National Aviation Safety Plan

2023 – 2025

Annex to State Safety Program

2023

Introduction

National Aviation Safety Plan for 2023-2025 (NASP 2023), an annex to the Republic of Poland / Polish State Safety Program (SSP), is the sixth edition of the document. It indicates the areas of threats that will be assessed and managed by specific analyses and / or continuous oversight of Polish Civil Aviation Authority (CAA PL).

There are several sources for Polish NASP. At the global level – the ICAO Global Aviation Safety Plan (GASP) describing activities to be implemented by ICAO, Regional Aviation Regulatory Organizations, ICAO Member States and the aviation industry. In the European Region (as defined by ICAO), the activities are published in the Regional (European) Aviation Safety Plan - EU-RASP. At the European Union (EASA) level, the actions are presented in the European Plan for Aviation Safety (EPAS). EPAS tasks are addressed to UE institutions (including EASA), UE Member States and aviation industry entities. Member States (both ICAO and EASA ones) are required to develop adequate and complementary plans (NASPs, in EASA nomenclature called State Plan for Aviation Safety - SPASs) and solutions at the national level.

For additional clarification of the document, in the new edition of the NASP the activities indicated for implementation by the CAA and the aviation community have been moved to attachment 1 "Rejestr Zadań", where these tasks are presented in a collective table with reference to individual factors.

NASP 2023 edition, in addition to threats indicated, provides sector specific sets of mandatory Safety Performance Indicators (SPIs) to be established also by service providers, that will be used to monitor safety at State level (as part of Safety Performance Monitoring function).

Aviation entities subjected to the obligation to report data for those SPIs are: approved training organisations, air operators, certified airports, air traffic management organisations and ground handling agents.

The threats / hazards areas (meaning actually Key Risk Areas) in NASP 2023 are based on the issues indicated in EPAS and complemented by National and Regional ones, and are developed on the basis of reports from the aviation community (via MORS and VORS). Apart from strictly operational matters, some of the areas also include systemic issues (like HF and HP).

Every NASP edition is a three-year plan. It is subject to revision every 12 months, and the annual edition covers the next 3 years each time. This allows for the continuity of undertaken activities while planning in a wider time horizon.

The Alert levels, based on data from the SPIs provided by aviation industry, are published on the Polish CAA website (www.ulc.gov.pl) as annexes to the NASP within 1 month after the end of each quarter.

Every NASP edition presents outcomes based on the ECCAIRS system data.

In order to simplify the transfer of SPIs data reports, a dedicated e-mail address has been created (spi@ulc.gov.pl), and appropriate entities are asked to provide SPIs values using that one.

Summary

The NASP document starts with a list of identified threats / hazards areas (meaning actually Key Risk Areas) divided to three levels / areas:

1. **Systemic threats:**
   a) Air traffic / general number of occurrences / financial and human resources in CAA PL
   b) Chicago Convention Standards implementation level in the Republic of Poland (in %)
   c) SSP Implementation level
   d) SMS effective implementation based on EASA Management System Assessment Tool (previously SMS *Evaluation Tool* SM-ICG)
   e) Systemic issues from EPAS and EU RASP

2. **Threats identified on European and National* level:**
   a) Runway Incursion – RI
   b) Runway Excursion – RE
   c) Abnormal Runway Contact – ARC
   d) Fire, Smoke & Fumes – FS&F
   e) Ground Safety
   f) Controlled Flight Into Terrain – CFIT
   g) Loss of Control in Flight – LOC-I
   h) Mid-Air Collision / Aircraft Proximity – MAC / AIRPROX
   i) Technical condition of aircraft (other than rotorcrafts) – SCF-NP and SCF-PP
   j) Language Proficiency Requirements Implementation (LPRI)
   k) Cases of fraud or cheating during the examinations (PART-147 and other)
   l) l) SESAR implementation

3. **Nationally identified threats:**
   a) Birdstrikes
   b) Wildlife hazards
   c) RPAS Operations
   d) Pilots blinding from the ground (LASER)
   e) Glider towing (GTOW)
   f) Approaches below RVR minima (ApBRM) as a precursor of CFIT or CTOL
   g) Dangerous Goods carriage (DG)
   h) Rotorcraft Operations (HELI)
   i) FODs

*In most of the cases.

Every threat **/** hazard area (meaning actually Key Risk Area) recognized and listed above is then followed by information about:

- The cause (why is this threat indicated?)
- The purpose (what is the goal?)
- The way of supervision (what is monitored? and how?)
  - Established mandatory SPIs sets for specific aviation sectors
  - Stakeholders obliged to report
  - Annual statistics / graphs
- The way of management (What tasks / actions are taken?)

Types of actions mentioned in document (should be treated only indicatively):

Rulemaking   (RM)
Safety Promotion   (SP)
Focused Oversight   (FO)
Research / Study   (RES)

Colours used in document to indicate the progress of actions:

■ – action in progress

■ – recurring action

■ – action completed

■ – action before implementation

■ – action cancelled / not planned to be implemented (explanation provided – maybe not in the initial form, but after appropriations)

Entitles mentioned in document:

ULC – CAA PL (Civil Aviation Authority of the Republic of Poland)
ADR – Aerodromes
ATO – Approved Training Organizations
OPS – Air Operators
ATM – Air Traffic Management Organisations
AHAC – Airport Handling Agent Certificate Holders
CAMO – Continuing Airworthiness Management Organization