SLOVENIAN
PLAN FOR AVIATION SAFETY
2019–2023 –
REPORT ON MST AND SIT REALISATION
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### Abbreviations

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<tr>
<th>Abbreviation</th>
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<td>ABs</td>
<td>Advisory Bodies</td>
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<tr>
<td>ACW</td>
<td>Aircrew</td>
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<tr>
<td>ADR</td>
<td>Aerodromes</td>
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<tr>
<td>ADREP</td>
<td>Accident/Incident Data Reporting</td>
</tr>
<tr>
<td>AIP</td>
<td>Aeronautical Information Publication</td>
</tr>
<tr>
<td>AKOS</td>
<td>Agency for Communication Networks and Services of the Republic of Slovenia</td>
</tr>
<tr>
<td>ANS</td>
<td>Air Navigation Services</td>
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<tr>
<td>ANSP</td>
<td>Air Navigation Service Provider</td>
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<tr>
<td>AOC</td>
<td>Air Operator Certificate</td>
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<tr>
<td>APV</td>
<td>Approach with Vertical Guidance</td>
</tr>
<tr>
<td>ARO</td>
<td>Authority Requirements for Air Operations</td>
</tr>
<tr>
<td>ASR</td>
<td>Annual Safety Review</td>
</tr>
<tr>
<td>ATC</td>
<td>Air Traffic Control</td>
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<tr>
<td>ATM</td>
<td>Air Traffic Management</td>
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<tr>
<td>ATM MP</td>
<td>ATM Master Plan</td>
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<td>ATO</td>
<td>Approved Training Organisation</td>
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<td>ATS</td>
<td>Air Traffic Services</td>
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<td>CA</td>
<td>Corrective Action</td>
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<td>Civil Aviation Agency of the Republic of Slovenia</td>
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<td>CAG</td>
<td>Collaborative Analysis Group</td>
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<tr>
<td>CAT</td>
<td>Commercial Air Transport</td>
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<tr>
<td>CDFA</td>
<td>Continuous Descent Final Approach</td>
</tr>
<tr>
<td>CFIT</td>
<td>Controlled Flight into Terrain</td>
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<td>CMSMM</td>
<td>Compliance Monitoring and Safety Management System Manual</td>
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<tr>
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<td>Crew Resource Management</td>
</tr>
<tr>
<td>DA</td>
<td>Delegated Act</td>
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<td>DPO</td>
<td>Designated Postal Operator</td>
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<td>DTO</td>
<td>Declared Training Organisation</td>
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<td>EAFDM</td>
<td>European Authorities Coordination Group on Flight Data Monitoring</td>
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<tr>
<td>EAPPRE</td>
<td>European Action Plan for the Prevention of Runway Excursions</td>
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<td>EASA</td>
<td>European Union Aviation Safety Agency</td>
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<td>EASP</td>
<td>European Aviation Safety Programme</td>
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<tr>
<td>EC</td>
<td>European Commission</td>
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<td>ECAC</td>
<td>European Civil Aviation Conference</td>
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<td>ECCAIRS</td>
<td>European Coordination Centre for Accident and Incident Reporting Systems</td>
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<td>European Central Repository</td>
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<td>EGPWS</td>
<td>Enhanced Ground Proximity Warning System</td>
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<td>EOFDM</td>
<td>European Operators Flight Data Monitoring Forum</td>
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<td>European Plan for Aviation Safety</td>
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<tr>
<td>eTOD</td>
<td>Electronic Terrain and Obstacle Database</td>
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<td>EU</td>
<td>European Union</td>
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<td>EUR RASP</td>
<td>European Regional Aviation Safety Plan</td>
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<td>EVT</td>
<td>Evaluation Task</td>
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<td>FAB</td>
<td>Functional Airspace Block</td>
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<td>FAB CE</td>
<td>Functional Airspace Block Central Europe</td>
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<td>FCL</td>
<td>Flight Crew Licensing</td>
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<td>FDM</td>
<td>Flight Data Monitoring</td>
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<tr>
<td>FI</td>
<td>Flight Instructor</td>
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<tr>
<td>FOT</td>
<td>Focused Attention Topic</td>
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<td>GA</td>
<td>General Aviation</td>
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<tr>
<td>GANP</td>
<td>Global Air Navigation Plan</td>
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<td>GASP</td>
<td>Global Aviation Safety Plan</td>
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<td>HEMS</td>
<td>Helicopter Emergency Medical Services</td>
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<td>HF</td>
<td>Human Factors</td>
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<td>HTAWS</td>
<td>Helicopter Terrain Awareness Systems</td>
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<td>Abbreviation</td>
<td>Description</td>
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<tr>
<td>ICAO</td>
<td>International Civil Aviation Organisation</td>
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<td>ICVM</td>
<td>ICAO Coordinated Validation Mission</td>
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<td>IFR</td>
<td>Instrument Flight Rules</td>
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<td>International Helicopter Safety Team</td>
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<tr>
<td>IR</td>
<td>Implementing Rule</td>
</tr>
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<td>iSTARS</td>
<td>Integrated Safety Trend Analysis and Reporting System</td>
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<td>Integrated Validation Activity</td>
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<td>JARUS</td>
<td>Joint Authorities for Rulemaking on Unmanned Systems</td>
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<td>KPI</td>
<td>Key Performance Indicator</td>
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<td>KZPS</td>
<td>Kontrola zračnega prometa Slovenije (Slovenia Control)</td>
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<td>LOC-I</td>
<td>Loss of Control In-flight</td>
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<td>MAC</td>
<td>Mid-Air Collision</td>
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<td>MB</td>
<td>Management Board</td>
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<td>MED</td>
<td>Medical</td>
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<td>MLAT</td>
<td>Multilateration</td>
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<td>Ministry of Infrastructure</td>
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<td>Minimum Safe Altitude Warning</td>
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<td>MST</td>
<td>Member States Task</td>
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<td>NBR</td>
<td>New Basic Regulation</td>
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<td>NCC</td>
<td>Non-Commercial Air Operations with Complex Motor-Powered Aircraft</td>
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<td>NCO</td>
<td>Non-Commercial Air Operations with Other-Than-Complex Motor-Powered Aircraft</td>
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<td>NoA</td>
<td>Network of Analysts</td>
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<td>NOTAM</td>
<td>Notice to Airmen</td>
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<td>OPS</td>
<td>Air Operations</td>
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<td>PIC</td>
<td>Pilot in Command</td>
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<td>RASG</td>
<td>Regional Aviation Safety Group</td>
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<td>Regional Aviation Safety Plan</td>
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<td>RE</td>
<td>Runway Excursion</td>
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<td>Research Actions</td>
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<td>Runway Incursion</td>
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RMT  Rulemaking Task
RPAS  Remotely Piloted Aircraft Systems
RSS  Rich Site Syndication
SAR  Standardisation Annual Report
SARPs  Standards and Recommended Practices
SCF-NP  System Component Failure (Non-Powerplant)
SERA  Standardised European Rules of the Air
SES  Single European Sky
SESAR  Single European Sky ATM Research
SIA  Safety Investigation Authority
SIT  Slovenian Task
SMICG  Safety Management International Collaboration Group
SMS  Safety Management System
SPAS  State Plan for Aviation Safety
SPI  Safety Performance Indicator
SPN  Safety Promotion Network
SPO  Specialised Operations
SPT  Safety Promotion Task
SRM  Safety Risk Management
SSD  Support Services Division
SSP  State Safety Programme
SSR  Secondary Surveillance Radar
STCA  Short Term Conflict Alert
TMA  Terminal Manoeuvring Area
UAV  Unmanned Aerial Vehicle
UPRT  Upset Prevention and Recovery Training
USOAP  Universal Safety Oversight Audit Programme
VFR  Visual Flight Rules
WAM  Wide Area Multilateration
1 Introduction

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

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

For implementation of the State Safety Programme the Civil Aviation Agency of the Republic of Slovenia (CAA) annually updates the Slovenian Plan for Aviation Safety on behalf of the State. Before SPAS is adopted by director general of Ministry’s Directorate of Aviation and Maritime Transport it shall be coordinated with relevant stakeholders, who participate in the 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 2019–2023 were mitigated at state level.

For efficient mitigation of SSP and EPAS MST, CAA established working groups for each EPAS (MST) and national (SIT) task. 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 2019 will be transferred into SPAS 2020–2024 if still relevant. CAA monitors implementation of the actions through Safety Board meetings. The implementation and the effectiveness of proposed and accomplished tasks in 2019 is presented annually, not only in this document, but also in the CAA Annual Aviation Safety Review.

The document “Slovenian plan for Aviation Safety 2019–2023 – 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 (MoI) and with EASA through online platform (CAA).

The final systemic SPAS objective for 2020 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.
2 Member States Tasks/Slovenian tasks and low level tasks

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<th>MST/SIT Number</th>
<th>Task Headline</th>
<th>Activity Sector</th>
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<td>Prioritization of work on Slovenian SSP</td>
<td>All</td>
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<td>MST.002</td>
<td>Promotion of SMS</td>
<td>All, HF</td>
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<tr>
<td>MST.003</td>
<td>Flight data monitoring</td>
<td>CAT</td>
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<td>MST.026</td>
<td>SMS Assessment</td>
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<td>Establishment and maintaining of the Slovenian Plan for Aviation Safety</td>
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<td>Loss of control in flight</td>
<td>CAT, HF</td>
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<td>MST.005</td>
<td>Fire, smoke and fumes</td>
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<td>MST.006</td>
<td>Controlled flight into terrain</td>
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<td>MST.007</td>
<td>Runway excursions</td>
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<td>MST.014</td>
<td>Runway incursions</td>
<td>CAT/GA, HF</td>
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<td>MST.018</td>
<td>Ground safety</td>
<td>CAT/HE, HF</td>
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<td>Implementation of SESAR runway safety solutions</td>
<td>CAT/GA, HF</td>
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<td>MST.024</td>
<td>Loss of separation between civil and military aircraft</td>
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<td>Implementation of SESAR solutions aiming to reduce the risk of mid-air collision en-route and TMA</td>
<td>CAT/GA, HF</td>
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<td>Airspace infringement risk in General Aviation</td>
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<td>MST.025</td>
<td>Improvement of the dissemination of safety messages</td>
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<td>MST.027</td>
<td>Development of Just culture in GA</td>
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<td>SIT.004</td>
<td>Parachuters, paragliders, hang gliders and microlights airplanes</td>
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<td>Better understanding of operators' governance structure</td>
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EPAS 2018–2022 tasks
EPAS 2019–2023 tasks
Tasks included in MST.028
National Safety Risk Management Tasks
2.1 Systemic issues

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

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

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

Number: MST.001
Headline: Prioritization of work on Slovenian SSP
Objective/description: In the implementation and maintenance of the SSP, Member States shall in particular:
- ensure effective implementation of the authority requirements and address deficiencies in oversight capabilities, as a prerequisite for effective SSP implementation,
- ensure effective coordination between State authorities having a role in safety management,
- ensure that inspectors have the right competencies to support the evolution towards risk-and performance-based oversight,
- ensure that policies and procedures are in place for risk- and performance-based oversight, including a description of how an SMS is accepted and regularly monitored,
- establish policies and procedures for safety data collection, analysis, exchange and protection, in accordance with Regulation (EU) No 376/2014,
- establish a process to determine SPIs at State level addressing outcomes and processes,
- ensure that an approved SSP document is made available and shared with other Member States and EASA,
- ensure that the SSP is regularly reviewed and that the SSP effectiveness is regularly assessed.

Owner: MS
Activity sector: All
Deliverable: SSP document made available, SSP effectively implemented
Overall due date: 2019, 2025

Low level tasks:

Number: MST.001-001
Headline: Effective implementation of the authority requirements
Objective/description: Ensure effective implementation of the authority requirements and address deficiencies in oversight capabilities, as a prerequisite for effective SSP implementation.
Parties responsible for implementation: Primary: CAA Management/Support Services Division, Secondary: Assigned group for MST.001
Actions taken before 2019: Authority requirements implemented through various CAA manuals, for example Compliance Monitoring and Safety Management System Manual (CMSMSM), specific area manuals, procedures, organisational structures..., detection of deficiencies through compliance monitoring system/internal audits and external audits (e.g. EASA Standardisation visits, ICAO Audits, ICAO Coordinated Validation Mission (ICVM), Integrated Validation Activity (IVA))
Due date for completing the task: Continuous
Status of implementation: On-going
Actions taken in 2019:
In 2019 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 1709 documents out of which there are 224 processes. 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 4 internal audits were conducted in 2019 (all according to Internal Audit plan):
- ANS – February 2019
- SSD – March 2019
- ADR – May 2019

Regarding quality of internal audits a big progress was achieved 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 2019 2 EASA Standardisation inspections were conducted in the Republic of Slovenia: ACW and SYS domain. No non-compliances were detected in ACW area and 2 non-compliances were detected in SYS area, both connected with ECAIRS data quality. One SYS finding was closed on 31.01.2020, for the other one CAP proposed to EASA by the CAA is already agreed.

In addition to that an ICVM was conducted in Slovenia from 26 August to 3 September 2019. The ICVM team reviewed the progress in addressing 207 PQs in the areas of LEG, ORG, PEL, OPS, AIR, ANS and AGA. Following this review, the status of 124 PQs was changed to satisfactory and that of 7 PQs to not applicable, resulting in an updated overall EI of 81.87 per cent.

Given that ICAO, as part of the ICVM, did not check the AIG area, which remains at the 2010 level (31.82%), and that the result is still not satisfactory in the AGA area, the Slovenian delegation at the ICAO 40th Assembly met with ICAO delegation responsible for the USOAP project at ICAO premises on September 30, 2019. It was explained to the Slovenian delegation that ICAO is in the process of overhauling the USOAP system and that there is a possibility that, in conjunction with SSP audit (Annex 19), also two problematic areas will be audited, maybe in 2021.

In 2019, from 4 to 15 November also ICAO USAP was conducted which resulted in 94.65% of effective implementation.

**Number: MST.001-002**
**Headline: Coordination between State authorities**
**Objective/description: Ensure effective coordination between State authorities having a role in safety management**
**Parties responsible for implementation: Primary: SSP Accountable Executive, Secondary: Assigned group for MST.001**
**Actions taken before 2019: SSP working group was established by the minister, regular meetings are conducted**
**Due date for completing the task: Continuous**
**Status of implementation: On-going**
**Actions taken in 2019:**
SSP is developed by the working group appointed by minister 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 of the working group.
The tasks of the working group are as follows:

- The working shall constantly monitor the relevance and consistency of the SSP and the SPAS with international standards, recommended practices and guidelines of the ICAO and with European Union regulations, other regulations and legal acts in force in the Republic of Slovenia in the area of civil aviation.
- The working group shall propose, as appropriate, the revision of the SSP and annually updates the SPAS.
- On the basis of the continuous collection of information related to aviation safety, the working group, in addition to the activities to be determined following the gap analysis, in accordance with Articles 7 and 8 of Regulation (EU) No 2018/1139, in consultation with relevant stakeholders, establishes and maintains the SSP. This program must be proportionate to the scale and complexity of aviation activities and be in line with the European Aviation Safety Program.
- The working group ensures that the SSP contains at least the elements related to the responsibilities of national safety management described in international standards and recommended practices. In addition, the SSP should determine the level of safety performance to be achieved at national level in the field of aviation activities for which the state is responsible.
- The working group is responsible for the SPAS, which is annexed to the SSP. Based on an assessment of relevant safety information, the working group, in consultation with the relevant stakeholders, identifies the main safety risks affecting its national aviation safety system and sets out the necessary measures to mitigate these risks.
- The working group is obliged to continuously ensure the consistency of the SSP with EASP and GASP and to prepare a table of actions resulting from the SSP and which are harmonized with EPAS.
- The working group has delegated its safety promotion task to the CAA, which is responsible for the continuing education, communication and sharing of safety information with and among its service providers and regulatory and administrative organisations involved in the SSP. CAA is executing this responsibility mainly via various safety promotion events, which are annually published on its website. In addition to that CAA issues safety posters, leaflets, brochures and other materials in order to prevent safety risks or mitigate them after they already occurred. An important document which includes relevant safety information for the state is also the Annual 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
Parties responsible for implementation: Primary: CAA Support Services Division, Secondary: Assigned group for MST.001
Actions taken before 2019: CAA Training Policy, Training Programme, Annual Training Plan
Due date for completing the task: Continuous
Status of implementation: On-going

Actions taken in 2019:
In 2019 CAA strictly followed Training Plan for 2019. Annual Training Plan for 2019 is according to Training Programme signed (approved) by CAA director. For 2019 it was approved on 30th January 2019, first revision was made on 30th April 2019 and the second revision on 23rd August 2019. Revisions were made due to additional trainings throughout the year.

In the view of cost reduction some of the trainings were organized at the premises of CAA, for example Human factors initial and recurrent, Accident ad Incident Investigation, ICAO & EASA Safety management System Requirements, EASA Air Operations - Commercial Air Transport for Aeroplanes.
The annual training plan was implemented in 80%, some of the trainings (for example soft skills training programme, ECAC workshop – Aviation security) – those which are not obligatory for holding the authorisation were not conducted – due to many other necessary tasks/activities.

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 also introduced 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.

Number: MST.001-004
Headline: Risk-and performance-based oversight
Objective/description: Ensure that policies and procedures are in place for risk-and performance-based oversight, including a description of how an SMS is accepted and regularly monitored
Parties responsible for implementation: Primary: CAA Management, Secondary: Assigned group for MST.001
Actions taken before 2019: Policies and procedures implemented through various CAA manuals, for example CMSMSM, specific area manuals and procedures
Due date for completing the task: Continuous
Status of implementation: On-going
Actions taken in 2019:

AIR
There is a significant difference in the number of the oversight between the planned (47) and the oversights carried out (87). In accordance with the regulation, one continuous oversight is carried out within the organization over a period of two years, and the CAA’s policy is to carry out one focused inspection during this period. In practice, organizations change the scope of authorisation, resulting in additional unplanned oversight. New organizations are also emerging where initial oversight needed to be carried out to approve authorization.

OPS
Regulatory oversight (inspection) is planned and additionally implemented on the basis of regulatory requirements, incident reports and other information related to the safety and regulatory compliance of the carrier. The number of inspections is therefore also tied to ad-hoc controls, which, however, are linked to individual events that give rise to the need for inspection, and these events cannot be foreseen in the plan.

Number of planned oversights 76, realisation 113.

RAMP

<table>
<thead>
<tr>
<th>Layer</th>
<th>Plan 2019</th>
<th>Realisation 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Layer 1</td>
<td>14</td>
<td>16</td>
</tr>
<tr>
<td>Layer 2 S</td>
<td>9</td>
<td>8</td>
</tr>
<tr>
<td>Layer 2 NS</td>
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<td>7</td>
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<tr>
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<td>3</td>
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<tr>
<td>Priority</td>
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<td>24</td>
</tr>
<tr>
<td>Total</td>
<td>39</td>
<td>58</td>
</tr>
</tbody>
</table>

Number of planned oversights 39, realisation 58.

Two oversights from the Layer 1 segment were not carried out because operators did not carry out their operations at Slovenian airports in 2019. There is a difference in the Layer 2 S segment because, after a six-month reconciliation of the scope of oversights provided by EASA, the
operator that was Layer 2 at the beginning of the year was placed in Layer 1, and CAA Slovenia has already completed its quota of oversights.

In addition to the planned oversights, the oversights of the priority operators were also carried out, that is, operators, which, due to the fulfilment of certain conditions (such as recurring high-level discrepancies, etc.), are placed on a priority list valid for the whole EU and participating countries in the RAMP control program.

**FCL**
Number of planned oversights 99, realisation 93.

**ADR**
Oversight also includes oversight of ground handlers and oversight of the implementation of the PRM (passengers with reduced mobility).

Number of planned oversights 77, realisation 90.

**SEC**
Ongoing oversight tasks are predominantly related to entities that implement civil aviation security standards against acts of unlawful interference.

Number of planned oversights 40, realisation 46.

**ANS**
The reason for the increased number of oversights is mainly due to compliance checks with all standards, especially ICAOs, due to ICAO ICVM in August 2019.

Number of planned oversights 45, realisation 56.

**ALCO TEST**
Due to the extremely bad weather in the spring months, the number is slightly lower than planned.

Number of planned oversights 93, realisation 87.

**Number: MST.001-005**
**Headline:** Occurrence reporting
**Objective/description:** Establish policies and procedures for safety data collection, analysis, exchange and protection, in accordance with Regulation (EU) No 376/2014
**Parties responsible for implementation:** Primary: CAA Management, Secondary: Assigned group for MST.001
**Actions taken before 2019:** N/A
**Due date for completing the task:** N/A
**Status of implementation:** Completed (see CAA CMSMSM), 28.09.2018 and continuously monitoring for compliance, performance and effectiveness

**Actions taken in 2019:** Following the established procedures and continuously monitoring for compliance, performance and effectiveness.

**Basic statistics:**
- Number of events: 960
- Number of events reported by more than 1 reporter: 204
- Number of reports: 1702 (1181+476+45: number of initial reports + number of factual reports and/or closed reports + number of closed reports)
Number of occurrences according class – year 2019

<table>
<thead>
<tr>
<th>Category</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Incident</td>
<td>870</td>
</tr>
<tr>
<td>Occ without safety effect</td>
<td>36</td>
</tr>
<tr>
<td>Accident</td>
<td>28</td>
</tr>
<tr>
<td>Occ with no flight intended</td>
<td>14</td>
</tr>
<tr>
<td>Serious incident</td>
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<tr>
<td>Major incident</td>
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<tr>
<td>Significant Incident</td>
<td>2</td>
</tr>
<tr>
<td>Not determined</td>
<td>1</td>
</tr>
<tr>
<td>Observation</td>
<td>1</td>
</tr>
</tbody>
</table>

Number: MST.001-006  
Headline: SPIs at State level  
Objective/description: Establish a process to determine SPIs at State level addressing outcomes and processes  
Parties responsible for implementation: Primary: CAA Management, Secondary: Assigned group for MST.001  
Actions taken before 2019: None  
Due date for completing the task: 2020  
Status of implementation: Open  
Actions taken in 2019:  
No actions taken yet, due to the fact that the task shall be completed in 2020.

Number: MST.001-007  
Headline: SSP shall be available and shared  
Objective/description: Ensure that an approved SSP document is made available and shared with other Member States and EASA  
Parties responsible for implementation: Primary: CAA Management, Secondary: Assigned group for MST.001  
Actions taken before 2019: N/A  
Due date for completing the task: N/A  
Status of implementation: Completed. The first version of the SSP was adopted by the Government of Republic of Slovenia in July 2016. SSP published on CAA webpage: https://www.caa.si/drzavni-program-upravljanja-varnosti-v-civilnem-letalstvu-ssp.html and also published on ICAO Integrated Safety Trend Analysis and Reporting System (ISTARS) and shared with EASA Safety Management Team by email, 07.02.2019  
Actions taken in 2019:
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). In 2020 the CAA will share SSP and SPAS on the EASA IMF platform: https://docs.easa.europa.eu/case/eab/mabtebs/SSPDocuments/Forms/AllItems.aspx, because that was not done yet.

Number: MST.001-008
Headline: SSP shall be regularly reviewed and effective
Objective/description: Ensure that the SSP is regularly reviewed and that the SSP effectiveness is regularly assessed. Update the gap analysis regularly. SPAS shall be evidence based by linking tasks/actions to strategic priorities.
Parties responsible for implementation: Primary: SSP Accountable Executive and SSP working group, Secondary: Assigned group for MST.001
Actions taken before 2019: The first version of the SSP was adopted by the Government of Republic of Slovenia in July 2016, next update is expected by the end of 2019. The minister responsible for transport established the high level working group which adopted the SPAS in November 2017 and its revision in October 2018. Regular meetings of the working group are conducted. The SSP gap analysis is updated regularly. Slovenia has completed the first SSP gap analysis in January 2017 and submitted the latest update in February 2019 through the ICAO iSTARS. By the end of 2019 additional effort will be put on questions which were not answered satisfactory and the gap analysis will be updated again.
Due date for completing the task: 31.12.2019, Continuous
Status of implementation: On-going
Actions taken in 2019:
In 2019 CAA updated SSP GAP analysis twice: on 21 February 2019 and on 18 October 2019. Due to other obligations SSP was not updated yet and the deadline has been moved to 2020.
MST.002 Promotion of SMS

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

Low level tasks:

Number: MST.002-001
Headline: Safety Management International Collaboration Group (SMICG) promotion materials
Parties responsible for implementation: Primary responsibility: CAA Management, Secondary: Assigned group for MST.002
Actions taken before 2019: None
Due date for completing the task: Continuous
Status of implementation: Open
Actions taken in 2019:
In 2019 we followed the news on the SM ICG website, but we didn’t detect any promotion material that would be suitable for our industry.

Nevertheless, in the area of safety promotion the biggest range of aviation entities was reached through the following:
- first CAA Aviation Safety Conference which was held in Kranjska Gora in May, 2019 (9. and 10. 05. 2019);
- fifth airworthiness conference which was held in Šenčur in December, 2019 (6.12.2019).

Additionally, aviation stakeholders may observe safety promotion related materials on the CAA Slovenia’s webpage (https://www.caa.si/en/safety-promotion.html) where relevant EASA’s and CAA’s materials are published.

Number: MST.002-002
Headline: Distribution of newly developed promotion materials developed by the Safety Management International Collaboration Group to relevant organisations.
Objective/description: Ensure regular delivery of promotion materials developed by the Safety Management International Collaboration Group to relevant organisations.
Parties responsible for implementation: Primary responsibility: CAA Management, Secondary: Assigned group for MST.002
Actions taken before 2019: None
Due date for completing the task: Continuous
Status of implementation: Open
Actions taken in 2019:
No promotion materials were delivered (see MST.002-001).

Number: MST.002-003
Headline: Review and analysis of possible feedback information regarding distributed promotion materials developed by the Safety Management International Collaboration Group
Objective/description: Monitoring organisations interest on SMS.
Parties responsible for implementation: Primary responsibility: CAA Management, Secondary: Assigned group for MST.002
Actions taken before 2019: None
Due date for completing the task: Continuous
Status of implementation: Open
Actions taken in 2019:
Due to no action taken, no reviews or analysis of feedback information regarding distributed promotion materials were performed.
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
Activity sector: CAT
Deliverable: Report on activities performed to promote FDM
Overall due date: Continuous

Low level tasks:

MST.003-001
Headline: Evaluation of the operator's FDM programmes
Objective/description: Evaluation of effective implementation of FDM programmes during oversight activities
Parties responsible for implementation: Primary: CAA Air Operations (OPS)/Flight Crew Licensing (FCL) Division, Secondary: Assigned group for MST.003
Actions taken before 2019: FDM requirements implemented in oversight check lists
Due date for completing the task: Continuous
Status of implementation: On-going
Actions taken in 2019:
Familiarisation of group members with the status of the FDM systems within the operators. In addition the operators were asked the following questions:
- How many planes and what types of planes do you have in flight data analysis programme? (An operator of an aeroplane of a maximum certified take-off mass in excess of 27000 kg shall establish and maintain flight data analysis programme as part of its safety management system),
- Do you have a contract for flight data analysis programme? (An operator may contract the operation of a flight data analysis programme to another party while retaining overall responsibility),
- How you enforce the requirement of the legislation? (A flight data analysis programme shall be non-punitive and contain adequate safeguards to protect the sources of the data)"
- How do you promote FDM? (Promoting the operational safety benefits of FDM and the exchange of experience between subject matter experts)"
- Do you use the documents that are produced by EOFDM? (Encouraging operators to make use of good-practice documents produced by EOFDM and similar safety initiatives)"

After receiving the answers from the operators the evaluation will be conducted.

We also created 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).
MST.003-002

Headline: Promotion of guidance document
Objective/description: Promotion of documents published by EAFDM (European Authorities Coordination Group on Flight Data Monitoring) and dialogue with the operators during oversite activities
Parties responsible for implementation: Primary: Assigned group for MST.003, Secondary: CAA OPS/FCL Division
Actions taken before 2019: None
Due date for completing the task: Continuous
Status of implementation: Open

Actions taken in 2019:
We provided promotional material to the operators - safety promotion document prepared by European Operators Flight Data Monitoring (EOFDM) Forum, working group C, with the title Fully integrating Flight Data Monitoring into the Safety Management System (June 2019, Initial issue).
MST.026 SMS Assessment

Number: MST.026
Headline: SMS assessment
Objective/Description: Without prejudice to any obligations stemming from the SES ATM Performance Scheme, MSs should make use of the EASA management system assessment tool to support risk- and performance-based oversight. MSs should provide feedback to EASA on how the tool is used, for the purpose of standardisation and continual improvement of the assessment tool.
MSs should regularly inform EASA about the status of compliance with SMS requirements and SMS performance of their industry.
Owner: MS
Activity sector: Air Operations, Aircrew, Medical, Aerodromes
Overall due date: Continuous with annual reporting

Low level tasks:

Number: MST.026-001
Headline: Training for CAA inspectors for proper use of SMS assessment tool
Objective/Description: Before the Management System assessment tool will be continuously used for initial certification and continuing oversight by CAA the training for CAA inspectors will be organised in order to standardise the usage of the tool.
Parties responsible for implementation: Primary: CAA, Support Services Division (SSD) Division, Secondary: Assigned group for MST.026
Actions taken before 2019: Several CAA inspectors have already completed SMS trainings (e.g. SMxP). They will also receive training for proper use of SMS assessment tool.
Due date for completing: November 2019
Status of implementation: On-going
Actions taken in 2019:
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) 376/2014. The decision on standardise the usage of the SM assessment tool is still not final, nevertheless the inspectors are encouraged to use the tool or some parts of it to incorporate them in their SM checklists to perform effective oversight.

Number: MST.026-002
Headline: Organisations’ MS self-assessment
Objective/Description: Management System assessment tool will be provided to organisations (especially with the aim to effectively prepare to continuing oversight) to pre-perform self-assessment of SMS. The resulting organisation’s self-assessment will be discussed with CAA in order to obtain a common understanding of SMS effectiveness.
Parties responsible for implementation: Primary: CAA Management in cooperation with OPS, Aircrew (ACW), Medical (MED), Aerodromes (ADR) Divisions, Secondary: Assigned group for MST.026
Actions taken before 2019: None
Due date for completing: December 2019
Status of implementation: Open
Actions taken in 2019:
MS assessment tool was (in the first phase) published at CAA web site with the aim to prepare organisations for CAA MS audit. Their comments on the usage of the tool will be gathered accordingly.
Number: MST.026-003
Headline: User feedback on MS assessment tool
Objective/description: CAA will collect the information on Management System assessment tool usage by organisations and CAA inspectors.
Parties responsible for implementation: Primary: CAA OPS, ACW, MED, ADR Divisions, Secondary: Assigned group for MST.026
Actions taken before 2019: None
Due date for completing: 2020, Continuous
Status of implementation: Open
Actions taken in 2019:
Some information gathered so far (from CAA inspectors):
- SM 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
- How will EASA manage new versions (e.g. when regulations change)

Some information gathered so far (from organisations):
- none

Number: MST.026-004
Headline: Feedback to EASA
Objective/description: CAA will provide feedback (obtained from organisations and CAA inspectors) to EASA on how the tool is used for the purpose of standardisation and continual improvement. In addition to that CAA will regularly inform EASA about the status of compliance with SMS requirements and SMS performance of our industry.
Parties responsible for implementation: Primary: CAA Management in cooperation with OPS, ACW, MED, ADR Divisions, Secondary: Assigned group for MST.026
Actions taken before 2019: None
Due date for completing: 2020, Continuous
Status of implementation: Open
Actions taken in 2019:
See MST 026-003
MST.028 Establishment and maintaining of the Slovenian Plan for Aviation Safety

Number: MST.028
Headline: Establishment and maintaining of the Slovenian Plan for Aviation Safety
Objective/Description: Member States shall ensure that a SPAS is maintained and regularly reviewed.
Member States shall identify in SPAS the main safety risks affecting their national civil aviation safety system and shall set out the necessary actions to mitigate those risks.
In doing so, Member States shall consider the pan-European safety risk areas identified in EPAS for the various aviation domains as part of their Safety Risk Management (SRM) process and, when necessary, identify suitable mitigation actions within their SPAS. In addition to the actions, SPAS shall also consider how to measure their effectiveness. MSs shall justify why action is not taken for a certain risk area identified in EPAS.
The pan-European safety risk areas in the current EPAS edition are as follows:
- for CAT by aeroplane: aircraft upset in flight, runway safety, airborne conflict, ground safety, terrain collision, and aircraft environment
- for rotorcraft operations: helicopter upset in flight and terrain and obstacle conflict
- for General Aviation: staying in control, coping with weather, preventing mid-air collisions and managing the flight
SPAS shall:
- describe how the plan is developed and endorsed, including collaboration with different entities within the State, with industry and other stakeholders (unless this is described in the SSP document),
- include safety objectives (goals)\(^1\), indicators\(^2\) and targets\(^3\) (unless these are included in the SSP document),
- reflect the EPAS actions as applicable to the State,
- identify the main safety risks at national level in addition to the ones identified in EPAS.
Note: This MST action now includes MST actions 004, 005, 006, 007, 010, 014, 016 and 018 from EPAS 2018-2022.
MST.007 corresponds to SAF11 (Prevention of RWY Excursions) in the ATM MP’s (Level 3 Ed 2018).
Owner: MS
Activity sector: All
Deliverable: SPAS established
Overall due date: 2020

Low level tasks:

Number: MST.028-001
Headline: Continuous improvement of the Slovenian Plan for Aviation Safety through effective Safety Risk Management
Objective/description: Annual revisions of the Slovenian Plan for Aviation Safety, by implementing new EPAS editions and through collaboration with different entities within the State identifying new national safety risks, implementing mitigation measures and monitoring their effectiveness. SPAS shall include safety objectives, goals, indicators and targets.
Parties responsible for implementation: Primary: SSP Accountable Executive, Secondary: Assigned group for MST.028
Actions taken before 2019: SSP working group was established by the minister, regular meetings are conducted. SPAS is revised annually.

\(^1\) 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.
\(^2\) A data-based parameter used for monitoring and assessing safety performance.
\(^3\) The State or service provider's planned or intended target for a safety performance indicator over a given period that aligns with the safety objectives.
Due date for completing the task: Continuous
Status of implementation: On-going

Actions taken in 2019:
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 2019 a lot of effort was put on promoting data quality in occurrence reports and just culture principles, for example:
- FI(S) meeting in Celje (9 March)
- CAA Aviation Safety Conference in Kranjska Gora (9 and 10 May)
- ARSO in Ljubljana (5 November)
- Public prosecutors conference in Portorož (2 December)
- airworthiness conference in Šenčur (6 December).

Last revision of the SPAS was adopted and published on 23.04.2019. 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: Indicators and targets
Objective/description: Indicators and targets shall be established for all MST and SIT
Parties responsible for implementation: Primary: SSP working group, Secondary: Assigned group for MST.028

Actions taken before 2019: Some safety performance indicators already exist in SSP and CAA CMSMSM. The overall revision is necessary
Due date for completing the task: 2020
Status of implementation: On-going

Actions taken in 2019:
No actions taken yet, due to the fact that the task shall be completed in 2020.
2.2 Operational issues addressed to a different aviation domains

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

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

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

2.2.1 CAT/Aeroplane

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

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

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

Number: MST.004
Headline: Loss of control in flight
Objective/Description: LOC-I should be addressed by the MS on their SSPs. This will include as a minimum agreeing a set of actions and measuring their effectiveness.
Owner: MS
Activity sector: CAT, HF
Deliverable: SSP established
Overall due date: Continuous

Low level tasks:

Number: MST.004-001
Headline: Formulation of the circular
Objective/description: Preparation of the circular, for the promotion and raising the awareness of LOC-I, which will be targeted at the Slovenian approved training organisation (ATO) and AOC holders
Parties responsible for implementation: Primary: Assigned group for MST.004, Secondary: N/A
Actions taken before 2019: None
Due date for completing the task: November 2020
Status of implementation: Open
Actions taken in 2019:
Assessing of facts, statistic's, briefing, informing on part LOC-I. On 20.12.2019 implementation of Upset Prevention and Recovery Training (UPRT) started, which is a new buzz phrase in the flight training industry which is connected to LOC-I. Changes were required to pilot training programmes to reduce the frequency of LOC-I accidents. Slovenian CAA (ACW Division) informed organisations - ATOs for UPRT implementation by e-mail, UPRT Advisory Circular, regular HT meetings, individual briefing with ATO organisation, monitoring as they are changing their system of training pilots/instructors after 20th, and CAA inspector attendance at internal meeting's of instructor's in ATOs for the programs which require integration of UPRT elements.

Number: MST.004-002
Headline: Sampling of training flights in ATO
Objective/description: Sampling of training flights in order to evaluate if training is addressing the issue
Parties responsible for implementation: Primary: ACW Division, Secondary: Assigned group for MST.004
Actions taken before 2019: Sampling of flights is already on-going, in addition to that the procedure should be established, which will introduce also LOC-I issue
Due date for completing the task: December 2019 (Upset Prevention and Recovery Training (UPRT) implementation in ATO), 2020 (sampling of flight with additional checking of issues connected to LOC-I and UPRT)
Status of Implementation: Continuous
Actions taken in 2019:
Assessing of facts, statistic's, briefing, informing on part LOC-I. On 20.12.2019 implementation of Upset Prevention and Recovery Training (UPRT) started, which is a new buzz phrase in the flight training industry which is connected to LOC-I. Changes were required to pilot training programmes to reduce the frequency of LOC-I accidents. Slovenian CAA (ACW Division) informed organisations - ATOs for UPRT implementation by e-mail, UPRT Advisory Circular, regular HT meetings, individual briefing with ATO organisation, monitoring as they are changing their system of training pilots/instructors after 20th, and CAA inspector attendance at internal meeting's of instructor's in ATOs for the programs which require integration of UPRT elements.
Number: MST.004-003
Headline: Monitoring of the efficiency of taken measures
Objective/description: Monitor/analyse Slovenian ATO and AOC holders (SMS and crew resource management (CRM)) concerning the awareness of LOC-I and the implementation of Upset Prevention and Recovery Training (UPRT), using the data collected from organisations
Parties responsible for implementation: Primary: Assigned group for MST.004, Secondary: N/A
Actions taken before 2019: None
Due date for completing the task: 2021
Status of implementation: Open
Actions taken in 2019:
In order to monitor the effectiveness of taken measures of Slovenian ATO and AOC holders, the following actions were taken in 2019:
- concerning the awareness of LOC-I, regular meeting for HT (organisations – ATOs and DTOs) on 21.06.2019 was some lecture done related to LOC-I and feedback questionnaires from meeting were collected;
- from the beginning of implementation of Upset Prevention and Recovery Training (UPRT), CAA FCL/OPS collected some initial data and information from organisations. The data was collected through individual briefing with representatives of ATO organisations, desktop audit, reviewing the organizational documents (assessing revisions of TM, OM and their SMS system, devices A/C and FSTD) and partly performance based oversight.
MST.005 Fire, smoke and fumes

Number: MST.005
Headline: Fire, smoke and fumes
Objective/Description: This safety issue should be addressed by the MS on their SSPs. This will include as a minimum agreeing a set of actions and measuring their effectiveness.
Owner: MS
Activity sector: CAT, HF
Deliverable: SSP established
Overall due date: Continuous

Low level tasks:

Number: MST.005-001
Headline: Formulation of an advisory circular
Objective/description: Formulation of an advisory circular – published online and targeted at the Slovenian AOC holders
Parties responsible for implementation: Primary: Assigned group for MST.005, Secondary: N/A
Actions taken before 2019: Translation of reference material in progress, formulation of advisory circular in progress
Due date for completing the task: 30.09.2019
Status of implementation: Open
Actions taken in 2019:
Formulation of advisory circular is in progress and will be prepared until 30.06.2020.

Number: MST.005-002
Headline: Presentation of the topic at the CAA Safety Conference
Objective/description: Establishment of topic for presentation at the safety conference (purchase and maintenance of older aircrafts intended for the future CAT usage, fire-fighting procedures and other relevant issues)
Parties responsible for implementation: Primary: Assigned group for MST.001, Secondary: N/A
Actions taken before 2019: None
Due date for completing the task: 30.05.2019
Status of implementation: Open
Actions taken in 2019:
Topic was successfully presented at the CAA Aviation Safety Conference in Kranjska Gora on 10.05.2019. We surmised several most resounding accidents in the aviation world where fire had the most impact not only on operation of aircraft, but also on maintenance and cabin crew training:
- Air Canada 797, DC9-30, 1983
- Swiss Air 111, MD-11, 1998
- TWA Flight 800, Boeing 747, 1996
- Boeing 787, 2013, Li-Ion battery issues
We also presented the Li-Ion battery issues, its widespread into consumer electronics and its risks and hazards to aircraft transport. We presented the root cause of the fire on former occasions and what would it take to eliminate the hazards involved.
We believe the main risks in our area are ageing aircraft and mainly their wiring and insulation liner behind the cabin plastic shell. Secondary we need to closely follow ageing aircraft upgrading as careless maintenance can open new and unexpected hazards to those aircraft.
We also presented the measures that in our opinion would need to be taken to improve safety of particular ageing aircraft. Those measures involve not only CAA but also flight crew training as well as aircraft maintenance.
MST.006 Controlled flight into terrain

Number: MST.006
Headline: Controlled flight into terrain
Objective/Description: Controlled flight into terrain should be addressed by the MS on their SSPs. This will include as a minimum agreeing a set of actions and measuring their effectiveness
Owner: MS
Activity sector: CAT, HF
Deliverable: SSP established
Overall due date: Continuous

Low level tasks:

Number: MST.006-001
Headline: Safety Promotion and dedicated Workshops - CFIT subjects
Objective/Description: Reducing CFIT risks, promote safety and raise awareness of safety in the field of CFIT (Approach with Vertical Guidance (APV), Enhanced Ground Proximity Warning System (EGPWS), Helicopter Terrain Awareness Systems (HTAWS), Continuous Descent Final Approach (CDFA) ...) and especially promoting the implementation of 3d approaches to airports Parties responsible for implementation: Primary: Assigned group for MST.006 with cooperation with SSP working group, Secondary: CAA OPS/FCL Division
Actions taken before 2019: None
Due date for completing the task: Continuous
Status of implementation: Open
Actions taken in 2019:
Topic was successfully presented at the CAA Aviation Safety Conference in Kranjska Gora on 10.05.2019 (presentation VFR to IMC).

Number: MST.006-002
Headline: Obstacle marking
Objective/Description: Assurance that obstacles assessed as being hazard to air navigation are identified and marked properly
Parties responsible for implementation: Primary: CAA ADR Division, Secondary: Assigned group for MST.006
Actions taken before 2019: Obstacle inspections, obstacle pre-building permission procedure
Due date for completing the task: Continuous
Status of implementation: On-going
Actions taken in 2019:
CAA issues prior permission for new constructions within the horizontal limits of the obstacle limitation surfaces of Slovenian aerodromes and for constructions identified as obstacles by national Aviation Act. CAA also requires marking/lighting of new obstacles, if necessary. CAA conducted three on-site inspections of obstacles, verifying compliance with obstacle requirements.

Number: MST.006-003
Headline: Obstacles database
Objective/Description: Continuous updating of the state electronic terrain and obstacle database (eTOD), additional obstacles assessed as being hazard to air navigation; full implementation of eTOD requirements
Parties responsible for implementation: Primary: CAA Air Navigation Services (ANS) and ADR Division with cooperation with Ministry of Infrastructure (MoI), Secondary: Assigned group for MST.006
Actions taken before 2019: State electronic terrain and obstacle database was established. eTOD database already in place, issued national regulation which transposed eTOD requirements from ICAO Annex 15 to national regulatory framework - Decree on the implementation of the Regulation (EU) laying down requirements on the quality of aeronautical data and aeronautical information for the single European sky (Official Gazette of the RS, No 60/17, 26.10.2017)
Due date for completing the task: Continuous
Status of implementation: On-going

Actions taken in 2019:
On-site data verification of eTOD (electronic terrain and obstacles data) has been performed at Aerodrome of Ljubljana.
Update of eTOD database from new sources of data (Cyclic Aerial Survey of Slovenia, cableway/electro company operators).
LIDAR scanning has been performed for a single cableway with the UAS (Velika Planina), new more accurate data has been entered in eTOD database.
Establishment of a network of survey checkpoints for eTOD for data verification.

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

Actions taken in 2019: Occurrence reporting, analysing CFIT occurrences
Due date for completing the task: Continuous
Status of implementation: On-going

Actions taken in 2019:
None: MSAW alarms not in operation due to technical and operational limitations (coverage of surveillance system at low altitudes), implementation of multilateration, integration of new safety net.

Number: MST.006-005
Headline: ATO training programmes
Objective/description: Reducing CFIT risk, encourage the introduction of proactive programs that are related to CFIT topics within ATO training programmes
Parties responsible for implementation: Primary: CAA OPS/FCL Division, Secondary: N/A
Due date for completing the task: Continuous
Status of implementation: On-going

Actions taken in 2019:
HT regular meetings organised by ACW Division.

Number: MST.006-006
Headline: Aeronautical charts
Objective/description: Monitoring of compliance with ICAO Annex 4
Parties responsible for implementation: CAA ANS Division, Secondary: N/A
Due date for completing the task: Continuous
Status of implementation: On-going

Actions taken in 2019:
CAA performed audit in August 2019, verifying compliance of Chart provider with certification specification for aeronautical charts published in AIP.
MST.007 Runway excursions

Number: MST.007
Headline: Runway excursions
Objective/Description: REs should be addressed by the MS on their SSPs in close cooperation with the aircraft operators, air traffic control, airport operators and pilot representatives. This will include as a minimum agreeing a set of actions and measuring their effectiveness. MS should implement actions suggested by the European Action Plan for the Prevention of Runway Excursions (EAPPRE) and monitor effectiveness.
Owner: MS
Activity sector: CAT, HF
Deliverable: SSP established
Overall due date: Continuous

Low level tasks:

Number: MST.007-001
Headline: Runway excursion (RE) questionnaire
Objective/description: The aim of the questionnaire is to verify if the risk of runway excursion is taken into account by aircraft operators, air navigation service providers and airport operators’ Safety Management Systems and the number and types of measures which were applied to mitigate this particular risk
Parties responsible for implementation: Primary: Assigned group for MST.007, Secondary: N/A
Actions taken before 2019: Questionnaire is in preparation
Due date for completing the task: 31.12.2019
Status of implementation: On-going
Actions taken in 2019:
The questionnaire for air navigation service providers and aircraft operators was prepared but was not distributed to stakeholders yet. This action is foreseen to be completed by 30.6.2020.

Number: MST.007-002
Headline: Monitoring of annual precursors events which may lead to runway excursion
Objective/description: In order to maintain the current safety levels, precursor events shall be monitored (unstable/destabilised approached, deep landings events, high speed rejected take off events, abnormal runway contacts, weather and environmental encounters, insufficient approach preparation, weight and balance issues due to wrong loading. Any change in number of events may be a trigger to additional analysis and actions.
Parties responsible for implementation: Primary: Assigned group for MST.007, Secondary: CAA Management (occurrence reporting system)
Actions taken before 2019: Occurrence reporting system in place
Due date for completing the task: Continuous
Status of implementation: On-going
Actions taken in 2019:
Events for years 2018 and 2019 were reviewed. The review didn’t show any significant change in the number of events. Many events are connected with the national carrier Adria Airways that stopped operating in September 2019. For this reason a lower number of reports can be expected in 2020.

Number: MST.007-003
Headline: Gap analysis on EAPPRE recommendations implementation and monitoring of effectiveness
Objective/description: The CAA verify that aircraft operators, air navigation service providers and airport operators adapt according to local needs and comply with the EAPPRE recommendations
Parties responsible for implementation: Primary: CAA OPS/FCL, ANS and ADR Divisions, Secondary: Assigned group for MST.007
Actions taken before 2019: None
Due date for completing the task: 2020
Status of implementation: Open

Actions taken in 2019:
The gap analysis between EAPPRE recommendations and the EU regulations showed that:
- Aerodrome operators: recommendations (with the exemption of 3.2.9 which is not applicable) are already included in Regulation (EU) 139/2014.
- Aircraft operators: all recommendations are defined in Regulation (EU) 965/2012 and consequently in the operators’ operational manuals.
MST.010 Mid-air collision

Number: MST.010
Headline: Mid-air collision
Objective/Description: MACs should be addressed by the MS on their SSPs. This will include as a minimum agreeing a set of actions and measuring their effectiveness. MS should implement actions of the European Action Plan for Airspace Infringement Risk Reduction.
Owner: MS
Activity sector: CAT, HF
Deliverable: SSP established
Overall due date: Continuous

Low level tasks:

Number: MST.010-001
Headline: Promotion of European Action Plan for Airspace Infringement Risk Reduction
Objective/description: European Action Plan for Airspace Infringement Risk Reduction shall be promoted on CAA Safety Conference
Parties responsible for implementation: Primary: Assigned group for MST.010, Secondary: N/A
Actions taken before 2019: None.
Due date for completing the task: 31.12.2019
Status of implementation: Open
Actions taken in 2019:
Airspace Infringement Risk Reduction promoted at CAA safety conference in Kranjska Gora on 10.05.2019 with a presentation of identified types and specifics of infringements within last three years. Mitigations and further actions were presented. Feedback was collected from the industry representatives.

Number: MST.010-002
Headline: Implementation of actions of the European Action Plan for Airspace Infringement Risk Reduction
Objective/description: Review and implementation of actions of the European Action Plan for Airspace Infringement Risk Reduction as appropriate
Parties responsible for implementation: Primary: Assigned group for MST.010, Secondary: N/A
Actions taken before 2019: None
Due date for completing the task: 30.09.2022
Status of implementation: Open
Actions taken in 2019:
Discussion of specifics of airspace took place in cooperation with ANS sector. Initially AIP was revised, followed by a recommendation to the ANS provider, related to the parachuters activity announcement procedure.

Number: MST.010-003
Headline: Awareness as part of oversight scope
Objective/description: Presenting safety bulletins or circulars during planned oversight activities, including interviewing the safety managers, to verify understanding of national SSP, how it reflects in the organisation and verifying implementation in practice. By sampling proficiency checks or training flights and focusing on flight safety related items, occurrence reporting awareness, just-culture principles it provides a reflection of implemented learning objectives into the training manuals and proficiency check tasks related to traffic collision avoidance and reporting actions in simulated training environment.
Parties responsible for implementation: Primary: Assigned group for MST.010, Secondary: CAA OPS/ACW Division during oversight and sampling of organisations involved in crew training or management.
Actions taken before 2019: Sampling of flights in progress as part of oversight activities, safety related topics, circulars or promotional leaflets addressed in audit debriefings.
Due date for completing the task: Continuous
Status of implementation: On-going

Actions taken in 2019:
Safety bulletin awareness checking, accountable manager awareness (based on interview and debriefing during oversight in ATO and DTO). Improved and extended interview flow questions that were in first stage initially developed for DTOs. They are being tested during the oversight activities and are incorporated in oversight checklist.

Number: MST.010-004
Headline: Regular meetings with aviation industry, training and safety managers, air navigation service provider (ANSP)
Objective/description: Contributions to conferences with operators on safety promotion topics, news related to safety management requirements, presenting highlights, information or amendments of airspace structure, routes, procedures, learning objectives highlights, etc. Addressing the risks of MAC in correlation to the airspace infringements, based on experience from oversight of the organisations, the reflection of just-culture principles, occurrence reporting statistics, human factors in aviation, by maintaining the dialogue and raising the awareness on FDM related items.
Parties responsible for implementation: Primary: Assigned group for MST.010, Secondary: CAA OPS/ACW Division in co-operation with external members from industry (ANS representative, aviation examiners, operator's safety managers, etc.)
Actions taken before 2019: CAA Safety Conference organised
Due date for completing the task: Continuous
Status of implementation: On-going

Actions taken in 2019:
Workshop with the industry took place in December 2019, specifically intended for ATO and DTO representatives (decision making, psychology and flight planning topics were covered as well as feedbacks from Training managers collected for further reference in this task).

Number: MST.010-005
Headline: Questionnaire to the pilot in command (PIC) involved in an Airprox/near-miss incident
Objective/description: Subjective questionnaire (focused on violations of controlled airspace rules and procedures) with the purpose of finding a root-cause of an incident; analysing possible improvements in airspace harmonisation or aircrew training standardisation, emphasizing such standardisation of instructors and examiners conducting rating revalidations, encouraging analysis of available amendments in airspace characteristics or routes (ANS Division invited as required) and collecting root-causes for preparation of safety bulletins and safety conference presentations.
Parties responsible for implementation: Primary: Assigned group for MST.010, Secondary: CAA ACW, ANS Division (depending on the nature of occurrence).
Actions taken before 2019: None
Due date for completing the task: 31.03.2020
Status of implementation: Open

Actions taken in 2019:
Draft (proposal) of questionnaire presented on workshop 21. 06. 2019; since the feedbacks from the industry regarding the details and scope of such questionnaire various, it is currently being reviewed for possible simplification before continuing.
MST.014 Runway incursions

Number: MST.014
Headline: Runway incursions
Objective/Description: RI should be addressed by the MS on their SSPs. This will include as a minimum agreeing a set of actions and measuring their effectiveness. MS should implement actions suggested by the European Action Plan for the Prevention of Runway Incursions (EAPPRI).
Owner: MS
Activity sector: CAT/GA, HF
Deliverable: SSP established
Overall due date: Continuous

Low level tasks:

Number: MST.014-001
Headline: Verification of runway incursion (RI) risk awareness at stakeholders
Objective/Description: Establishment of a questionnaire to verify if the risk of runway incursion is taken into account in Aircraft operators, Air navigation service providers and Airport operators' SMS Systems and/or operational instructions.
Parties responsible for implementation: Primary: Assigned group for MST.014, Secondary: N/A
Actions taken before 2019: Working group was established, regular meetings, preparation of questionnaire.
Due date for completing the task: 2020
Status of implementation: On-going
Actions taken in 2019:
Questionnaire was prepared. Questionnaires were sent to VFR airports in SI (LJAJ, LJBO, LJBL, LJCL, LJDI, LJMS, LJNM, LJPO, LJP, LJSK, and LJSO). Expecting feedback by end of 2020.

Number: MST.014-002
Headline: Evaluation of RI mitigation action at stakeholders
Objective/Description: Verification of the actions that were taken at Aircraft operators, Air navigation service providers and Airport operators to mitigate the risk of runway incursions by their personnel (training, rising awareness posters and leaflets, briefings, familiarization with hot spots, etc.).
Parties responsible for implementation: Primary: Assigned group for MST.014, Secondary: N/A
Actions taken before 2019: Working group was established, regular meetings, preparation of questionnaire.
Due date for completing the task: 2020
Status of implementation: On-going
Actions taken in 2019:
Waiting on results of questioner MST.014-001.

Number: MST.014-003
Headline: Monitoring of precursors events
Objective/Description: Monitoring of precursors events, which can lead to runway incursion:
- Aerodrome design – hot spots;
- Weather – poor visibility;
- Air Traffic Control (ATC)-crew/driver communication;
- ATC direct contribution;
- entering runway without clearance;
- landing without clearance;
- ignoring safety procedures about movement area;
- flight crew/driver inadequate situation awareness;
- work in progress;
- aerodrome charts and essential information on aerodrome conditions sources;
- crew/driver training.

Parties responsible for implementation: Primary: Assigned group for MST.014, Secondary: CAA Management

Actions taken before 2019: RIs already addressed in the SSP, collecting of occurrence reports
Due date for completing the task: Continuous
Status of implementation: On-going

Actions taken in 2019:
In years 2018/2019 there has been 7 RI events reported, showing decreasing trend of RI events, compared to years 2016/2017.
Based on analysis prevailing reason for RI event is flight crew/driver inadequate situation awareness (4 events). Ignoring safety procedures about movement area is the reason in 2 events and ATC-crew communication in 1 event. There is also decreasing trend in events triggered by General Aviation crews and ground handling vehicles drivers compared with previous years.

Number: MST.014-004
Headline: EAPPRI recommendations implementations continuous oversight
Objective/Description: Supervision of EAPPRI recommendations implementations and rising awareness of runway incursion through continuous oversight at Aircraft operators, Air navigation service providers and Airport operators. Additional (regulatory or promotion) actions will be taken if necessary.

Parties responsible for implementation: Primary: CAA OPS, ANS and ADR Divisions, Secondary: Assigned group for MST.014
Actions taken before 2019: None
Due date for completing the task: Continuous
Status of implementation: Open

Actions taken in 2019:
Actions that were planned mostly focus on General Aviation crews and GA airports. Due to decreasing number of events, we did not perform additional awareness actions. We will continue to monitor the situation.
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.
Owner: MS
Activity sector: CAT/HE, HF
Deliverable: SSP established
Overall due date: Continuous

Low level tasks:

Number: MST.018-001
Headline: Risk based oversight of ground operations
Objective/description: Reducing risks related to ground safety. The CAA will review ground-based events (ramp and taxiway) and monitor the implementation of mitigating measures through oversight and strive for raising safety awareness among the operator's staff.
Parties responsible for implementation: Primary: CAA ADR Division, Secondary: Assigned group for MST.018
Actions taken before 2019: Policies and procedures implemented through CMSMSM, specific area manuals and procedures
Due date for completing the task: Continuous
Status of implementation: On-going

Actions taken in 2019:
The CAA reviewed the ground safety events and found the following: A total of 18 events (classified as ADRM and RAMP – excluded DG events; location Slovenia) was received by CAA in 2019. Despite an increase in aircraft movements of 3 percent (in total) in 2019 compared to 2018 the number of events dropped by a third (28 – 2018; 18 – 2019). Assigned group for MST.018 sub classified the events into four groups, namely FOD – 7 events, 2 – fuel related events, 7 – airport services related events, 2 – other. When comparing reported events with year 2018 CAA found out that there was a significant decrease in FOD – related events (20 – 2018; 7 – 2019) and an increase in events related to airport services (4 – 2018; 7 – 2019). The CAA has conducted one inquiry in response to the 2019 ADRM and RAMP reports, with no irregularities identified. Assigned group for MST.018 is proposing that the CAA continue to monitor ground safety activities especially at Ljubljana JP Airport (where most of the reports are recorded) in order to improve ground safety.
MST.029 Implementation of SESAR runway safety solutions

Number: MST.029
Headline: Implementation of SESAR runway safety solutions
Objective/Description: MSs should evaluate together with the ADR operators and ANSPs the needs for implementing the related SESAR solutions such as those related to ground situational awareness, airport safety net vehicles and enhanced airport safety nets.
These SESAR solutions designed to improve runway safety should be implemented as far as it is feasible.
See SESAR Solutions Catalogue:
This EPAS action is aligned with the ATM MP's (Level 3 Ed 2018) action ATC02.9 Enhanced short term conflict alert (STCA) in terminal manœuvring areas (TMAs).
Owner: ADR operators/ANSPs/MS
Activity sector: CAT/GA, HF
Deliverable: SPAS
Overall due date: 2020

Low level tasks:

Number: MST.029-001
Headline: Data collection.
Objective/description: Collection of data on the time and number of operations in the low visibility. Review of the RI occurrence reports.
Parties responsible for implementation: Primary: Assigned group for MST.029, Secondary: N/A
Actions taken before 2019: None
Due date for completing the task: 30.9.2019
Status of implementation: Open
Actions taken in 2019:
CAA collected and reviewed data on the time and number of operations in the low visibility and RI occurrence reports for 2019.

Number: MST.029-002
Headline: Choice of appropriate SESAR runway safety solutions for implementation (if applicable)
Objective/description: Based on the data obtained, the complexity of the airport and systems already installed, select the appropriate SESAR runway safety solutions for implementation in collaboration with ADR and ANSP. Additional low level tasks will be developed if collected data will show the need for implementation one of the SESAR runway safety solutions.
Parties responsible for implementation: Primary: Assigned group for MST.029, Secondary: N/A
Actions taken before 2019: None
Due date for completing the task: 31.12.2019
Status of implementation: Open
Actions taken in 2019:
In collaboration with ADR and ANSP after analysis of collected data, complexity of the airport and systems already installed no SESAR solution has been selected. The ANSP has a plan to install the ground movement radar by 2024.
MST.024 Loss of separation between civil and military aircraft

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

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

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

Owner: MS, EASA FS.4
Activity sector: CAT
Deliverable: Report
Overall due date: 2020

Low level tasks:

Number: MST.024-001
Headline: Endorse and fully apply Circular 330
Objective/description: ICAO Circular 330 requirements overview and comparison to the actual state of affairs (gap analysis). Analysing ICAO Circular 330 requirements with subject EU regulations and current situation in the Republic of Slovenia
Parties responsible for implementation: Primary: Assigned group for SIT.001, Secondary: N/A
Actions taken before 2019: None
Due date for completing the task: 2020
Status of implementation: Open
Actions taken in 2019:
Gap analysis between ICAO Circular 330 requirements and the EU regulations showed that every requirements of Circular 330 are covered by EU or national regulations.

Number: MST.024-002
Headline: Operational requirements and instructions for state aircraft
Objective/description: Closely coordinate to develop, harmonise and publish operational requirements and instructions for state aircraft to ensure that 'due regard' for civil aircraft is always maintained
Parties responsible for implementation: Primary: Ministry of Defence, Secondary: Military Aviation Authority, ANSP
Actions taken before 2019: None
Due date for completing the task: 2020
Status of implementation: Open
Actions taken in 2019:
Draft of OAT regulation is in the Ministry procedure.
Number: MST.024-003
Headline: Develop and harmonise civil/military coordination procedures for ATM at EU level
Objective/description: Development of civil/military procedures regarding separation of civil and military aircraft in airspace controlled by civil air navigation service provider
Parties responsible for implementation: Primary: EU, Secondary: Ministry of Infrastructure, Ministry of Defence
Actions taken before 2019: None
Due date for completing the task: Not set by EASA
Status of implementation: Open
Actions taken in 2019:
Draft of OAT regulation is in the Ministry procedure.

Number: MST.024-004
Headline: Report relevant occurrences to EASA
Objective/description: CAA shall perform regular exchange of safety information and analysis through participation in EASA Network of Analysts (NoA) and regular sharing of analysis information through European Coordination Centre for Accident and Incident Reporting Systems (ECCAIRS) – European Central Repository (ECR).
Parties responsible for implementation: Primary: CAA, Management, Secondary: Assigned group for SIT.001
Actions taken before 2019: CMSMSM contains procedure for sharing relevant information
Due date for completing the task: Continuous
Status of implementation: On-going
Actions taken in 2019:
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.

Number: MST.024-005
Headline: Facilitate/make primary surveillance radar data available in military units to civil ATC units
Objective/description: The military owns and operates two primary radar systems (Ljubljanski vrh and Ledinekov Kogel). Data from the military radar systems do not comply with the requirements of EU Regulation No 1207/2011. The civil air traffic service (ATS) provider (KZPS) do not use this data for operational purposes (but only for analytical purposes). On the other side, the military is using radar data from a civil ATS provider who has two primary radars.
Parties responsible for implementation: Primary: N/A Secondary: N/A
Actions taken before 2019: N/A
Due date for completing the task: N/A
Status of implementation: Closed
Actions taken in 2019:
No actions taken because the task is closed.
MST.030 Implementation of SESAR solutions aiming to reduce the risk of mid-air collision en-route and TMA

Number: MST.030
Headline: Implementation of SESAR solutions aiming to reduce the risk of mid-air collision en-route and TMA
Objective/Description: MS should evaluate together with ANSPs delegated to provide services in their airspace the needs for implementing SESAR solutions such as those related to enhanced Short Term Conflict Alerts (STCA)/enhanced safety nets32. These SESAR solutions designed to improve safety should be implemented as far as it is feasible.
See SESAR Solutions Catalogue:
Owner: ANSPs/MS
Activity sector: CAT/GA, HF
Deliverable: SPAS established
Overall due date: 2020

Low level tasks:

Number MST.030-001
Headline: Evaluation of needs for implementing SESAR solutions such as those related to enhanced Short Term Conflict Alerts (STCA)/enhanced safety nets32.
Objective/Description: MS and ANSPs evaluate the needs for implementing SESAR solutions such as those related to enhanced Short Term Conflict Alerts (STCA)/enhanced safety nets32. These SESAR solutions designed to improve safety should be implemented as far as it is feasible.
Parties responsible for implementation: Primary: CAA ANS Division and ANSP, Secondary: N/A
Actions taken before 2019: None
Due date for completing the task: 1.5.2020
Status of implementation: Open
Actions taken in 2019:
Coordination between CAA and Slovenia Control was provided to evaluate the needs for implementing enhanced Short Term Conflict Alerts (STCA) / enhanced safety nets32. Implementation of new enhanced safety net is planned in 2020.
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 accident involving Slovenian commercial aircraft, or an aircraft flying in Slovenian airspace.
Owner: MS
Activity sector: CAT
Deliverable: Effective mitigation measures to reduce the risk of bird strikes, which may cause significant damage to an aircraft structure or flight controls, and aircraft engines. Especially jet-engines are vulnerable to the loss of thrust which can follow the ingestion of birds into engine air intakes which may lead to an accident.
Overall due date: Continuous

Low level tasks:

Number: SIT.001-001
Headline: Risk-and performance-based oversight
Objective/description: Continuous oversight and evaluating bird strike control programme, reporting procedures, safety performance measuring, stuff training, infrastructure and habitat managing on jet-serving aerodromes.
Parties responsible for implementation: Primary: CAA ADR Division, Secondary: Assigned group for SIT.001
Actions taken before 2019: Continuous and performance based observations by ADR Division inspectors.
Due date for completing the task: Continuous
Status of implementation: On-going
Actions taken in 2019:
Continuous oversight at aerodromes, according to CAA ADR Division plan. In year 2019, we carried out oversight over wild life management program on three major aerodromes. There were no serious deviations found in procedures, operations or equipment. There are wild life incident reports recorded only on LJLJ. That's why we conduct thorough oversight at LJLJ in June 2019, over wild life management program and procedures. The LJLJ operator noticed increase in rodent population on grassy surfaces in the airside of aerodrome. According to LJLJ operator experiences, it is a natural cyclical event recurred every couple of years. Rodents are attraction for birds of prey, which represents majority of bird species involved in incidents on LJLJ aerodrome.

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, LJLZ, LJCE). Regulation should address ADR operator’s roles and responsibilities around means and procedures to minimize the risk of bird strikes, taking into account international standards and recommended practises: ICAO Airport Service Manual P3 – Wildlife Control and Reduction and International Bird strike Committee Recommended Practises – Standards for Aerodrome Bird Control.
Parties responsible for implementation: Primary: Ministry of infrastructure/CAA ADR Division, Secondary: Assigned group for SIT.001
Actions taken before 2019: None
Due date for completing the task: 2022
Status of implementation: Open
Actions taken in 2019:
Members of SIT.001 Assigned group prepared draft version of Aerodrome Wildlife strike hazard reduction service rules. Draft shall be forwarded to MoI.

Number: SIT.001-003
Headline: Bird Habitat and Land-use Management
Objective/description: Establishing national regulation regarding Land use management and Wildlife management in vicinity of airports. Land use around airports can influence bird hazard to aircraft. Objective is to implement ICAO Land-use guidelines for the avoidance of bird hazards. Another objective is quick response to reduce the presence of birds in flight paths with habitat management or dispersal and removal of hazardous wildlife if necessary stated by safety performance indicators.
Parties responsible for implementation: Primary: Ministry of infrastructure/CAA ADR Division, Secondary: Assigned group for SIT.001
Actions taken before 2019: None
Due date for completing the task: 2025
Status of implementation: Open
Actions taken in 2019:
No actions taken yet, due to the fact that the task shall be completed in 2025.
SIT.002 Transportation of Dangerous Goods

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

Low level tasks:

Number: SIT.002-001
Headline: Amend the national Aviation Act in the area of dangerous goods
Objective/description: Ensure effective coordination between CAA and Ministry to clarify existing rules
Parties responsible for implementation: Primary: Ministry of Infrastructure, Aviation Division, Secondary: CAA OPS/FCL and ADR Division
Actions taken before 2019: Working group for Aviation Act amendment was established by minister. CAA have issued proposal to the working group on approach to new national regulation.
Due date for completing the task: December 2021
Status of implementation: On-going
Actions taken in 2019:
MoI included CAA proposal into a draft of new national Aviation Act which is now under consultation with interested public.

Number: SIT.002-002
Headline: Review and approval of Designated Postal Operator (DPO), Post of Slovenia for transport of dangerous goods
Objective/description: Ensure effective implementation of ICAO Annex 18 with a view to controlling the introduction the dangerous goods into air transport through Post of Slovenia. Ensure that procedures are in place how to control the introduction of dangerous goods in the air mail and how staff of designated postal operator Post of Slovenia must be trained.
Parties responsible for implementation: Primary: CAA OPS/FCL Division, Secondary: Assigned group for SIT.002
Actions taken before 2019: Training Programme was approved by Ministry of Infrastructure
Due date for completing the task: 2020
Status of implementation: On-going
Actions taken in 2019:
In January 2019 Posta Slovenia (PS) made an application for an approval for accepting mail containing dangerous goods and provide manual of procedures. In February 2019 CAA examined the manual.
PS was later requested for issuing/amending some procedures. There were some meetings between PS and CAA to resolve some issues, specifically legislation issues (May 2019).
In October 2019 an approval process for subcontractor Miriam Logistika who train PS staff were finally completed and decree was issued. CAA defined procedure and approach to review and approve PS. In December 2019 the first phase of oversight was conducted. We plan the second phase of oversight in April 2020, if PS will be ready.

Number: SIT.002-003
Headline: Passengers public awareness programme
Objective/description: Establish a process to determine passengers’ public awareness programme. Air operators, their handling agents, travel agents involved in the air transport of passengers are obligated that passengers are warned as to the types of dangerous goods they are prohibited or restricted from transporting aboard an aircraft. In addition, CAA encourage the stakeholders to raise the level of public awareness of the risk of dangerous goods in air transport. Different location/distribution techniques and different material may be used for a passenger public awareness program, like posters, brochures, display cabinet, mouse pad, key changes, folding business card, dangerous goods website. There are also more location /distribution techniques like passengers acceptance area, gate lounges, security screening area, exhibits.
Parties responsible for implementation: Primary: Assigned group for SIT.002, Secondary: CAA Management
Actions taken before 2019: None
Due date for completing the task: 31.12.2021
Status of implementation: Open

Actions taken in 2019:
Regardless of whether an authorization or an prohibition exists on its Operations Specifications Certificate holder who operates under Regulation (EC) No. 965/2012, a manual and dangerous goods training program are required to accept, handle, and transport dangerous goods on its aircraft.

Supplement to the Technical Instructions (TI) in Chapter 1 Part S -8 provides information on the safe transport of dangerous goods by air, Guidance for the development of a passenger public awareness program (PAP).

At the time being we adjust Passenger public awareness program (PAP) only at a minimum requirement of the Technical instructions (TI), Part 7 as follows:
- air operators upon issuance of tickets inserts warning about safely transporting dangerous goods by air;
- air operators install a posters at passengers acceptance and at security screening areas.
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
Activity sector: CAT, GA
Deliverable: Establishing effective mitigation measures to reduce the risks of SCF-NP incidents.
Overall due date: Continuous

Low level tasks:

Number: SIT.003-001
Headline: Analysis of previous reports for last three years
Objective/description: Perform analysis of previous reports and find any pattern showing critical area(s). If any pattern found, corrective actions will be discussed in AIR Division. Air Division will discuss corrective actions and mitigate problematic areas.
Parties responsible for implementation: Primary: Assigned group for SIT.003, Secondary: CAA AIR Division
Actions taken before 2019: Promotion of occurrence reporting at annual AIR safety meetings with industry. Annual AIR safety meetings with industry also promote standards and compliance with regulations.
Parties responsible for implementation: Primary: Assigned group for MST.004, Secondary: N/A
Due date for completing the task: 31.01.2020 (analysis), 31.03.2020 (corrective actions and mitigation measures)
Status of implementation: Open
Actions taken in 2019:
A general review of SCF-NP data is showing a decline in number of events being reported over the years from 2016 to 2019. In current year 2020 it is expected to decline even more, due to the fact that major Slovenian airline is not operating anymore. Occurrences analysed by ATA Chapters through the years clearly show that the leading one is where ATA Chapter could not be determined due to insufficient data. And it is also showing that above alert level are Landing Gear, Flight Controls and Navigation, where again the cause could not be defined due to lack of information. Analyse of classifications by aircraft type and event type is showing a great inconsistency in defining aircraft types, which are once classified under manufacturer name, once by commercial type name, other times as manufacturer model name. Overall there is insufficient information and detail in reports to identify underlying causes of occurrences. It is recommended that a more detailed reporting is suggested to operators. The reports should include aircraft type, ATA Chapter, detailed description of failure and MEL code. Combining this with a standardised data analysis would create a much more robust and reliable data set as well as significantly facilitating future data interrogation and trend analysis. This will benefit not only the CAA but also the individual airlines contributing to the data set.
2.2.2 Rotorcraft operations

This area includes four types of operations:

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

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

In other CAT helicopter operations, there were 1 fatal accident, 4 non-fatal accidents and 6 serious incidents in 2017, leading to 6 fatalities and 3 serious injuries. The fatal accident involved a collision with mountains during helicopter emergency medical services (HEMS) operations.

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

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

The EU SRM process has identified opportunities to improve risk controls in the following areas so that accident numbers will not increase. Through the Offshore Helicopter CAG, there has been specific work in this area of helicopter operations that has identified both some additional work to existing actions as well as a small number of specific actions within this domain.
MST.015 Helicopter safety events

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

Low level tasks:

Number: MST.015-001
Headline: Presentation of the helicopter issues at the CAA Safety Conference with aim to inform and educate the relevant entities.
Objective/description: Presentation on - safety events and other relevant issues, identification of SPIs for helicopter operators, importance of Safety Boards and Safety Action Groups as per operator’s complexity and presentation of European statistics of occurrences involving rotorcraft.
Parties responsible for implementation: Primary: Assigned group for MST.015, Secondary: CAA OPS Division
Actions taken before 2019: Collecting relevant information
Due date for completing: Continuous (annually or every two years)
Status of implementation: On-going
Actions taken in 2019:
CAA Aviation Safety Conference was held in May 2019. CAA presented helicopter SPIs and overview of the helicopter operations part of the EASA Annual Safety Review 2018. Risks were presented according to the European events in 2018 as the non-state area of helicopter aviation in Slovenia is not very developed. Therefore, there were not enough domestic events to produce any kind of representative analysis.

Number: MST.015-002
Headline: Formulation of helicopter safety event leaflet
Objective/description: Preparation of a leaflet to be distributed on CAA webpage and during CAA Safety Conference. The EHEST, IHST, CA, Heli Offshore or other sources of safety promotion materials will be used as appropriate.
Parties responsible for implementation: Primary: Assigned group for MST.015, Secondary: N/A
Actions taken before 2019: None
Due date for completing: 30.05.2019
Status of implementation: Open
Actions taken in 2019:
Because of lack of domestic events in the area of helicopter aviation, no leaflets were produced, the conference attendees were instead encouraged to read up the EASA ASR and EPAS publications.

Number: MST.015-003
Headline: SPIs for helicopter operators
Objective/description: Evaluation of the SPIs of the helicopter AOC holders in terms of their suitability.
Parties responsible for implementation: Primary: CAA OPS Division in cooperation with CAA Management, Secondary: Assigned group for MST.015
Actions taken before 2019: None
Due date for completing: 2020
Status of implementation: Open
Actions taken in 2019:
No actions taken yet, due to the fact that the task shall be completed in 2020.
MST.031 Implementation of SESAR solutions aiming to facilitate safe IFR operations

Number: MST.031
Headline: Implementation of SESAR solutions aiming to facilitate safe instrument flight rules (IFR) operations
Objective/Description: MSs together with their ANSPs and their flight procedures designers (if different from ANSPs) should evaluate the possibility to establish a network of low level IFR routes in their airspace to facilitate safe helicopter operations. These SESAR solutions designed to improve safety should be implemented as far as it is feasible.
See SESAR Solutions Catalogue:
This EPAS action is aligned with the ATM MP's (Level 3 Ed 2018) action NAV12 Low level IFR Routes for Rotorkraft.
Owner: ANSPs/flight procedures designers/MS
Activity sector: HE
Deliverable: IFR routes/report
Overall due date: 2025

Low level tasks:

Number: MST.031-001
Headline: Assessment of requirements for establishing IFR procedures for rotorcraft
Objective/Description: Assessment of needs for implementation of IFR procedures for specific Airport/Heliport or portion of airspace, specifically designed for rotorcraft and implementation of such procedures, if proved necessary (see MST.031-002).
Parties responsible for implementation: Primary: Assigned group for MST.031, Secondary: ANSP, Airport/Heliport operators
Actions taken before 2019: None
Due date for completing the task: 31.12.2020
Status of implementation: Open
Actions taken in 2019:
We detected only standard IFR procedures in Slovenian airspace. There is no need for implementation of IFR procedures specifically designed for helicopters at the time. The helicopter operators have problems with PBN training and checking in Slovenian airspace. Feedback was collected from the industry (helicopter operators and ATO) representatives. There are two appropriate helicopters for PBN in Slovenia (police helicopters). The main goal in the near future is to establish PBN approach procedures in Slovenian airspace and airports. Next step will be IFR procedures specifically designed for helicopters. Discussion of specifics of IFR procedures in Slovenian airspace took place in cooperation with ANS, OPS and FCL sector. In regard to implementation of Commission Implementing Regulation (EU) 2018/1048 of 18 July 2018 laying down airspace usage requirements and operating procedures concerning performance-based navigation, Slovenia Control Ltd, has started the implementation of RNP approach procedures at Portorož airport. The new procedures will be implemented until end of 2020.

Number: MST.031-002
Headline: Implementation of IFR procedures
Objective/Description: Implementation of IFR procedures for specific Airport/Heliport or portion of airspace, specifically designed for rotorcraft, if applicable Parties responsible for implementation: Primary: Assigned group for MST.031, Secondary: ANSP, Airport/Heliport operators
Actions taken before 2019: None
Due date for completing the task: 2025
Status of implementation: Open
Actions taken in 2019:
No actions taken yet, due to the fact that the task shall be completed in 2025. We will continue to monitor the situation.
2.2.3 General aviation: Non-commercial operations

This section covers General Aviation (GA) non-commercial operations involving aeroplanes of mass groups below 5 700 kg registered in an EASA MS. Addressing safety risks in GA in a proportionate and effective manner is a strategic priority.

In the last years, accidents involving recreational aeroplanes have led to an average of nearly 80 fatalities per year in Europe (excluding fatal accidents involving microlight airplanes), which makes it one of the sectors of aviation with the highest yearly number of fatalities. Furthermore, in 2017, there were 34 accidents causing 62 fatalities in non-commercial operations with aeroplanes and 25 fatal accidents causing 27 fatalities in the domain of sailplane operations. These two areas present the highest numbers of fatal accidents in 2017. The GA roadmap is key to the EASA strategy in this domain.

Although it is difficult to measure precisely the evolution of safety performance in GA due to lack of consolidated exposure data (e.g. accumulated flight hours), it is reasonable to assume that step changes in the existing safety level are not being achieved at European level, despite all initiatives and efforts.
MST.016 Airspace infringement risk in General Aviation

Number: MST.016
Headline: Airspace infringement risk in General Aviation
Objective/Description: National authorities should play the leading role in establishing and promoting local implementation priorities and actions.
Owner: MS
Activity sector: GA, HF
Deliverable: Report
Overall due date: Continuous

Low level tasks:

Number: MST.016-001
Headline: Safety promotion and raising of awareness of Airspace Infringement Risk in GA
Objective/description: Safety bulletin, advisory circular, promotional material, published online for CAA website users – focused to drone users and GA pilots (non-commercial air operations with other-than-complex motor-powered aircraft (NCO) operators) and delivered to the flight training organisations (national, declared training organisation (DTO) and ATO), flight association, aero-clubs, non-commercial air operations with complex motor-powered aircraft (NCC) holders, examiners, safety managers of AOC holders (as applicable).
Parties responsible for implementation: Primary: Assigned group for MST.016, Secondary: CAA OPS/ACW Division
Actions taken before 2019: Safety promotional materials for visual flight rules (VFR) flying in controlled airspace, Safety campaign for drone operators.
Due date for completing the task: Continuous
Status of implementation: On-going

Actions taken in 2019:
Examiner standardisation meeting took place on 15.11.2019. Two ATO/DTO workshops were organised in 2019 – the covered topic was: Decision making process in VFR flying in reference to the unintentional flight to IMC, in relation to other errors, violations, infringements – in cooperation with flight instructor, psychologist and aviation medical examiner.

Number: MST.016-002
Headline: Awareness as part of oversight scope
Objective/description: Presenting safety bulletins and circulars during planned oversight activities, verifying personnel training efficiency on flight safety related items, occurrence reporting system and just-culture principles in aero clubs and training organisations.
Parties responsible for implementation: Primary: Assigned group for MST.016, Secondary: CAA OPS/ACW Division during oversight and sampling of flights in ATO/DTO.
Actions taken before 2019: Sampling of flights in progress as part of oversight activities, safety related topics, circulars or promotional leaflets addressed in audit debriefings.
Due date for completing the task: Continuous
Status of implementation: On-going

Actions taken in 2019:
Accountable manager awareness (based on interview and debriefing during oversight in ATO and DTO) is incorporated in the interview process. Extended interview flow questions were added, in the first stage, initially focuses on DTOs.

Number: MST.016-003
Headline: Sampling of training flights and operations
Objective/description: Verifying awareness in practice, outside of the scope of post-holders and safety manuals, by sampling student’s and instructor’s awareness, pointing out the potential issues and airspace hot-spots on safety conferences or annual head of training (HT) meetings,
flight instructor (FI) refresher courses or examiner’s standardisations. Sampling the usage of standard phraseology and procedures on uncontrolled airfields.

Parties responsible for implementation: Primary: Assigned group for MST.016, Secondary: CAA ACW Division

Actions taken before 2019: Sampling of flights and annual ATO meetings in progress, addressing human factors, airmanship, occurrence reporting culture and common occurrences in the airspace (in cooperation with ANS Division).

Due date for completing the task: Continuous

Status of implementation: On-going

Actions taken in 2019:
Samplings of training flights were performed in accordance to the yearly plan – in ATOs and DTOs in different stages of training, as well as listening to briefings/debriefings. By assessing different parts of training, a pattern or trend is visible, showing weak and strong areas in the training phase for further recommendations.

Number: MST.016-004

Headline: Checking and evaluation of examiners

Objective/description: Examiner’s standardisation (CAA seminar), unannounced evaluation of random skill test and proficiency check flights for awareness on actual flight safety topics and standards.

Parties responsible for implementation: Primary: Assigned group for MST.016, Secondary: CAA ACW Division

Actions taken before 2019: Examiner’s inspections being part of inspection’s programme, examiner’s evaluation criteria and senior examiners defined by regions.

Due date for completing the task: Continuous

Status of implementation: On-going

Actions taken in 2019:
Examiner standardisation meeting took place on 15.11.2019. This year’s topic also covered initial exams – for LAPL and PPL – taking into consideration the importance of oral checks, verifying the candidate’s understanding and mental picture of the airspaces, rules, positions, as well as verifying reactions in unplanned events and re-routings in flight, which may be a contributing factor to potential infringements.

Number: MST.016-005

Headline: Questionnaire to the PIC involved in an NAV (airspace infringement) incident

Objective/description: Subjective questionnaire (focused on violations of controlled airspace rules and procedures) with the purpose of finding a root-cause of an incident; analysing possible improvements of flight instructor’s standardisation system in flight training organisations, emphasizing standardisation of instructors and examiners conducting rating revalidations, encouraging analysis of available amendments in airspace characteristics or routes (ANS Division invited as required).

Parties responsible for implementation: Primary: Assigned group for MST.016, Secondary: CAA ACW, ANS Division (depending on the nature of occurrence).

Actions taken before 2019: None

Due date for completing the task: 31.03.2020

Status of implementation: Open

Actions taken in 2019:
Draft (proposal) of questionnaire presented on workshop in 21.06.2019; since the feedbacks from the industry were mixed regarding the details and scope of such questionnaire, it is currently being reviewed for possible simplification before continuing.

Number: MST.016-006

Headline: Regular meetings with HTs

Objective/description: Contributions to conferences with heads of training, by safety promotion topics, news related to safety management requirements, presenting highlights or
amendments of learning objectives, based on experience from oversight of the training organisations, regulation and just-culture principles highlights, addressing human factors in aviation, leading to risk of airspace infringements in GA. Also the topic of LOC-I should be covered.

Parties responsible for implementation: Primary: Assigned group for MST.016, Secondary: CAA ACW Division in co-operation with external members from industry (ANS representative, aviation medical examiner, psychologist, etc.)

Actions taken before 2019: Annual HT meeting of all ATOs and DTOs

Due date for completing the task: Continuous

Status of implementation: On-going

Actions taken in 2019:

Workshop with the industry took place in 13.12.2019, specifically intended for ATO and DTO representatives (decision making, psychology and flight planning topics were covered as well as feedbacks from Training managers collected for further reference in this task).

Number: MST.016-007

Headline: Promoting the cooperation between ANS, association, clubs, GA pilots, the military

Objective/description: Promotion of establishing a bridge between ANS, aero-clubs, the military, national training organisations (involving GA pilots, parachutists and glider association, ultralight national flight schools, ATOs, DTOs, etc.) by encouraging suggestions between airspace users and ANS in both ways for improvements for user-friendly AIP/Notice to Airmen (NOTAM) system and lower airspace harmonisation. Incorporating topics Safety managers of AOC holders, ATO/DTO HTs, examiners and flight instructors via refresher courses, organised by ATOs. Distribution of ANS promotional material is facilitated on airspace hot-spots; issues, transponder usage in correlation to occurrences and conflicts within GA, including drones (in co-operation with ANS).

Parties responsible for implementation: Primary: Assigned group for MST.016, Secondary: ANSP representative, operators, clubs, the military.

Actions taken before 2019: Annual meetings with training organisations, workshops for GA users organised by ANS Division.

Due date for completing the task: Continuous

Status of implementation: On-going

Actions taken in 2019:

The topic was initially introduced on the CAA Aviation Safety Conference in Kranjska Gora on 10.05.2019 and on DTO/ATO workshop on 21.06.2019, together with ANS representative.

Number: MST.016-008

Headline: Distribution of information to airspace users

Objective/description: MST group collects information of relevant occurrence reports from CAA Safety Board that were caused by reduced separation and from ANSP information of areas where occurrences or conflicts are remotely possible, occasional or frequent. At meetings or workshops for airspace users, CAA in cooperation with ANSP presents analysis of effectiveness of mandatory transponder usage areas, ATS instructions, NOTAM violations, presentation of incidents in controlled or uncontrolled airspace; presentations of amendments of most recent VFR navigation charts, as well as maintaining their availability for the GA airspace users.

Parties responsible for implementation: Primary: Assigned group for MST.016, Secondary: N/A.

Actions taken before 2019: Several workshops for e-ARO (Authority Requirements for Air Operations), e-AIP and NOTAM systems, workshop on airspace changes and updates organised by ATS.

Due date for completing the task: Continuous

Status of implementation: On-going

Actions taken in 2019:

Statistics overview performed for the past year, presented at the FCL workshop and at the CAA Aviation Safety Conference. The presented results indicated, that GA infringement were VFR sport-flying related. Identified were three “hot-spots”, where a common reason for specific
types of occurrences involving VFR GA traffic were lack of awareness and decrease in proficiency, linked to leisure activities in cross country flying. They may be correlated to the pilots, having overall low count of recent experiences between rating revalidations, maintaining their SEP rating revalidated mostly within the required formal minimums. In addition lack of usage of (non)-standard phraseology was identified as a contributing factor, related to those pilots flying mostly from uncontrolled airspaces. It was concluded that the activities related to safety conferences and workshops will bring additional results and required specific information, together with evolving just-culture, which is a continuous process.
MST.025 Improvement of the dissemination of safety messages

Number: MST.025
Headline: Improvement of the dissemination of safety messages
Objective/Description: Improve the dissemination of safety promotion and training material by authorities, associations, flying clubs, insurance companies targeting flight instructors and/or pilots through means such as safety workshops and safety days/evenings.
Owner: Safety Promotion Network (SPN)
Activity sector: GA
Deliverable: Safety workshops and safety days/evenings
Overall due date: Continuous

Low level tasks:

Number: MST.025-001
Headline: Systematic establishment of CAA safety promotion
Objective/description: CAA shall establish and maintain safety promotion tasks in its core / high level documents. In addition to that CAA shall ensure proper resources to safety promotion tasks. Safety promotion is to be dispersed in all domains of organisation, including standardisation of documents layout delivered to stakeholders, and granting easy access to obtain them via various means.
Parties responsible for implementation: Primary: CAA Management in cooperation with all CAA Divisions, Secondary: Assigned group for MST.025
Actions taken before 2019: None
Due date for completing the task: 2020
Status of implementation: Open
Actions taken in 2019:
No actions taken yet, due to the fact that the task shall be completed in 2020. In next period we will consider revision of CMSMSM, Chapter 8 – Safety Culture and Safety Promotion or prepare a separate document which will cover the topic.

Number: MST.025-002
Headline: Workshops, meetings and conferences
Objective/description: Establishment of yearly plan for organising various means of dissemination of safety sense information and latest regulatory changes (or revision of requirements), including at least workshops, meetings and conferences. These means facilitate face-to-face communication and support explanation of various requirements on simplified way. Topics are chosen on basis of actuality, CAA’s safety analysis, regulatory change, whatever is deemed to be relevant to GA pilots. Meetings are to be organised and planned on yearly basis (see also MST.025-001) and included in yearly plan of CAA’s activity.
Parties responsible for implementation: Primary: CAA Management in cooperation with all CAA Divisions, Secondary: Assigned group for MST.025
Actions taken before 2019: Biannual seminars with HTs of ATO/DTO, AIR workshops, drones workshops...
Yearly plan of CAA of workshops, meetings and conferences established for 2019
Due date for completing the task: Continuous
Status of implementation: On-going
Actions taken in 2019:
Seminars with stakeholders:
- ATOs/DTOs were organized (21.06.2019 and on 13.12.2019)
- RPAS/UAV meeting on 28.11.2019 (presentation of new RPAS regulation)

Standardisation meetings:
- Flight examiners on three occasions (01.03.2019, 09.04.2019 and 15.11.2019)
- Aero-medical examiners on two occasions (11.04.2019 and 22.10.2019)

Conferences with stakeholders:
- CAA Aviation Safety Conference was conducted on 09. and 10.05.2019.
- Airworthiness Seminar on 06.12.2019

Number: MST.025-003
Headline: Safety sense leaflets and bulletins
Objective/description: Safety sense leaflets and bulletins instrument for both, proactive and reactive actions, in order to increase awareness of specific items to be addressed due to identified safety concerns (for example, pre-flight preparation, entry into and flying in controlled airspace etc.). Safety concerns are usually identified through continuous oversight, repetitive occurrence reports, EPAS, GASP. Safety information shall be published in easy to use form (understand) and in concise way, promoting best practices in aviation.
Parties responsible for implementation: Primary: All CAA Divisions, Secondary: Assigned group for MST.025
Actions taken before 2019: Leaflets: Flying in controlled airspace, Occurrence reporting for general aviation pilots, Pre-flight preparation checklists, UL bulletin...
Due date for completing the task: Continuous
Status of implementation: On-going

Actions taken in 2019:
In year 2019 following bulletins were published on CAAs website and disseminated to stakeholders:
The purpose of the leaflet is to present to the population the importance of using appropriate equipment, which is especially important in the specific circumstances of saving lives.

Video material with safety aspect was published on website:
- Landing in aero tow - https://www.caa.si/pristanek-v-aeroglupregi.html

Number: MST.025-004
Headline: E-news subscription and rich site syndication (RSS)
Objective/description: CAA shall establish "Subscriptions to news" on its website. Stakeholders will be invited to subscribe to various domains as "point of interests". Information regarding any news, safety sense information, regulatory change etc. will be easily disseminated through this tool. Subscription to news will establish communication network and enable CAA to reach every stakeholder (or subscriber).
Parties responsible for implementation: Primary: CAA SSD Division, Secondary: Assigned group for MST.025
Actions taken before 2019: None
Due date for completing the task: 2020
Status of implementation: Open

Actions taken in 2019:
RSS or Subscription to news is being in the development phase. The IT platform will be MailChimp.

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

Parties responsible for implementation: Primary: All CAA Divisions, Secondary: Assigned group for MST.025

Actions taken before 2019: None
Due date for completing the task: 2020
Status of implementation: Open

**Actions taken in 2019:**
No actions taken yet, due to the fact that the task shall be completed 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.

Parties responsible for implementation: Primary: All CAA Divisions, Secondary: Assigned group for MST.025

**Actions taken before 2019:** Feedback questionnaire for meetings, workshops.
**Due date for completing the task:** Continuous
**Status of implementation:** On-going

**Actions taken in 2019:**
On meetings with ATO/DTO on every occasion there is questionnaire dispersed to stakeholders in order to get a feedback and to improve future events.

CAA also published on-line questionnaire (customer satisfaction survey) to get a feedback quality of CAA services.

For users of the CAA, in 2019, we improved the survey from 2017. The survey therefore consists of two substantive parts, namely the operation of the agency and a renewed website. The survey was anonymous, for completing it was available electronically on the CAA website and in physical form at the CAA headquarters.

In 2019 9 participants answered only questions regarding the operation of the agency, 10 participants answered only questions regarding CAA website, and 39 participants provided answered to all questions. 51 respondents responded to demographic questions: 12% of female and 88% of male, the majority (55%) were aged between 41 and 55 years and the majority (65%) with completed university or higher education.

With the highest average score (M = 3.8; SD = 1.42), all respondents assessed the courtesy and kindness of the employee (in 2018: M = 4.65; SD = 1.19).

With the highest average score (M = 3.6; SD = 1.10), all respondents assessed the arrangement of the premises together, followed by the availability of information (M = 3.50; SD = 1.30) (in 2018: M = 4.15; SD = 1.29; and M = 3.95; SD = 0.94)

The question about applications published was answered by 46 respondents and 85% of them think that the applications/forms they fulfill are understandable.

Web pages seem transparent to 74% of the respondents.

79% of the respondents answered positively to the question whether the right information is found on the website.

In order to raise awareness of the general aviation public and promote aviation safety, the CAA organized the 1st CAA Aviation Safety Conference in Kranjska Gora on May 9 and 10, with the following topics:

- management of aviation safety at state level
- new challenges in aviation;
- airports safety;
- helicopter operations;
- Slovenian Plan for Aviation Safety – Selected Content;
- handling of safety events and SAR.
The conference participants were approx. 100. After the conference, the CAA prepared an online survey, which was answered by 55 participants. All respondents answered that they would attend such conferences again. Below we present some of the survey results.
MST.027 Development of Just culture in GA

Number: MST.027
Headline: Development of Just culture in GA
Objective/Description: CAs should include provisions for just culture in GA in their SSPs to encourage occurrence reporting and foster positive safety behaviours.
Owner: MS
Activity sector: GA
Deliverable: Just culture included in SSP
Overall due date: Continuous

Low level tasks:

Number: MST.027-001
Headline: Promotion just culture in SSP
Objective/description: Provisions for just culture in GA will be added in Slovenian SSP to encourage occurrence reporting and foster positive safety behaviours.
Parties responsible for implementation: Primary: SSP Accountable Executive, Secondary: CAA Management
Actions taken before 2019: None
Due date for completing the task: 2020
Status of implementation: Open
Actions taken in 2019:
No actions taken yet, due to the fact that the task shall be completed in 2020.

Number: MST.027-002
Headline: Promotion of the just culture to stakeholders through different media and events
Objective/description: Add just culture to the slider on the CAA Slovenia’s website, expand the text on the sub-page, find and add links to related content, e.g. Eurocontrol (SKYbrary), find and add YouTube footage to the topic of justice culture, add a leaflet (pdf) to the just culture sub-page. Promote occurrence reporting and just culture through different CAA workshops and conferences. Through such kind of activities raise the public awareness and drawing attention to the importance of just culture.
Parties responsible for implementation: Primary: Assigned group for MST.027, Secondary: CAA Management
Actions taken before 2019: CAA published brochures regarding Flight preparation and Occurrence Reporting – General Aviation with chapter on occurrence reporting and just culture added.
Due date for completing the task: Continuous
Status of implementation: On-going
Actions taken in 2019:
Added just culture to the slider on the CAA Slovenia’s website, added links to related content (Eurocontrol and SKYbrary), added YouTube footage to the topic of just culture, added leaflet (pdf) to the just culture sub-page.

CAA Slovenia raised the public awareness and drawing attention to the importance of occurrence reporting and just culture through different CAA workshops and conferences:
- Refresher seminar for Flight Instructors – FI(S) in Celje (9 March 2019),
- CAA Aviation Safety Conference in Kranjska Gora (9 and 10 May 2019),
- Workshop: Just Culture for Prosecutors and judiciary (23 and 24 October 2019),
- Lecture for ARSO (Slovenian Environment Agency) at CAA premises (5 November 2019),
- Lecture at Prosecutors' Days in Portorož (2 December 2019),
- Lecture at Airworthiness Conference in Šenčur (6 December 2019).
In accordance with Article 15(4) of Regulation (EU) No 376/2014 Member States shall ensure that their competent authorities referred to in Article 6(3) and their competent authorities for the administration of justice cooperate with each other through advance administrative arrangements. These advance administrative arrangements shall seek to ensure the correct balance between the need for proper administration of justice, on the one hand, and the necessary continued availability of safety information, on the other. For implementation of the stated above the CAA Director and State Prosecutor General on 26 August 2019 signed the Agreement on Cooperation.

Article 16(12) of the Regulation (EU) No 376/2014 requires the Member States to designate a body responsible for the implementation of Article 16(6), (9) and (11). CAA Slovenia established Just Culture Complaint Body in May 2018.

The Just Culture Complaint Body is responsible for:
- receiving and handling employees and contracted personnel alleged infringements of the rules;
- advise the CAA on the adoption of actions against those who infringe the principles of protection of the reporter and of other persons mentioned in occurrence reports, such as remedies or penalties;
- upon its decision, reviewing 'Just Culture' internal rules of organisations established in Slovenia.

Number: MST.027-003
Headline: Include the just culture concept in the national legislation (Aviation Act, Criminal Code)
Objective/description: Check how the just culture is incorporated in the Aviation Act draft and propose any amendments should it be found necessary and relevant
Parties responsible for implementation: Primary: Ministry of infrastructure and Ministry of justice; Secondary: CAA Management
Actions taken before 2019: None
Due date for completing the task: December 2021
Status of implementation: Open
Actions taken in 2019:
Draft Aviation Act that includes dedicated article related to Just Culture is in the consultation phase.
Number: SIT.004
Headline: Parachuters, paragliders, hang gliders and microlights airplanes
Objective/Description: Collected data on national level from 2004 to 2018 shows that the biggest risk for Slovenian aviation is still connected with accidents and serious incidents in the following areas: parachuters, paragliders, hang gliders and microlight airplanes. Statistical data can be found on Ministry of Infrastructure and CAAs web pages:
https://www.caa.si/porocilo-o-letalski-varnosti.html
Owner: MS
Activity sector: GA
Deliverable: Reduce the number of accidents, serious incidents and fatalities through the implementation of systemic enablers.
Overall due date: Continuous

Low level tasks:

Number: SIT.004-001
Headline: Inspection of the competitions/flying displays
Objective/description: Ensure effective and risk based inspection plan and conditions to provide inspections. Inspectors should also cooperate with organisation committee of competition flights and displays in constructive manner in order to facilitate and enhance the safety in general.
Parties responsible for implementation: Primary: CAA OPS/FCL Division, Secondary: N/A
Actions taken before 2019: Inspection plan – planning
Due date for completing the task: Continuous
Status of implementation: On-going
Actions taken in 2019:
Inspection on competitions, displays and continuous conversation with different organisations committee (Balooning, Sailplane, Paragliders) during the year 2019 were done (all together 8 oversights)

Number: SIT.004-002
Headline: Safety analysis and awareness committee
Objective/description: Establish safety analysis committee (consist also from outsourced contractors/other specialist) in order to analyse incidents/accidents or other deviations (for example: change training programme, rules etc.). This committee shall not interfere with Safety Investigation Authority (SIA).
Parties responsible for implementation: Primary: CAA OPS/FCL Division in cooperation with CAA Management, Secondary: Assigned group for SIT.004
Actions taken before 2019: None
Due date for completing the task: 2020
Status of implementation: Open
Actions taken in 2019:
Meeting FE(S), domestic FI(S) and towing pilots at airfield Lesce Bled. Practising and analysing emergency procedures in Aero tow as a part of syllabus – flight training course for sailplane pilot. The video was done and published on-line: https://www.youtube.com/watch?v=v5uosLONpb0
Safety analysis committee is not formally established yet.

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

Parties responsible for implementation: Primary: CAA OPS/FCL Division in cooperation with CAA Management, Secondary: Assigned group for SIT.004

Actions taken before 2019: Promotion material and safety leaflets: aero towing procedures, UL bulletin... published on CAA’s website

Due date for completing the task: Continuous

Status of implementation: On-going

Actions taken in 2019:
Meeting between CAA inspectors and Training organisations (AM, HT, CFI) at Šenčur. CAA flight inspector was present as a speaker on the paraglider safety seminar at Nova Gorica, Meeting CAA – Head of training ATO, DTO Šenčur. The Flight Inspector presented the applicable national paragliding legislation to the participants and outlined the importance of complying with the requirements stated in the permit to conduct competitions / events. Participants were presented with an EU regulation on drones and the possibility of using the same airspace. Additional alert will also be needed from paragliders side in order to increase safety.
2.3 Safe integration of new technologies and concepts

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

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

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

Number: MST.019
Headline: Better understanding of operators’ governance structure
Objective/Description: CAs to have a thorough understanding of operators’ governance structure. This should in particular apply in the area of group operations.
Aspects to be considered include:
  - extensive use of outsourcing,
  - the influence of financial stakeholders, and
  - controlling management personnel, where such personnel are located outside the scope of approval.
Note: The Agency will support this MST by providing guidance on how to effectively oversee group operations
Owner: MS
Activity sector: CAT/HE
Deliverable: Research/guidance material
Overall due date: 2019

Low level tasks:

Number: MST.019-001
Headline: Effective monitoring and initial evaluation
Objective/Description: Upon receipt of Agency’s support to this particular MST, the group will outline relevant aspects to be considered in Slovenian market. Namely, due to market’s size, the scope of group operations is minimal therefore also non-group operations will be considered for the time being.
Parties responsible for implementation: Primary: CAA Management, Secondary: Assigned group for MST.019
Actions taken before 2019: None
Due date for completing the task: Continuous
Status of implementation: On-going
Actions taken in 2019:
In 2019 there has been no additional material published by EASA addressing this particular issue. Nevertheless, the group has defined its short- and midterm goals for monitoring.

In order to properly monitor and enable effective initial evaluation of operators’ governance structures, it is vital to carefully outline relevant aspects to be considered in a specific market especially in terms of its size and major types of operation. This was the focus of the group’s activity in 2019.

We believe that the following specific hazards, introduced by the present day business models, may be captured by management systems of the Slovenia’s operators:
  - 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.
SIT.005 Drones

Number: SIT.005
Headline: Drones
Objective/Description: The number of drones within the EU has multiplied over the last two years. Available data shows the increase of drones coming closer to manned aviation (both aeroplanes and helicopters), thereby confirming the need to mitigate the associated risk - 10 non-fatal accidents were included in the European Central Repository in 2017 and the number of high-risk incidents reported significantly increased over the last 5 years. The introduction of new airspace users should not degrade the level of safety.
Owner: MS
Activity sector: All
Deliverable: Ensure the safe operation of drones and safe integration of drones in civil aviation system in order to minimise the risk of an accident as a result of conflict between a drone and an aircraft in Slovenian airspace.
Overall due date: Continuous

Low level tasks:

Number: SIT.005-001
Headline: Occurrence reporting – amending of legal basis
Objective/description: Amending of legal basis – Decree on the implementation of Regulation (EU) on the reporting, analysis and follow-up of occurrences in civil aviation in accordance with Regulation (EU) 1139/2018
Parties responsible for implementation: Primary: CAA Management, Secondary: Assigned group for SIT.005
Actions taken before 2019: Amended Decree on the implementation of Regulation (EU) on the reporting, analysis and follow-up of occurrences in civil aviation prepared and forwarded to the Ministry of Infrastructure to perform the governmental procedure
Due date for completing the task: 30.09.2019
Status of implementation: On-going

Actions taken in 2019:
At the phase of drafting of the amendment of the Decree on the implementation of Regulation (EU) on the reporting, analysis and follow-up of occurrences in civil aviation (which has been adopted in August 2019) there was a consideration to include special provisions regarding occurrence reporting on unmanned aircraft into the decree. After inter - ministerial coordination the opinion of the Government Office for Legislation has prevailed that the provision of Article 136 on Regulation EU 2018/1139 are sufficient for effective occurrence reporting on unmanned aircraft.

Number SIT.005-002
Headline: Sharing of information and promotion of occurrence reporting
Objective/description: Relevant information for drone users shall be available and shared (CAA web page). CAA regularly publishes information on regulation, rules, procedures, means of compliance, forms, geofencing charts, templates, list of operators... on CAA web page. Occurrence reporting shall be promoted extensively, due to new obligations for drone users and extensive growth of "non-aviation" people using drones/airspace. Active participation on conferences, workshops or meetings, organised by CAA or stake holders.
Parties responsible for implementation: Primary: Assigned group for SIT.005, Secondary: CAA Management
Due date for completing the task): Continuous
Status of implementation: On-going

Actions taken in 2019:
CAA regularly publishes information on regulation, rules, procedures, means of compliance, forms, geofencing charts, templates, list of operators... on CAA web page. In addition to that workshops on safe unmanned aerial vehicle (UAV) operation for operators of UAV and for UAV pilots has been organised on 14.2.2019 and 20.6.2019 as well as presentation for students of Faculty of Civil and Geodetic Engineering, University of Ljubljana, has been organised on 30.06.2019. In this regard, occurrence reporting has been promoted.

Number SIT.005-003
Headline: Organisation of workshops
Objective/description: CAA shall organizes 5 to 6 times per year workshops on safe unmanned aerial vehicle (UAV) operation for operators of UAV and for UAV pilots
Parties responsible for implementation: Primary: SSD Division; Secondary: Assigned group for SIT.005
Actions taken before 2019: Since 2016 CAA conduct drone workshops
Due date for completing the task: Continuous
Status of implementation: On-going

Actions taken in 2019:
Workshops on safe unmanned aerial vehicle (UAV) operation for operators of UAV and for UAV pilots has been organised on 14.02.2019 and 20.06.2019 as well as presentation for students of Faculty of Civil and Geodetic Engineering, University of Ljubljana, has been organised on 30.06.2019. Furthermore, several safety issues on unmanned aerial vehicle operation has been presented on CAA Aviation Safety Conference on 09.05.2019 in Kranjska Gora. CAA has in collaboration with EASA organised workshop on new EU rules on unmanned aircraft on 28.11.2019.

Number SIT.005-004
Headline: Effective implementation of new EU regulation
Objective/description: Effective implementation of new EU regulation (decrees on the implementation, conversion of certificates, on line training, exam questions data base, registry system, defining of geographical zones...). Collaboration with the Joint Authorities for Rulemaking on Unmanned Systems Group (JARUS) is in progress.
Parties responsible for implementation: Primary: Assigned group for SIT.005 with cooperation with Ministry of Infrastructure, Secondary: N/A
Actions taken before 2019: Working group for implementation of Delegated act (DA) and Implementing rule (IR) on unmanned aircraft was established in the CAA
Due date for completing the task: Date of application of the implementing rule (IR) and DA (not known yet)
Status of implementation: On-going

Actions taken in 2019:
Beside on-going tasks mentioned above, several meetings with Ministry of Infrastructure has been taken for defining regulatory issues; inter - ministerial coordination is on-going; CAA has published information regarding new regulation on CAA web page: https://www.caa.si/nova-skupna-eu-ureditev.html. CAA has in collaboration with EASA organised workshop on new EU rules on unmanned aircraft on 28.11.2019. Participation of CAA employees on EASA UAS Implementation meetings is on-going. Furthermore, CAA has employed one aviation inspector with relevant knowledge for working in the field of unmanned aircraft on operational and licensing side.
2.4 New products, systems, technologies and operations

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

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

Low level tasks:

Number: MST.020-001
Headline: Laying down requirements for the performance and the interoperability
Objective/description: Establishment of a permanent interdepartmental working group to regulate the field of spectrum protection and put in place Spectrum protection formal arrangement
Parties responsible for implementation: Primary: Ministry of Infrastructure, Secondary: CAA, KZPS, Agency for Communication Networks and Services of the Republic of Slovenia (AKOS) and Ministry of Defence
Actions taken before 2019: None
Due date for completing the task: June 2019
Status of implementation: Open
Actions taken in 2019:
In progress. At the ad hoc spectrum protection meeting held on 03.12.2019 it was agreed to draft the national regulation for implementing Regulation (EU) 1207/2011 laying down requirements for the performance and interoperability of surveillance for the Single European Sky where will be defined the establishment of the national Spectrum Protection Group and obligation of execution of monitoring will be assigned. It is planned for adoption in Q3/2020. Delay caused due to issue of competence of authorities.

Number: MST.020-002
Headline: Decreasing the amount of interrogations
Objective/description: Activities aimed at reducing the interrogation of a secondary surveillance radar transponder on board; Recommendation to service providers to implement monitoring of the ground-based surveillance interrogations and to develop their own procedures in case of over-interrogation; Formal arrangement of relations between different stakeholders possible within Functional Airspace Block Central Europe (FAB CE) Region
Parties responsible for implementation: Primary: KZPS, Secondary: CAA, Ministry of Defence, AKOS, permanent interdepartmental working group
Actions taken before 2019: Several informal meeting between stakeholders
Due date for completing the task: December 2020
Status of implementation: On-going
Actions taken in 2019:
In progress. At the ad hoc spectrum protection meeting held on 03.12.2019 it was agreed to draft the national regulation for implementing Regulation (EU) 1207/2011 laying down requirements for the performance and interoperability of surveillance for the Single European Sky which is plan to be adopted in Q3/2020. The information related to the spectrum protection is regularly exchange at the FAB CE level where the final solution is not yet agreed. At the ad hoc spectrum protection meeting the actual status on the subject was presented with possible future scenarios. Close cooperation was established with the NM (Eurocontrol) for establishment of monitoring platform.

Number: MST.020-003
Headline: The use of the 1 030/1 090 MHz frequency band is monitored and recorded.
Objective/description: Establishment and management of a national database of active surveillance systems in accordance with the requirements; Definition of the monitoring tools; Implementation of monitoring tools (possibly on the together with other FAB CE States and its ANSPs; Surveillance data recording
Parties responsible for implementation: Primary: KZPS, Secondary: permanent interdepartmental working group, CAA, AKOS and Ministry of Defence
Actions taken before 2019: None
Due date for completing the task: April 2020
Status of implementation: Open

Actions taken in 2019:
In progress. At the ad hoc spectrum protection meeting held on 03.12.2019 it was agreed to draft the national regulation for implementing Regulation (EU) 1207/2011 laying down requirements for the performance and interoperability of surveillance for the Single European Sky which is plan to be adopted in Q3/2020 and define also responsibilities for monitoring process and also eestablishment and management of a national database of active surveillance systems. The close cooperation was established with the NM (Eurocontrol) for establishment of monitoring platform.

Number: MST.020-004
Headline: Each MLAT/WAM interrogator use a unique interrogator code and interrogations are kept to a minimum
Objective/description: Manage range of the multilateration (MLAT)/wide area multilateration (WAM) interrogations
Parties responsible for implementation: Primary: KZPS, Secondary: AKOS and Ministry of Defence
Actions taken before 2019: None
Due date for completing the task: Continuous
Status of implementation: Open

Actions taken in 2019:
It is monitored at ANSP level. MLAT/WAM Interrogations are compliant with ICAO standards.

Number: MST.020-005
Headline: Collaboration particularly within the Functional Airspace Block (FABs), but also wider collaboration at the EU level
Objective/description: Establishing cross-border and regional cooperation on issues
Parties responsible for implementation: Primary: KZPS, CAA, Secondary: Ministry of Infrastructure, Ministry of Defence
Actions taken before 2019: None
Due date for completing the task: June 2020
Status of implementation: Open
Actions taken in 2019:
The information related to the spectrum protection is regularly exchanged at the FAB CE level where the final solution is not yet agreed. At the ad hoc spectrum protection meeting the actual status on the subject was presented with possible future scenarios.

Number: MST.020-006
Headline: A NOTAM is issued when maintenance activities or tests are conducted that could affect or interfere the frequencies 1 030/1 090 MHz
Objective/description: Issue NOTAM messages for systems testing and maintenance
Parties responsible for implementation: Primary: KZPS, Ministry of Defence, Secondary: CAA
Actions taken before 2019: NOTAM issued as appropriate
Due date for completing the task: Continuous
Status of implementation: On-going
Actions taken in 2019:
Procedure established by ANSP (KZPS).
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END OF THE TEXT