
Due date for completing the task: Continuous  
Actions taken in 2020:  
An attachment to the checklist (Flight Data Monitoring Checklist – OPS.CHK-000009) in accordance with the forum’s recommendations (European Operators Flight Data Monitoring (EOFDM) Forum – Evaluation Questionnaire) was created in the group. It was approved on 20.08.2020 by head of the division. Attachment to the checklist will be used during oversite activities. The evaluation of effectiveness of the FDM programmes will be overseen through regular FDM audits of operators in years 2021 and 2022. 

Number: MST.003-002  
Headline: Promotion of guidance document  
Objective/description: Promotion of documents published by EAFDM (European Authorities Coordination Group on Flight Data Monitoring) and dialogue with the operators during oversite activities. We will constantly provide promotional materials to the operators - safety promotion documents prepared by European Operators Flight Data Monitoring (EOFDM) Forum. In year 2020 we will provide to the operators - safety promotion document prepared by EOFDM Working Group A – Review of Controlled Flight into Terrain (CFIT) – Precursors from an FDM Perspective. The scope of this document is to identify relevant precursors of Controlled Flight into Terrain (CFIT) to be monitored through Flight Data Monitoring (FDM) programs. This study was published for the consideration of Operators and aviation communities (e.g. to orient the implementation of FDM events). The main structure of this document consists of five parts. In
chapter III, the applied methodology to develop this document of Working Group A is described. Subsequently, a general introduction to CFIT occurrences is given in chapter IV. Any proper CFIT analysis requires certain information about the aircraft state and of the underlying and surrounding terrain. In chapter V of this document, this required information is considered and described. Precursors to be observed in FDM for CFIT analyses are discussed in chapter VI. Finally, in the last part, the consolidated CFIT precursors are summarized in chapter VII.

Status: Ongoing
Due date for completing the task: Continuous

Actions taken in 2020:
On 18.08.2020 CAA provided to the operators – safety promotion document prepared by EOFDM Working Group A – Review of Controlled Flight into Terrain (CFIT) – Precursors from an FDM Perspective.
MST.004 Loss of control in flight

Number: MST.004
Headline: Loss of control in flight
Objective/Description: LOC-I should be addressed by the MS on their SSPs.
Loss of control usually occurs because the aircraft enters a flight regime which is outside of normal envelope, usually, but not always, at a high rate, thereby introducing an element of surprise for the flight crew involved. Prevention of loss of control is a strategic priority.
Aircraft upset or loss of control is the key risk area with the highest cumulative risk score (cf. ASR 2019) related to fatal accidents in CAT aeroplane operations. It includes uncontrolled collisions with terrain, but also occurrences where the aircraft deviated from the intended flight path or intended aircraft flight parameters, regardless of whether the flight crew realised the deviation and whether it was possible to recover or not. It also includes the triggering of stall warning and envelope protections.
We want to increase safety by continuously assessing and improving risk controls to mitigate the risk of loss of control.
Owner: MS
Affected stakeholders: CAT, HE
Status: Ongoing
Reference(s): N/A
Dependencies: N/A
Deliverable(s): SSP established and implemented
Overall due date: Continuous

Low level tasks:

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

Actions taken in 2020:
The action has not been completed yet, due to the fact that due date for completing the task is November 2021.

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

Actions taken in 2020:
Regarding UPRT/LOC-I on the part of sampling of training flights in the year 2020, some assessments of competence were carried out, to obtain special certificate granting privilege for conducting training on advanced UPRT course in accordance with FCL.745.A. Some of actions regarding UPRT/LOC-I was reduced due to COVID-19 pandemic.

Number: MST.004-003
Headline: Monitoring of the efficiency of taken measures
Objective/description: Monitor/analyse Slovenian ATO, AOC holders and SPO (SMS and crew resource management (CRM)) concerning the awareness of LOC-I and the implementation of Upset Prevention and Recovery Training (UPRT), using the data collected from organisations.

Status: Ongoing

Due date for completing the task: Continuous

Actions taken in 2020:

Monitoring, auditing, assessing training manuals (TM) and briefing was performed in the Slovenian approved training organisations (ATO) and theirs CM&SMS system in conjunction with the implementation of Upset Prevention and Recovery Training (UPRT)/LOC-I. In the system of organizations or by individuals, we could see high standards of knowledge, skills and awareness which has been acquired in the history of training pilots. In the certain cases will need to be upgraded, revive with more academic understanding approach, according to the complexity of the topic.
Number: MST.005
Headline: Fire, smoke, fumes and air quality (Aircraft environment)
Objective/Description: This safety issue should be addressed by the MS on their SSPs. Uncontrolled fire on board an aircraft, especially when in flight, represents one of the most severe hazards in aviation. Aircraft depressurisations and post-crash fire are also addressed in this section, which looks at situations where the internal environment of the aircraft may become hazardous or even not survivable. In-flight fire can ultimately lead to loss of control, either as a result of structural or control system failure, or again as a result of crew incapacitation. Fire on the ground can take hold rapidly and lead to significant casualties if evacuation and emergency response is not swift enough. Smoke or fumes, whether they are associated with fire or not, can lead to passenger and crew incapacitation and will certainly raise concern and invite a response. Even when they do not give raise to a safety impact, they can give raise to concerns and need to be addressed. While there were no fatal accidents involving EASA MS operators in the last years related to fires, there have been occurrences in other parts of the world that make it an area of concern within EPAS.

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

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

Low level tasks:

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

Actions taken in 2020:
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 inside CAA DNA system which is used to track audit findings and notify operators of CAA decisions. Phase 1 is prepared to start immediately. Phase 2 will be presentation prepared for future Airworthiness consultation conference in spring 2021. Exact date is TBD. Issue of MST.005 will be explained for CAMOs and operators in another presentation with emphasis on old aircraft wiring inspection. AC will also be issued in paper copy as promotion material.
Number: MST.005-002
Headline: Research EC (DG MOVE) and EASA project
Objective/description: Constant monitoring of outcomes of dedicated research project focusing on oil-related contamination launched by EC (DG MOVE) and EASA and implementing applicable solutions
Status: New
Due date for completing the task: Continuous

Actions taken in 2020:
Preliminary research shows CAA SI reporting database does not show enough relevant samples to make a reasonable conclusion for CAT operators.
In 2021 we will widen the research to include samples from other countries CAT operators as well as following sources:

MST.006 Controlled flight into terrain

Number: MST.006
Headline: Controlled flight into terrain
Objective/Description: Controlled flight into terrain should be addressed by the MS on their SSPs. This task includes the controlled collision with terrain together with undershoot or overshot of the runway during approach and landing phases. It comprises those situations where the aircraft collides or nearly collides with terrain while the flight crew has control of the aircraft. It also includes occurrences which are the direct precursors of a fatal outcome, such as descending below weather minima, undue clearance below radar minima, etc. We want to increase safety by continuously assessing and improving risk controls to mitigate the risk of controlled flight into terrain.

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

Low level tasks:

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

Actions taken in 2020:

PBN procedures for aerodrome LJZ are in the phase of implementation. Timeline of implementation of PBN procedures on LJLJ and LJMB will be defined in PBN implementation plan, which is in the phase of adoption.
Meeting was organised with Ministry of Defence and Slovenia Control (ATC), related to changes in Slovenian airspace. On 20. 11. 2020 a briefing with airspace users was organised on behalf of CAA and the Ministry of Infrastructure. In cooperation with ATC provider an analysis and description of airspace changes was provided for aero-clubs.
A consultation with airspace users was performed at LJZ airport on 09.07.2020, with a proposal for an airspace amendment, involving upcoming procedures updates for the implementation of PBN.
AIP data was checked and updated, with summary of useful links published on ATC provider’s and CAA’s website for flight preparation: https://www.caa.si/priprava-na-let.html.

Workshop for LJMB airport users was prepared due to occurrences in 2020, involving a GA aircraft, normally performing activities over a local area in the vicinity of CTR airspace. In the area a G airspace is designated up to 1000 ft AGL, however cases of transponder non-usage were reported, while at the same time lack of contact with ATC occurred, thus altitude remaining unknown for the other traffic. It will be held in 2021, considering the COVID-19 situation. In the meantime, a second case is under investigation, where same aircraft was involved in same incident, with a different ATC unit.
Number: MST.006-002
Headline: Obstacle marking
Objective/description: Assurance that obstacles assessed as being hazard to air navigation are identified, marked and properly notified.
Status: Ongoing
Due date for completing the task: Continuous
Actions taken in 2020:
With verification of eTOD data, new obstacles have been identified and published in AIP ENR 5.4.

Number: MST.006-003
Headline: electronic Terrain and Obstacles Database (eTOD)
Objective/description: Continuous updating of the state electronic terrain and obstacle database (eTOD), continuous verification of database, acquisition of additional obstacles assessed as being hazard to air navigation; acquisition of digital terrain and obstacle data set as specified in ICAO Annex 15 and PANS-AIM. State electronic terrain and obstacle database was already established. eTOD database already in place, issued national regulation which transposed eTOD requirements from ICAO Annex 15 to national regulatory framework - Decree on the implementation of the Regulation (EU) laying down requirements on the quality of aeronautical data and aeronautical information for the single European sky (Official Gazette of the RS, No 60/17, 26.10.2017).
Status: Ongoing
Due date for completing the task: Continuous
Actions taken in 2020:
Continuous fulfilling of tasks stated above in order to publish quality eTOD data. For this purpose:
- new obstacles have been inserted in eTOD database;
- field verification of eTOD data for mass acquisition has been performed at LJLJ Aerodrome; horizontal and vertical accuracy of eTOD data has been verified for data, that has been received from aerodrome operator of LJLJ aerodrome;
- lidar acquisition of eTOD data for cableway on mountain Peca has been performed;
- calculation of new national vertical reference system for elevation data of international aerodromes has been performed.

Number: MST.006-004
Headline: ATO training programmes
Objective/description: Reducing CFIT risk, encourage the introduction of proactive programs that are related to CFIT topics within ATO training programmes
Status: Ongoing
Due date for completing the task: Continuous
Actions taken in 2020:
Due to the COVID-19 pandemic, in fall 2020 a webinar was designed and will be presented in early 2021. However, web meetings during planned oversight activities in ATO/DTO domain and interview with safety managers and accountable managers took place online instead. Sampling of theory lessons took place online (for PPL and ATPL theory, reviewing hand-outs). Promotional material based on that will be issued in 2021 instead of other promotional activities, due to COVID-19 situation.

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

Actions taken in 2020:
KZPS continued to amend aeronautical charts in AIP in order to gain harmonisation with ICAO defined chart symbols. During oversight finding was raised, which identified that symbols published on aeronautical charts are not in compliance with ICAO Annex 4. KZPS is in process of amendment of all aeronautical charts with the aim to get full compliance with ICAO Annex 4 requirements.
MST.007 Runway excursions

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

Low level tasks:

Number: MST.007-001  
Headline: Runway excursion (RE) questionnaire  
Objective/description: The aim of the questionnaire is to verify if the risk of runway excursion is taken into account by aircraft operators, air navigation service providers and airport operators’ Safety Management Systems and the number and types of measures which were applied to mitigate this particular risk  
Status: Ongoing  
Due date for completing the task: The questionnaire for air navigation service providers and air operators was prepared but was not distributed to stakeholders yet. This action is foreseen to be completed by 30.06.2020.  
Actions taken in 2020:
The questionnaire for air navigation service providers and air operators was prepared and distributed to the relevant stakeholders. The response from air navigation service provider showed that the risk of RE is addressed in organization’s SMS. Theoretical and simulator refresher training for approach ATCOs regarding unstable/destabilised approaches is also subject to regular review.  
The number of responses from air operators was not satisfactory so the decision to resend the questionnaire was taken. Due to current COVID-19 situation the questionnaire will be distributed again to air operators in spring 2021.

Number: MST.007-002  
Headline: Monitoring of annual precursors events which may lead to runway excursion  
Objective/description: In order to maintain the current safety levels, precursor events shall be monitored (unstable/destabilised approached, deep landings events, high speed rejected take off events, abnormal runway contacts, weather and environmental encounters, insufficient approach preparation, weight and balance issues due to wrong loading. Any change in number of events may be a trigger to additional analysis and actions.
Status: Ongoing
Due date for completing the task: Continuous

Actions taken in 2020:
The annual review of RE events and precursor events was done. In 2020 one RE event was reported (LJMB) and only a few precursor events mostly due to weather encounters. The lower number of reports is a result of decrease of the local traffic due to COVID-19 situation.

In addition to low level task realisation the CAA employee responsible for runway safety attended the ICAO Runway Safety Webinar – Discussion on Future of the European plan for the prevention of Runway excursions, which took place on 08.10.2020. Link to the recording: https://www.icao.int/Meetings/webinar-series/Pages/ArchivedWebinars.aspx

The new EAPPRE document discussed at the webinar will address the recommendations on a global level – Enhanced Action Plan for Prevention of Runway Excisions. The update of the document to a new version was triggered mainly by the changes to ICAO SARPs & PANS related to runway condition/friction reporting and measurement and by better risk management knowledge. The objective of the webinar was to present the main changes to recommendations and an overview of the new ones adopted.
Number: MST.010
Headline: Mid-air collision
Objective/Description: MACs should be addressed by the MS on their SSPs. This will include a minimum agreeing a set of actions and measuring their effectiveness. MS should implement actions of the European Action Plan for Airspace Infringement Risk Reduction.

Airborne conflict refers to both actual collisions as well as near misses in the air. It includes direct precursors such as separation minima infringements, genuine traffic collision avoidance system (TCAS) resolution advisories or airspace infringements. Although there have been no CAT aeroplane airborne collision accidents in recent years within the EASA Member States, this key risk area has been raised by a number of Member States through the NoA and also by some airlines, specifically in the context of the collision risk posed by aircraft without transponders in uncontrolled airspace.
We want to increase safety by continuously assessing and improving risk controls to mitigate the risk of mid-air-collision. Owner: MS
Affected stakeholders: CAT
Status: Ongoing
Reference(s): N/A
Dependencies: N/A
Deliverable: SSP established and implemented
Overall due date: Continuous

Low level tasks:

Number: MST.010-001
Headline: Implementation of actions of the European Action Plan for Airspace Infringement Risk Reduction
Objective/description: Review and implementation of actions of the European Action Plan for Airspace Infringement Risk Reduction as appropriate
Status: Ongoing
Due date for completing the task: 30.09.2022
Actions taken in 2020:
The action has not been completed yet, due to the fact that due date for completing the task is September 2022.

Number: MST.010-002
Headline: Awareness as part of oversight scope
Objective/description: Presenting safety bulletins or circulars during planned oversight activities, including interviewing the safety managers, to verify understanding of national SSP, how it reflects in the organisation and verifying implementation in practice. By sampling proficiency checks or training flights and focusing on flight safety related items, occurrence reporting awareness, just-culture principles it provides a reflection of implemented learning objectives into the training manuals and proficiency check tasks related to traffic collision avoidance and reporting actions in simulated training environment.
Status: Ongoing
Due date for completing the task: Continuous
Actions taken in 2020:
Web meetings during planned oversight activities, interview with safety managers and accountable managers performed. During the debriefing from each oversight activity online, we had checked the yearly air safety presentation of the safety managers, instead of monitoring the briefings, due to COVID-19 restrictions. Recommendations for improvements or shared hand-outs from Airspace infringement hot-spots and common errors when entering from
uncontrolled into controlled airspace from our Safety conference from May 2019 regarding the awareness of airspace infringements prevention were given. The sampling of the phraseology at uncontrolled airfields was postponed to 2021.

**Number: MST.010-003**

**Headline:** Regular meetings with aviation industry, training and safety managers, air navigation service provider (ANSP)

**Objective/description:** Contributions to conferences with operators on safety promotion topics, news related to safety management requirements, presenting highlights, information or amendments of airspace structure, routes, procedures, learning objectives highlights, etc. Addressing the risks of MAC in correlation to the airspace infringements, based on experience from oversight of the organisations, the reflection of just-culture principles, occurrence reporting statistics, human factors in aviation, by maintaining the dialogue and raising the awareness on FDM related items.

**Status:** Ongoing

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

**Actions taken in 2020:**
Due to the COVID-19 pandemic, no HT meetings were performed. Instead a first webinar will follow in spring 2021 online. A consultation with airspace users and meeting with ANSP provider was performed at LJPZ airport on 09. 07. 2020, with a proposal for some airspace amendments, involving upcoming procedures updates for the implementation of PBN.

**Number: MST.010-004**

**Headline:** Questionnaire to the pilot in command (PIC) involved in an Airprox/near-miss incident

**Objective/description:** Subjective questionnaire (focused on violations of controlled airspace rules and procedures) with the purpose of finding a root-cause of an incident; analysing possible improvements in airspace harmonisation or aircrew training standardisation, emphasizing such standardisation of instructors and examiners conducting rating revalidations, encouraging analysis of available amendments in airspace characteristics or routes (ANS Division invited as required) and collecting root-causes for preparation of safety bulletins and safety conference presentations.

**Status:** Ongoing

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

**Actions taken in 2020:**
Subjective questionnaire, specialised for acquiring pilot-in-command's point of view on the incident involving airspace rules violation implemented, produced and improved. The questionnaire has been presented to the training organisations and is now continuously being sent adjusted for anonymous answers from the incident involved aircraft owners. In total there were 14 occurrences registered in 2020 and 8 questionnaires sent. 4 are pending by the Safety Board and two are lacking data of the PIC or response by the owner on who the PIC was. Due to the COVID-19 pandemic there has been a delay with acquiring the required answers and feedbacks. The feedback with fulfilled questionnaires was approximately 30% in 2020. Therefore, a statistics report will follow in 2021.
MST.014 Runway incursions

Number: MST.014
Headline: Runway incursions
Objective/Description: RIs should be addressed by the MS on their SSPs. This will include as a minimum agreeing a set of actions and measuring their effectiveness. MS should implement actions suggested by the European Action Plan for the Prevention of Runway Incursions (EAPPRI).
Runway incursions refers to incorrect presence of the aircraft, vehicle or person on an active runway or in its areas of protection, which can potentially lead to runway collision as the most credible accident outcome.
We want to increase safety by continuously assessing and improving risk controls to mitigate the risk of runway incursions.
Owner: MS
Affected stakeholders: CAT
Status: Ongoing
Reference(s): N/A
Dependencies: N/A
Deliverable: SSP established and implemented
Overall due date: Continuous

Low level tasks:

Number: MST.014-001
Headline: Evaluation of RI mitigation action at stakeholders
Objective/Description: Analysing and verification level of runway incursion awareness and of actions that are in place to mitigate the risk of runway incursions (training, rising awareness, briefings, familiarization with hot spots, etc.) at Aircraft operators and Airport operators. The CAA issued in 2019 a written survey connected with this issue. Currently we are waiting for the feedback.
Status: Ongoing
Due date for completing the task: 2021
Actions taken in 2020:
We analysed feedback on RI safety survey on VFR Aerodromes in Slovenia. According to AD users, most common reasons for RI on VFR Aerodromes with GAT are flight crew/driver inadequate situation awareness, ignoring safety procedures about movement area and entering runway without clearance. Mitigation measures that have been implemented regarding inadequate situation awareness were daily briefing of guest pilots, annual training for domestic pilots, and obligatory use of radio communication. Mitigation measures that have been implemented regarding ignoring safety procedures and entering runway without clearance were warning signs for unauthorized entrance and verbal communication (majority cases are invoked by local hikers or farmers).

Number: MST.014-002
Headline: Monitoring of precursors events
Objective/Description: Monitoring of precursors events, which can lead to runway incursion:
- Aerodrome design - hot spots;
- Weather - poor visibility;
- Air Traffic Control (ATC)-crew/driver communication;
- ATC direct contribution;
- entering runway without clearance;
- landing without clearance;
• ignoring safety procedures about movement area;
• flight crew/driver inadequate situation awareness;
• work in progress;
• aerodrome charts and essential information on aerodrome conditions sources;
• crew/driver training.

Status: Ongoing
Due date for completing the task: Continuous

Actions taken in 2020:
There was one RI event in year 2020. GA Aircraft enter runway on LJMB without ATC clearance. For details see MST.029.

Number: MST.014-003
Headline: EAPPRI recommendations implementations continuous oversight
Objective/Description: Supervision of EAPPRI recommendations implementations and rising awareness of runway incursion through continuous oversight at Aircraft operators, Air navigation service providers and Airport operators.
Status: Ongoing
Due date for completing the task: Continuous

Actions taken in 2020:
EAPRI recommendations regarding ADR were reviewed and implemented. The majority of recommendations are implemented through EU ADR regulations. Other EAPRI recommendations will be reviewed and their implementation will be assessed as soon as working group enlarges with experts from the areas of OPS, NAV and potentially SMS.
MST.018 Ground safety

Number: MST.018
Headline: Ground safety
Objective/Description: This safety issue should be addressed by the MS on their SSPs. This will include as a minimum agreeing a set of actions and measuring their effectiveness. This task includes all ground handling and apron management-related issues (aircraft loading, de-icing, refuelling, ground damage, etc.) as well as collision of the aircraft with other aircraft, obstacles or vehicles while the aircraft is moving on the ground, either under its own power or being towed. It does not include collisions on the runway. Baggage and cargo loading in passenger aircraft is the top safety issue based on the number of occurrences in the ECR. The second issue that will be assessed in the European SRM process will be ground staff movement around aircraft (see ASR 2019). We want to increase safety by continuously assessing and improving risk controls to mitigate the risk in the area of ground safety.

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

Low level tasks:

Number: MST.018-001
Headline: Risk based oversight of ground operations
Objective/description: Reducing risks related to ground safety. The CAA shall assess the ground-based events (ramp and taxiway) and monitor how stakeholders (AOC, GH, ANS, ADR) take action to reduce the risk.
Status: Ongoing
Due date for completing the task: Continuous

Actions taken in 2020:
The CAA reviewed the ground safety events, closed on CAA Safety Board until the end of 2020, and found the following: A total of 32 events (classified as ADRM and RAMP – excluded 177 DG events; location Slovenia) was received in 2020. Despite a significant reduction in the number of aircraft movements due to COVID-19 the number of events slightly increased compared to 2018 and 2019 (28 – 2018; 18 – 2019; 32 – 2020). Assigned group for MST.018 sub classified the events into five groups, namely FOD – 10 events, 4 – fuel related events, 10 – dust related events, 4 – airport services related events, 4 – other. When comparing reported events with previous years we found out that almost a third of all events in 2020 were related to runway dusting caused by the operator of the adjacent motocross track, which is the main reason for the overall increase in safety events in 2020. We further found out that there was a slight increase in FOD – related events compared to 2019 (20 – 2018; 7 – 2019; 10 – 2020) and a decrease in events related to airport services (4 – 2018; 7 – 2019; 4 – 2020). Safety events that do not fall into any sub category doubled in 2020 compared to 2019. In response to the 2020 ADRM and RAMP reports CAA has carried out several activities against violators, such as legal enforcement actions, warning letters and in some cases ended the procedure without any actions, because the evidence collected did not support the finding of a violation. Because CAA employees were involved in one safety event of unauthorized crossing of the aerodrome apron, we suggest that a refresher workshop on this topic for all CAA inspectors is organized. Assigned group for MST.018 is proposing that the CAA continue to monitor ground safety activities in order to improve ground safety.
Better understanding of operators’ governance structure

Number: MST.019
Headline: Better understanding of operators’ governance structure
Objective/Description: CAs to have a thorough understanding of operators’ governance structure. This should in particular apply in the area of group operations.
Aspects to be considered include:

- extensive use of outsourcing,
- the influence of financial stakeholders, and
- controlling management personnel, where such personnel are located outside the scope of approval.

Note: The Agency will support this MST by providing guidance on how to effectively oversee group operations.

Owner: MS
Affected stakeholders: AOC holders (CAT)
Status: Ongoing
Reference(s): N/A
Dependencies: N/A
Deliverable: Research/guidance material
Overall due date: 2020

Low level tasks:

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

Actions taken in 2020:
In 2020, EASA did not prepare any materials related to the risks associated with the business models and governance structure. Monitoring was maintained throughout the year; however, the distribution did not occur due to the absence of materials.

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

Actions taken in 2020:
The group outlined the threats on case by case basis per each AOC holder to demonstrate which threat is applicable to which operator. We have come to the conclusion that although certain threats vary depending on the size and characteristics of the market (leasing agreements; increased mobility and turnover of pilots and personnel; nominated personnel from foreign countries), certain threats are common to all Slovenian operators (out-sourcing of safety critical services, different employment models, and nominated personnel challenges).

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

Status: New
Due date for completing the task: October 2020

Actions taken in 2020:
We were successful in preparing a set of questions which would enable us to objectively evaluate if our initial impression of threat exposure was correct or not and also to understand the operator’s perspective. Per each individual threat we have established several questions. Since October and November 2020 were really hard on Slovenian operators due to the pandemic of COVID-19, we did not see it fit to convey such a survey because we found it too intrusive when companies were struggling with drop of operations. In that particular period EASA was also announcing an imminent establishment of a support programme for pilots and other personnel which were affected by the crisis. We have decided to join the promotion of this programme with the launch of the survey as it targets the company/HR/organizational part of the operators. The survey was postponed and moved to 2021 together with the rising awareness aforementioned programme.

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

Status: New
Due date for completing the task: December 2020

Actions taken in 2020:
This low level task was not realized due to the reason described in MST.019-003. As MST.019-003 it will take place in 2021. Details will be provided in the next SPAS.
Number: MST.024
Headline: Loss of separation between civil and military aircraft
Objective/Description: Several EU MSs have reported an increase in losses of separation involving civil and military aircraft and more particularly an increase in non-cooperative military traffic over the high seas. Taking into account this situation, and the possible hazard to civil aviation safety, the European Commission (EC) mandated EASA to perform a technical analysis of the reported occurrences. The technical analysis issued a number of recommendations for the MS:

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

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

Low level tasks:

Number: MST.024-001
Headline: Operational requirements and instructions for state aircraft
Objective/description: Closely coordinate to develop, harmonise and publish operational requirements and instructions for state aircraft to ensure that 'due regard' for civil aircraft is always maintained. National OAT Regulation is in preparation and is planned to be adopted by 09/2020 (LSSIP 2019).
Status: Ongoing
Due date for completing the task: 31.12.2020
Actions taken in 2020:
Regulation is in preparation and is planned to be adopted by 30.06.2021. (LSSIP 2020)

Number: MST.024-002
Headline: Develop and harmonise civil/military coordination procedures for ATM at EU level
Objective/description: Development of civil/military procedures regarding separation of civil and military aircraft in airspace controlled by civil air navigation service provider. National OAT Regulation is in preparation and is planned to be adopted by 09/2020. (LSSIP 2019).
Status: Ongoing
Due date for completing the task: 31.12.2020
Actions taken in 2020:
Regulation is in preparation and is planned to be adopted by 30.06.2021. (LSSIP 2020)
Number: MST.024-003
Headline: Report relevant occurrences to EASA
Objective/description: CAA shall perform regular exchange of safety information and analysis through participation in EASA Network of Analysts (NoA) and regular sharing of analysis information through European Coordination Centre for Accident and Incident Reporting Systems (ECCAIRS) – European Central Repository (ECR).
Status: Ongoing
Due date for completing the task: Continuous
Actions taken in 2020:
CAA shall perform regular exchange of safety information and analysis through participation in EASA NoA and regular sharing of analysis information through European Coordination Centre for Accident and Incident Reporting Systems (ECCAIRS) – European Central Repository (ECR). Occurrence reports are transferred to the European Central Repository no later than 30 days after having been entered in the national database. Occurrence reports are updated whenever necessary with additional information relating to safety. In practice, transfer of information from national database to ECR is made automatically every Friday. In Slovenia, no incidents related to loss of separation between civil and military aircraft were detected in 2020.
**MST.030 Implementation of SESAR solutions aiming to reduce the risk of mid-air collision en-route and in terminal manoeuvring areas (TMA)**

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

**Low level tasks:**

**Number MST.030-001**  
**Headline:** Evaluation of needs for implementing SESAR solutions such as those related to enhanced Short Term Conflict Alerts (STCA)/enhanced safety nets.  
**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:** Implementation of new enhanced safety net is planned in 2020, but because of COVID-19 may be postponed.  
**Actions taken in 2020:** Coordination between CAA and Slovenia Control was provided to evaluate the needs for implementing enhanced Short Term Conflict Alerts (STCA) / enhanced safety nets. Implementation of new enhanced safety net was planned in 2020, but because COVID-19 pandemic has been postponed.

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

Low level tasks:

Number: MST.034-001
Headline: Training of CAA inspectors
Objective/description: At the moment there is no Slovenian AOC holder holding approval for Fatigue risk management. In CAA there is good knowledge and experience on subject of basic FTL as stated in Regulation 965/2012 but there is missing knowledge and experience in the part of Fatigue risk management since it is very complex subject. CAA shall assure that at least two OPS inspectors get adequate training on matter of Fatigue risk management in relation to FTL.
Status: New
Due date for completing the task: 31.12.2020
Actions taken in 2020: Currently CAA is still waiting for confirmation on virtual training by JAA (subject: Introduction to Fatigue Risk Management: managing fatigue, sleepiness and reduced alertness) that is to take place on 25. and 26.02.2021. All classroom trainings were cancelled at the end of 2020 due to COVID-19.

Number: MST.034-002
Headline: Focused oversight
Objective/description: CAs will focus on the verification of effective implementation of processes established to meet operators’ responsibilities requirements and to ensure an adequate management of fatigue risks. CAs should consider the latter when performing audits of the operator’s management system.
Status: New
Due date for completing the task: Continuous (starting after CAA inspectors will be adequately trained)
Actions taken in 2020: As part of oversight in 2020, inspections in area of FTL were established. Inspections were made on four operators. Non-compliances were found, but according to finding evaluations board were not critical and not related to fatigue. Inspections will continue in year 2021. In addition, FTL checklist for CAA inspectors was updated to address questions in relation to operator’s safety management system and fatigue to assist process of certification and oversight. Also a “promotion” clip in relation to FTL will be distributed to operator to raise awareness among crew members (https://www.youtube.com/watch?v=5HdyX4un0TQ).
**SIT.001 Bird strikes**

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

**Low level tasks:**

**Number: SIT.001-001**  
**Headline:** Risk- and performance-based oversight  
**Objective/description:** Continuous oversight and evaluating bird strike control programme, reporting procedures, safety performance measuring, stuff training, infrastructure and habitat managing on jet-serving aerodromes.  
**Status:** Ongoing  
**Due date for completing the task:** Continuous  
**Actions taken in 2020:**  
Continuous oversight at aerodromes, according to CAA ADR Division oversight plan. In 2020, we carried out oversight over wild life management program on Maribor Edvard Rusjan Airport in the scope of aerodrome certification process. There were no serious deviations found in procedures, operations or equipment. According to the COVID-19 situation, oversight was not possible at Ljubljana Jože Pučnik Airport and Portorož Airport. Nevertheless, according to the operator of Ljubljana Jože Pučnik Airport, the operator is striving to implement Wildlife management action plan 2019/2020. The latest revision was published in June 2020. The low number of air operations also affects the increased presence of birds because of less disturbances (actual numbers of bird strikes in 2020 are however low, in total 30, 28 at LJLJ and 2 at LJMB). In the first third of 2021, the full reports of bird strikes and bird prevention activities on Ljubljana airport for year 2020 will be delivered to the CAA.

**Number: SIT.001-002**  
**Headline:** National bird control regulation  
**Objective/description:** Establishing national regulation for aerodromes serving CAT operations with JET aircrafts, which are falling out of the scope of the Regulation (EU) 139/2014 (LJMB, LJPZ, LCE). Regulation should address ADR operator’s roles and responsibilities around means and procedures to minimize the risk of bird strikes, taking into account international standards and recommended practises: ICAO Airport Service Manual P3 - Wildlife Control and Reduction and International Bird Strike Committee Recommended Practises - Standards for Aerodrome Bird Control.  
**Status:** Ongoing
Due date for completing the task: 2022

Actions taken in 2020:
CAA is currently drafting new Airport regulation, which will also include rules regarding Wildlife Strike Hazard Reduction.

Number: SIT.001-003
Headline: Bird Habitat and Land-use Management
Objective/description: Establishing national regulation regarding Land use management and Wildlife management in vicinity of airports. Land use around airports can influence bird hazard to aircraft. Objective is to implement ICAO Land-use guidelines for the avoidance of bird hazards. Another objective is quick response to reduce the presence of birds in flight paths with habitat management or dispersal and removal of hazardous wildlife if necessary stated by safety performance indicators.
Status: Ongoing

Due date for completing the task: 2025

Actions taken in 2020:
No actions taken due to the fact that legislation regarding Land use management and Wildlife management in vicinity of airports is to a sufficient extent already implemented through construction legislation. The issue of the impact on wildlife near airports is taken into account.
Number: SIT.002
Headline: Transportation of Dangerous Goods
Objective/Description: Current national statistical data shows many incidents connected with the attempt to transport dangerous goods by air. Dangerous Goods are articles or substances which are capable of posing a risk to health, safety, property or the environment. In accordance with CAA analysis National Post of Slovenia and Slovenian general public are not properly aware of risks connected with this topic and in addition to that the applying rules are not promoted enough. The carriage of dangerous goods on aircraft not only presents safety risks due to handling by persons, but could also lead to catastrophic accidents in flight, due to damage to aircraft or aircraft critical flight systems, following the leakage of hazardous material.
Owner: MS
Affected stakeholders: CAT
Status: Ongoing
Reference(s): N/A
Dependencies: N/A
Deliverable(s): To improve risk awareness in order to reduce the risk of an accident due to carriage of dangerous goods.
Overall due date: Continuous

Low level tasks:

Number: SIT.002-001
Headline: Amend the national Aviation Act in the area of dangerous goods
Objective/description: Ensure effective coordination between CAA and Ministry to clarify existing rules
Status: Ongoing
Due date for completing the task: December 2021
Actions taken in 2020:
An amendment to the Aviation Act has been prepared, in the part relating to the transport of dangerous goods. The adoption of the Aviation Act is foreseen until the end of 2021.

Number: SIT.002-002
Headline: Review and approval of Designated Postal Operator (DPO), Post of Slovenia for transport of dangerous goods
Objective/description: Ensure effective implementation of ICAO Annex 18 with a view to controlling the introduction the dangerous goods into air transport through Post of Slovenia. Ensure that procedures are in place how to control the introduction of dangerous goods in the air mail and how staff of designated postal operator Post of Slovenia must be trained.
Status: ongoing
Due date for completing the task: 2020
Actions taken in 2020:
Certification of Pošta Slovenije (DPO - Designated Postal Operator) for the transport of dangerous goods in mail was completed in 2020. Pošta Slovenije has received the certificate at the end of June. Until now Pošta Slovenije has defined procedures and trained staff. This has also been published on the website of international postal organizations.

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

Status: Ongoing
Due date for completing the task: 31.12.2021

Actions taken in 2020:
Regarding the public awareness program, a promotional video will soon be available. Due to the outbreak of COVID-19 and related operational constraints within the CAA, the task was not completed yet.
SIT.003 SCF-NP issues

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

Low level tasks:

Number: SIT.003-001
Headline: Analysis of occurrence reports and mitigation of hazardous areas
Objective/description: Perform analysis of reports for 2020 and find any pattern showing critical area(s), plus comparison to results and actions taken in 2019. If any pattern found, corrective actions will be discussed in AIR Division. Air Division will discuss corrective actions and mitigate problematic areas.
Status: Ongoing
Due date for completing the task: Continuous (annually)
Actions taken in 2020:
The objective of occurrence reports analysis was to analyse maintenance related events on aircrafts, captured and stored under the requirements of the CAA’s Occurrence Reporting scheme to identify trends, themes and common causes or factors. Sum of all SCF-NP data for each year 2016, 2017, 2018 and 2019 is shown in Figure 1 below. The results of the occurrences included in this study clearly show decline in number of events reported. In Figure 2 we can see that 48 events were reported from 05.09.2019 until 01.10.2020, meaning the trend of declination in events reported is being continued from previous years.

Figure 1

![Figure 1](image-url)
Occurrences analysed by ATA Chapters in Figure 3 are clearly showing that none of ATA headings is above alert level, which was determined last year through the analysis from the previous years. A total of all reported cases from 05.09.2019 until 01.10.2020 was 48. The most reported cases were in ATA chapter 32 Landing gear, all together 6. Followed by ATA chapters 27 Flight Controls and 31 Indicating / Recording Systems by reported cases 5 each. Continued by ATA chapters 23 Communications and 34 Navigation by reported cases 4 each. And the rest of ATA chapters were 3 or less cases each. All together we had data for the following ATA chapters: 22 Auto Flight, 23 Communications, 24 Electrical Power, 27 Flight Controls, 28 Fuel, 29 Hydraulic Power, 30 Ice and Rain Protection, 31 Indicating/ Recording Systems, 32 Landing Gear, 33 Lights, 34 Navigation, 35 Oxygen, 36 Pneumatic, 45 Central Maintenance System, 49 Airborne Auxiliary Power, 52 Doors, 56 Windows, 61 Propellers, 79 Oil and one occurrence was not possible to classify due to lack of information.
A general review of SCF-NP data is showing a decline in number of events being reported over the years. The trend severely dropped due to two factors, which had a major impact on Slovenian and world aviation. The first one was declared bankruptcy of Slovenian national airline Adria Airways in 2019 and the second one was eruption of world pandemic COVID-19, which has crippled entire aviation industry.

As we keep working with the industry, tracking their work and helping them solve upcoming issues; we have determined that further analysis of occurrences would not have a beneficial impact on Slovenian aviation industry. Instead, we discovered a huge need to promote human factors in aviation maintenance, especially the impact of this year’s pandemic COVID-19. In order to do that we prepared a presentation with new risks and mitigations regarding the subject, that we published on CAA website (https://www.caa.si/cloveski-viri-v-letalskih-vzdrzevalnih-organizacijah-in-covid19.html) and informed organizations about it, so they are able to familiarize themselves with this important document and incorporate it into their Human Factors training. We have concluded that in this critical phase of designing recovery plan from pandemic, it is of utmost importance for airlines and maintenance organizations to understand that for their employees, not only physical protections and social distancing are necessary. Furthermore, also longer-term stress management support, which will reduce human errors in aviation maintenance and protect their employees as well as their customers.
2.2.2 Rotorcraft operations

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

MST.015 Helicopter safety events

Number: MST.015
Headline: Helicopter safety events
Objective/Description: CAs, in partnership with industry representatives, to organise helicopter safety events annually or every two years. The European Helicopter Safety Team (EHEST), International Helicopter Safety Team (IHST), Corrective Action (CA), Heli Offshore or other sources of safety promotion materials could be freely used and promoted.
Owner: MS
Affected stakeholders: HE
Status: Ongoing
Reference(s): N/A
Dependencies: N/A
Deliverable(s): Workshop
Overall due date: Continuous

Low level tasks:

Number: MST.015-001
Headline: Presentation of the helicopter issues at the CAA Safety Conference with aim to inform and educate stakeholders.
Objective/description: Presentation on – safety events involving rotorcraft. Analysis of national and European data regarding helicopter safety events and preparation of material for CAA safety conferences.
Status: Ongoing
Due date for completing the task: Continuous (annually or every two years)
Actions taken in 2020:
CAA Safety Conference was planned in May 2020, but it was cancelled due to the outbreak of COVID-19.

Number: MST.015-002
Headline: SPIs for helicopter operators
Objective/description: Evaluation of the SPIs of the helicopter AOC holders in terms of their suitability.
Status: Ongoing
Due date for completing the task: 2020
Actions taken in 2020:
Due to the outbreak of COVID-19 and related operational constraints within the CAA, the task has not been completed yet.
### Number: MST.031

#### Headline: Implementation of SESAR solutions aiming to facilitate safe 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.

*See SESAR Solutions Catalogue 2019 Third Edition:*

**Owner:** MS

**Affected stakeholders:** HE

**Status:** Ongoing

**Reference(s):** ATM Master Plan (Level 3 Ed 2019) action NAV12 (ATS IFR Routes for Rotorcraft Operations)

**Dependencies:** N/A

**Deliverable(s):** IFR routes/report

**Overall due date:** 2025

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### Low level tasks:

#### Number: MST.031-001

#### Headline: Assessment of requirements for establishing IFR procedures for rotorcraft

**Objective/description:** The objective of the action is to determine what kind of needs and prerequisites there are for the development of a network of low-level IFR routes and to clarify the roles of different stakeholders in the development of the network. An assessment and the necessary decisions on whether a network of IFR routes will be promoted in Slovenia.

**Status:** Ongoing

**Due date for completing the task:** 31.12.2021

**Actions taken in 2020:**
Regarding the absence of PBN procedures in Slovenia, we monitored the establishment of the Slovenia PBN Implementation Plan. We have checked the interest of helicopter airspace users in establishing IFR procedures for rotorcraft and need for the implementation of low-level IFR routes in Slovenia. Two Slovenian helicopter AOC holders do not use PBN procedures. State operators (military and police) are at the beginning of use of PBN procedures for training and checking. They expect that procedures will be established at airports first.

#### Number: MST.031-002

#### Headline: Implementation of IFR procedures

**Objective/description:** Implementation of IFR procedures for specific Airport/Heliport or portion of airspace, specifically designed for rotorcraft, if applicable.

**Status:** Ongoing

**Due date for completing the task:** 2025

**Actions taken in 2020:**
CAA participated in the working group for Slovenia PBN Implementation Plan, which is the first milestone of the establishment of the PBN procedures at the LJPPZ airport. The working group cooperated with Slovenia Control staff. First meeting was in July 2020 and at the end of November 2020 the draft of Performance Based Navigation Implementation Plan – Slovenia (Edition: Draft V0.1, Date: 11.11.2020) was prepared.
2.2.3 General aviation: Non-commercial operations

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

GA is remaining a high priority for EASA and the EC. 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.
**MST.016 Staying in control, coping with weather, preventing mid-air collisions and managing the flight**

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

**Low level tasks:**

**Number:** MST.016-001  
**Headline:** Safety promotion and raising of awareness of risks in GA  
**Objective/description:** Production of safety bulletins, advisory circulars or other promotional materials. Target groups: GA pilots (NCO operators), training organisations (national, DTOs and ATOs), flight association, aero-clubs, NCC operators, examiners.  
**Status:** Ongoing  
**Due date for completing the task:** Continuous  
**Actions taken in 2020:**  
Briefing took place on 06. 01. 2020, 04. 03. 2020, 07. 08. 2020 and 04. 11. 2020 to the organisations on 2020’s oversight scope, to aero-clubs, operating GA. Year 2020 was focused on the new DTO organisations that were not ATO in the past and were not yet familiar with the presentation from a Safety Conference in Kranjska Gora from May 2019 and thus with a presentation related to the topic. Those were four DTO organisations, where a first inspection since receiving their declaration, was conducted at the same time. We had established a link for all VFR related charts and instructions for the users, available at: [https://www.caa.si/letalske-karte.html](https://www.caa.si/letalske-karte.html).

**Number:** MST.016-002  
**Headline:** Verifying awareness with oversight activities  
**Objective/description:** Presenting safety bulletins and circulars during planned oversight activities, verifying personnel training efficiency on flight safety related items, occurrence reporting system and just-culture principles in aero clubs and training organisations. Verifying awareness by sampling student's and instructor’s awareness, pre-flight preparation, weather briefings, verifying that briefings include potential issues and airspace hot-spots. Sampling the usage of standard phraseology and procedures on uncontrolled airfields.  
**Status:** Ongoing  
**Due date for completing the task:** Continuous  
**Actions taken in 2020:**  
During the debriefing from each oversight activity online, we had checked the yearly air safety presentation of the safety managers, instead of monitoring the briefings, due to COVID-19 restrictions. Recommendations for improvements or shared hand-outs from Airspace infringement hot-spots and common errors when entering from uncontrolled into controlled airspace from our Safety conference from May 2019 regarding the awareness of airspace infringements prevention were given. The sampling of the phraseology at uncontrolled airfields was postponed to 2021.
Number: MST.016-003  
Headline: Standardisation of examiners  
Objective/description: Examiner's standardisation (CAA seminar), unannounced evaluation of random skill test and proficiency check flights for awareness on actual flight safety topics and standards.  
Status: Ongoing  
Due date for completing the task: Continuous  
Actions taken in 2020:  
Due to the COVID-19 pandemic no in-flight random evaluations took place, however the standardisation of examiners took place online on 30. 10. 2020 with a web presentation. The examiners were briefed on most common errors the SEP(L) pilots make, after several revalidations and various count of flight time:  

- transponder usage;  
- flying above vertical limits of uncontrolled airspace;  
- cutting corners from CTR airspaces;  
- pilots, not being familiar with ATC online website service, showing temporary closed or military training areas on a map;  
- overly relying to GPS drawn restricted areas, with expired databases;  
- violating VFR minimums, when overly relying to GPS terrain predictions.  
Phraseology: Three different phraseology proficiency based exercises were created for English level revalidations, covering topics and samples of airspace violations, where examinees need to explain the errors (used also for examiners and ATS cases).  

Number: MST.016-004  
Headline: Questionnaire to the PIC involved in an NAV (airspace infringement) incident  
Objective/description: Subjective questionnaire (focused on violations of controlled airspace rules and procedures) with the purpose of finding a root-cause of an incident; analysing possible improvements of flight instructor’s standardisation system in flight training organisations, emphasizing standardisation of instructors and examiners conducting rating revalidations, encouraging analysis of available amendments in airspace characteristics or routes.  
Status: Ongoing  
Due date for completing the task: Continuous  
Actions taken in 2020:  
Subjective questionnaire, specialised for acquiring pilot-in-command’s point of view on the incident involving airspace rules violation implemented, produced and improved. The questionnaire has been presented to the training organisations and is now continuously being sent adjusted for anonymous answers from the incident involved aircraft owners. Due to the COVID-19 pandemic there has been a delay with acquiring the required answers and feedbacks. The feedback with fulfilled questionnaires was approximately 30% in 2020. Therefore, a statistics report with updated root-causes will follow in 2021 for better results.  
In total there were 14 occurrences related to airspace infringements registered and assessed by CAA Safety Board in 2020 and 8 questionnaires sent. 4 are pending by the Safety Board and two are lacking data of the PIC or response by the owner on who the PIC was.  

Number: MST.016-005  
Headline: Regular meetings with HTs  
Objective/description: Contributions to workshop or safety conference by decision making, airspace infringement, weather, situational awareness topics, refreshing management requirements, presenting highlights or amendments of learning objectives for students, based on experience from oversight of the training organisations, regulation and just-culture principles highlights, addressing human factors in GA.  
Status: Ongoing  
Due date for completing the task: Continuous
Actions taken in 2020:
Due to the COVID-19 pandemic, no HT meetings were performed. Instead a first webinar will follow in spring 2021 online.

Number: MST.016-006
Headline: Analysis, promotion and distribution of information
Objective/description: Analyse of relevant GA occurrences of reduced separation, loss of control in flight and infringements. Presenting filtered and anonymised statistics and amendments of most recent VFR navigation procedures in cooperation with ANSP. Promotion of establishing a bridge between ANS, aero-clubs, the military, training organisations (involving GA pilots, parachutists, ATOs, DTOs, etc.) by encouraging suggestions between airspace users and ANS and raising awareness of areas where occurrences or conflicts are remotely possible, occasional or frequent.
Status: Ongoing
Due date for completing the task: Continuous

Actions taken in 2020:
Due to the COVID-19 pandemic the activities were limited to: The total of 30% of answers to the airspace infringement questionnaires were processed. Meeting was organised with Ministry of Defence and Slovenia Control (ATC), related to changes in Slovenian airspace. On 20.11.2020 a briefing with airspace users was organised on behalf of CAA and the Ministry of Infrastructure. In cooperation with ATC provider an analysis and description of airspace changes was provided for aero-clubs.
A consultation with airspace users was performed at LJHZ airport on 09. 07. 2020, with a proposal for an airspace amendment, involving upcoming procedures updates for the implementation of PBN.
AIP data was checked and updated, with summary of useful links published on ATC provider's and CAA’s website for flight preparation: [https://www.caa.si/priprava-na-let.html](https://www.caa.si/priprava-na-let.html).
Workshop for LJMB airport users was prepared due to occurrences in 2020, involving a GA aircraft, normally performing activities over a local area in the vicinity of CTR airspace. In the area a G airspace is designated up to 1000 ft AGL, however cases of transponder non-usage were reported, while at the same time lack of contact with ATC occurred, thus altitude remaining unknown for the other traffic. It will be held in 2021, considering the COVID-19 situation. In the meantime, a second case is under investigation, where same aircraft was involved in same incident, with a different ATC unit.
Number: MST.025
Headline: Improvement in the dissemination of safety messages
Objective/Description: Improve the dissemination of safety promotion and training material by authorities, associations, flying clubs, insurance companies targeting flight instructors and/or pilots through means such as safety workshops and safety days/evenings.
Owner: MS
Affected stakeholders: GA
Status: Ongoing
Reference(s): N/A
Dependencies: N/A
Deliverable(s): Safety workshops and safety days/evenings
Overall due date: Continuous

Low level tasks:

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

Actions taken in 2020:
Version 14 of the Compliance Monitoring and Safety Management System Manual (CMSMS.MAN-000001) includes revised chapter 6 that establishes safety promotion as integral part of the CMSMSM. System is subject to continuous improvement and revision.

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

Actions taken in 2020:
Due to COVID-19 pandemic all face-to-face meetings were cancelled. However, new situation brought new procedures in place, thus CAA prepared new procedures for conducting webinars. Nevertheless, there were some seminars organised and delivered as videoconferences:
- Examiner refreshers seminar – 30.10.2020
- Seminar on new requirements for balloons – 08.12.2020
- AME standardisation seminars – 16.05.2020 and 20.10.2020.
Number: MST.025-003
Headline: Safety sense leaflets and bulletins
Objective/description: Safety sense leaflets and bulletins instrument for both, proactive and reactive actions, in order to increase awareness of specific items to be addressed due to identified safety concerns (for example, pre-flight preparation, entry into and flying in controlled airspace etc.). Safety concerns are usually identified through continuous oversight, repetitive occurrence reports, EPAS, GASP. Safety information shall be published in easy to use form (understand) and in concise way, promoting best practices in aviation.
Status: Ongoing
Due date for completing the task: Continuous
Actions taken in 2020:
- Return to flight after COVID-19
  (https://pro.ispringcloud.eu/acc/pTPKR6MxMDQxODI/s/104182-5WSWy-xJ4HP-Umav7);
- Redesigned website for Just Culture
  (https://www.caa.si/kultura-pravicnosti-znotraj-organizacije.html);
  (https://art.kunstmatrix.com/apps/artspaces/dist/index.html?timestamp=1610368547328#?external=true&splashscreen=true&language=en&uid=18092&exhibition=1071696);
- Dangerous Goods in General Aviation
  (https://www.caa.si/upload/editor/file/file6f74a17be838cf0.pdf);
- Website application for drone training
  (https://www.caa.si/spletna-aplikacija-namenjena-registraciji-operatorjev-in-usposabljanju-z-izpitom-pilotov-na-daljavo.html);
- Preparation of animation video mainly targeted at leisure pilots stressing out the importance of sharing the information with the aviation community via occurrence reporting system available both in the Slovene
  (https://www.caa.si/porocanje-o-dogodkih.html) as well as English language
  (https://www.caa.si/en/occurrence-reporting.html);
- Preparation of the leaflet "Drones and occurrence reporting in civil aviation"
  (https://www.caa.si/upload/editor/file/filebc5f88d69eccec6.pdf);
- Promotion of human factors in aviation maintenance, especially the impact of this year's pandemic COVID-19

Number: MST.025-004
Headline: E-news subscription and rich site syndication (RSS)
Objective/description: CAA will establish "Subscriptions to news" on its website. Stakeholders will be invited to subscribe to various domains as "point of interests". Information regarding any news, safety sense information, regulatory change etc. will be easily disseminated through this tool. Subscription to news will establish communication network and enable CAA to reach every stakeholder (or subscriber).
Status: Ongoing
Due date for completing the task: 31.12.2020
Actions taken in 2020:
- Decision on establishing mass e-mail delivery system – mailchimp was adopted on 26th CAA Safety Board on 13.10.2020. Developing of system currently in process.

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

Status: Ongoing
Due date for completing the task: 30.06.2021

Actions taken in 2020:
Due to the outbreak of COVID-19 and related operational constraints within the CAA, no actions regarding this task were conducted in 2020.

Number: MST.025-006
Headline: Monitoring of the efficiency
Objective/description: In order to monitor the effectiveness or quality of events, questionnaires are distributed to stakeholders in order to evaluate taken actions, quality of workshops, meetings… provides feedback information to enhance quality of CAA’s outputs.

Status: Ongoing
Due date for completing the task: Continuous

Actions taken in 2020:
Due to the outbreak of COVID-19 and related operational constraints within the CAA, no actions regarding this task were conducted in 2020.
Number: MST.027
Headline: Promotion of safety culture in GA
Objective/Description: CAs should include provisions to facilitate and promote safety culture (including just culture) in GA as part of their State safety management activities in order to foster positive safety behaviours and encourage occurrence reporting.
Owner: MS
Affected stakeholders: GA
Status: Ongoing
Reference(s): N/A
Dependencies: N/A
Deliverable(s): Provisions to facilitate and promote safety culture as part of SSP/SPAS
Overall due date: Continuous

Low level tasks:

Number: MST.027-001
Headline: Promotion just culture in SSP
Objective/description: Provisions for just culture in GA will be added in Slovenian SSP to encourage occurrence reporting and foster positive safety behaviours.
Status: Ongoing
Due date for completing the task: 2020
Actions taken in 2020:
Due to the outbreak of COVID-19 and related operational constraints within the CAA, the SSP has not been updated yet. SPAS 2021-2025 will determine due date for completing the task.

Number: MST.027-002
Headline: Promotion of safety culture in GA
Objective/description: Improving safety promotion is important segment of improving general aviation safety. Focus will be given to the occurrence reporting and small airports. Preparation of the Slovenian language version of the occurrence report form for non-SMS organizations, distribution of existing brochures to aero-clubs, training organizations, operators, pilots etc., preparation of recommendations for establishing a just culture within an organisation, promotion of occurrence reporting and safety culture through different communication channels and CAA workshops including seminars (for all professional areas), sharing of best practices, preparation of a new leaflet on Safety Culture in GA topic. Through such kind of activities, raise the public awareness and drawing attention to the importance of safety culture in GA.
Status: Ongoing
Due date for completing the task: Continuous
Actions taken in 2020:
- Lecture on occurrence reporting (legislation, practical cases, FAQ) for an aerodrome operator DRI, d.o.o (January 2020);
- Promotion of occurrence reporting and just culture principles at Accountable Managers meetings (February 2020);
- Preparation of recommendations for establishing a just culture within an organization (May 2020) - https://www.caa.si/kultura-pravicnosti-znotraj-organizacije.html;
- Redesigned website for just culture (May 2020) - https://www.caa.si/kultura-pravicnosti.html;
• Preparation of animation video mainly targeted at leisure pilots stressing out the importance of sharing the information with the aviation community via occurrence reporting system available both in the Slovene (https://www.caa.si/porocanje-o-dogodkih.html) as well as English language (https://www.caa.si/en/occurrence-reporting.html) - September 2020;
• Preparation of the leaflet "Drones and occurrence reporting in civil aviation" (December 2020) - https://www.caa.si/upload/editor/file/filebc5f88d69eccec6.pdf<
• Regular information to the organizations regarding the flight safety in regard to COVID/19 between March and December 2020.

In 2020 promotional meetings regarding occurrence reporting and just culture was cancelled due to COVID-19 (for example CAA Aviation Safety Conference).

Number: MST.027-003
Headline: Include the just culture concept in the national legislation (Aviation Act, Criminal Code)
Objective/description: Check how the just culture is incorporated in the Aviation Act draft and propose any amendments should it be found necessary and relevant
Status: Ongoing
Due date for completing the task: December 2021
Actions taken in 2020:
CAA has again proposed to MzI to implement an article about JC regardless of the negative position of Ministry of justice.
Number: SIT.004
Headline: Parachuters, paragliders, hang gliders and microlight airplanes
Objective/Description: Collected data on national level from 2004 to 2019 shows that the biggest risk for Slovenian aviation is still connected with accidents and serious incidents in the following areas: parachuters, paragliders, hang gliders and microlight airplanes
Owner: MS
Affected stakeholders: GA
Status: Ongoing
Reference(s): N/A
Dependencies: N/A
Deliverable: Reduce the number of accidents, serious incidents and fatalities through the implementation of systemic enablers.
Overall due date: Continuous

Low level tasks:

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

Actions taken in 2020:
In 2020 a lot of competitions and other activities were cancelled due to COVID-19 other were conducted under restrictions. CAA conducted four inspections (sailplane competition, motor plane competition GA and competition of micro lights aeroplanes). During 2020 16 inspections were conducted (paragliding activity in cooperation between CAA inspectors and local police). Also Alco tests inspection were conducted, 82 in total.

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

Actions taken in 2020:
CAA was actively involved in finding a proper solution after the fatal accident in Ajdovščina on 25.04.2020 (mid-air collision between microlight and paraglider). A meeting between CAA, local aero club and representatives of paragliding association was organised. After the meeting CAA immediately issued Safety Directive (https://www.caa.si/upload/editor/file/file7a7b939ae764b6d.pdf) in which is defined how to communicate before flying, so the pilots are aware that in the same airspace at the same time the paragliding activities are performed.

In addition to that also common (CAA and Police) oversight was conducted: https://www.caa.si/policisti-in-nadzorniki-agencije-za-civilno-letalstvo-izvedli-skupni-nadzor-jadralnih-padalcev-in-jadralnih-zmajarjev.html.
Number: SIT.004-003
Headline: Safety promotion
Objective/description: Safety evenings/seminars with representatives of the parachuters, paragliders, hang gliders and microlights pilot’s community. The task includes developing and publishing safety leaflets, safety presentations, case studies, safety videos based on lessons learned from accidents and incidents that are published via modern media.
Status: Ongoing
Due date for completing the task: Continuous

Actions taken in 2020:
The following safety promotion activities regarding this topic were performed in 2020:

- CAA inspector had a presentation at the safety conference organised by the Paragliding association (in November 2019, as a preparation for season 2020). Main topics were: regulation, eAIP, requirements for foreign schools and paragliders…;
- CAA issued instructions for paragliders and parachutes how to get licence, how the practical exams are conducted and how to prolong competences https://www.caasi/piloti-jadralnih-padal-in-jadralnih-zmajev.html (https://www.caasi/files/www%20-%20FCL/FCL.MAN-8_Navodila%20za%20pilote%20jadralnih%20padal.docx);
- CAA started with preparation of an interactive map for general aviation, which will be published on the CAA website. The aim of the map is to publish useful information, for the airspace users that, the CAA has at its disposal in its records. Currently on the map are the zones of international and sports airports and airfields in Slovenia, recommended VFR flight routes, reporting points, TMZ zone (transponder mandatory zone), registered take-off points for paragliders and their most common flight areas. Clicking on an individual data object on the map displays a pop-up window with attribute data, which additionally describes the individual spatial data (e.g. clicking on a specific airport displays information about the airport name, route direction, altitude…). Over time, it is planned to enrich the map with other useful information (e.g. links to maps of school circles of sports airports, entry points…). The map (https://storymaps.arcgis.com/stories/4ec084b957774cf7a9bd14f1ff12012a) is not yet completed, as some corrections to the map are still needed.
2.2.4 Aerodromes

This Chapter addresses aerodrome design and operations, as well as aerodrome operators. Actions in this Chapter address safety, as well as efficiency/proportionality in terms of developing and maintaining a legal framework commensurate with the complexity of ADR activities and management of potential risks. This Chapter also includes actions to ensure a level playing field on the basis of the regulatory requirements stemming from the Basic Regulation.
MST.029 Implementation of SESAR runway safety solutions

Number: MST.029
Headline: Implementation of SESAR runway safety solutions
Objective/Description: MSs should evaluate together with the ADR operators and ANSPs the needs for implementing the related SESAR solutions such as those related to ground situational awareness, airport safety net vehicles and enhanced airport safety nets. These SESAR solutions (solutions #01, #02, #04, #26, #47, #48, #70), designed to improve runway safety, should be considered as far as it is feasible.
Owner: MS
Affected stakeholders: Aerodrome operators, AOC holders, ANSPs and CAs
Status: Ongoing
Reference(s): GASP SEIs (States) – Mitigate contributing factors to the risks of RE and RI
Dependencies: N/A
Deliverable(s): SPAS
Overall due date: 2020

Low level tasks:

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

Actions taken in 2020:
The occurrence reports received and addressed by CAA Safety Board until the end of 2020 has been reviewed. The review shows that one RI category reported. S5-XXX was parked at the edge of the grass runway. The pilot requested to tax and line up RWY14. Air traffic controller gave the pilot the instruction at first to hold position due landing aircraft. After the first aircraft landed the controller gave the pilot of S5-XXX the clearance to taxi and HOLD SHORT of RWY14. Pilot gave back the correct read back, but instead of holding short of the runway the pilot entered the active runway from the LC side thus causing the conflict with the second aircraft who was about to land on RWY14. The controller gave the pilot the instruction to vacate the runway immediately to the left and to tax back to the Delta position at LC area. The S5-XXX vacated the runway just in time for the S5-YYY to land safely. The analysis of the event showed that it most likely occurred due to the pilot's lack of phraseology knowledge (meaning of the phrase "HOLD SHORT OF RWY) or due to the pilot's confusion. By observing traffic on the ground and in the air, the controller noticed a situation that could lead to an incident or accident and prevented it with proper action. The case was discussed at an operational meeting of the KZPS unit.

https://www.atmmasterplan.eu/exec/operational-changes
2.3 Safe integration of new technologies and concepts

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

Many of the technologies and innovations emerging in the aviation industry bear significant potential to further improve the level of safety, e.g. by improving the collection and analysis of operational data, better condition monitoring of aircraft for the purpose of preventive maintenance, improved accessibility and better quality of meteorological information, etc.
Number: SIT.005
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 RU citizens.
On 28 February 2019, Europe got one step closer to harmonised rules for safe drone operation as the EASA Committee voted unanimously to approve the EC`s proposal for an Implementing Act to regulate the operations of UAS in Europe and the registration of drone operators and of certified drones. Commission`s Implementing Regulation (EU) 2019/947, accompanied by Commission`s Delegated Regulation (EU) 2019/945, defining the technical requirements for drones, were published on 11 June 2019. The delegated Regulation is immediately applicable while the Implementing Regulation will become gradually applicable within a year from publication. By 2022, the transitional period will be completed and the regulation will be fully applicable.
With these Regulations, the proposed EASA general concept, establishing three categories of UAS operations (open, specific and certified with different safety requirements, proportionate to the risk), is adopted at the European level and will be implemented.
Moreover, as the number of UAS operations increases, there is a need to established unmanned traffic management (UTM) systems (named “U-space” in Europe). There has been a huge development of U-space during the last year and it is expected that this will develop even faster in the years to come. The ATM Master Plan reflects the details about the integration of UAS in the EU airspace.
Owner: MS
Affected stakeholders: All
Status: Ongoing
Reference(s): N/A
Dependencies: N/A
Deliverable(s): Ensure the safe operation of drones and safe integration of drones in civil aviation system in order to minimise the risk of an accident as a result of conflict between a drone and an aircraft in Slovenian airspace.
Overall due date: Continuous

Low level tasks:

Number: SIT.005-001
Headline: Sharing of information and promotion of occurrence reporting
Objective/description: Relevant information for drone users shall be available and shared (CAA web page). CAA regularly publishes information on regulation, rules, procedures, means of compliance, forms, geofencing charts, templates, list of operators… on CAA web page. Occurrence reporting shall be promoted extensively, due to new EU obligations for drone users and extensive growth of “non-aviation” people using drones/airspace. Active participation on conferences, workshops or meetings, organised by CAA or stake holders.
Status: Ongoing
Due date for completing the task: Continuous
Actions taken in 2020:
CAA web page on unmanned aircraft has been updated, so all safety information is available to operators and remote pilots. Information on new legislation is now available on: https://www.caa.si/nova-skupna-eu-ureditev.html.
For effective implementation and sharing good practices, CAA employees closely cooperate with EASA and other NAA on this new and demanding topic. CAA promoted EASA web workshops for operators and shared with industry all other relevant information prepared by EASA.
CAA prepared a leaflet for occurrence reporting promotion and published it on our webpage (https://www.caa.si/upload/editor/file/file1a07e860d253890.pdf). Additional promotion regarding occurrence reporting will be performed on workshops as soon as this will be possible.

Number: SIT.005-002
Headline: Organisation of workshops
Objective/description: CAA shall organizes at least 3 times per year workshops on safe unmanned aerial vehicle (UAV) operation for operators of UAV, UAV pilots and other interested parties, as relevant.
Status: Ongoing
Due date for completing the task: Continuous

Actions taken in 2020:
Due to COVID-19 certain workshops and other promotion activities were stopped in March 2020 and will continue when the measures regarding the virus will be released. However, there was one presentation performed on 17.09.2020 on Geodetic Day 2020. Beside this, we organized remote meetings with industry and modal aircraft associations. Instead of workshops we prepared detailed information on new regulation on our webpage.

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

Actions taken in 2020:
CAA prepared "Decree on implementing Regulation (EU) on the rules and procedures for the operation of unmanned aircraft". Decree was published in the Official Journal of the Republic of Slovenia No. 195/2020. Extensive inter-ministerial coordination was needed to bring different opinions and needs in one decree. Beside CAA minor offences authorities are also the Police and municipal warden.
CAA prepared a new app, called “UAS repository – UAS REPO”. The purpose of this app is to enable registration of operators, online training course and online theoretical knowledge examination for open category A1/A3. Furthermore, theoretical knowledge examination for open category A2 has been prepared.
Theoretical knowledge examination for specific category for STS and other activities regarding specific category (operational authorisation) are in progress.
For geographical zones 3D and 2D app has been introduced.
CAA web page on unmanned aircraft has been updated, so all safety information is available to operators and remote pilots.
Activities regarding model aircraft associations are in progress.
No conversion of national certificate was needed, due to the fact that Regulation 2019/947/EU prolonged validity of national certificates. For effective implementation and sharing good practices, CAA employees closely cooperate with EASA and other NAAs on this new and demanding topic.
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END OF THE TEXT