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SLOVENIAN PLAN FOR AVIATION SAFETY

2022–2026

CONTENTS

Approval list

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Revision 0.0	06.11.2017	Initial issue
Revision 1.0	15.10.2018	Slovenia in ICAO RASG-EUR added in Chapter 1 Low-level safety actions incorporated in Chapter 3
Revision 2.0	23.04.2019	Extensive update in accordance with EPAS 2019–2023 and national Aviation Safety Risk Management, layout and structure modified
Revision 3.0	09.07.2020	Update in accordance with EPAS 2020–2024 and national Aviation Safety Risk Management
Revision 4.0	30.04.2021	Update in accordance with EPAS 2021–2025 and national Aviation Safety Risk Management
Revision 5.0	31.05.2022	Update in accordance with EPAS 2022–2026 and national Aviation Safety Risk Management

Abbreviations

ABs	Advisory Bodies
ACAS	Airborne Collision Avoidance System
ADR	Aerodromes
AeMC	Aeromedical Centre
ALoSP	Acceptable Level of Safety Performance
AMC	Acceptable Means of Compliance
AMTO	Approved Maintenance Training Organisation (Part-147)
ANS	Air Navigation Services
ANSP	Air Navigation Service Provider
AOC	Air Operator Certificate
ASR	Annual Safety Review
ATC	Air Traffic Control
ATCO	Air Traffic Controller
ATM	Air Traffic Management
ATM MP	ATM Master Plan
ATO	Approved Training Organisation
ATPL	Air Transport Pilot Licence
ATS	Air Traffic Services
BIS	Best Intervention Strategy
CA	Competent Authority
CAA	Civil Aviation Agency of the Republic of Slovenia
CAG	Collaborative Analysis Group
CAMO	Continuing Airworthiness Management Organisation
CAT	Commercial Air Transport
cf.	Compare
CFIT	Controlled Flight into Terrain
CMSMSM	Compliance Monitoring and Safety Management System Manual
CP1	Common Project One
CPL	Commercial Pilot Licence
CRM	Crew Resource Management
DTO	Declared Training Organisation
EASA	European Union Aviation Safety Agency
EASP	European Aviation Safety Programme
EC	European Commission
ECAC	European Civil Aviation Conference
ECCAIRS	European Coordination Centre for Accident and Incident Reporting Systems
ECR	European Central Repository
EHEST	European Helicopter Safety Team
EOFDM	European Operators Flight Data Monitoring Forum
EPAS	European Plan for Aviation Safety
ESCP	European Strategic Coordination Platform
ESPN-R	European Safety Promotion Network Rotorcraft
EU	European Union
EUR/NAT	European and North Atlantic Office (ICAO)
EUR RASP	European Regional Aviation Safety Plan
EVT	Evaluation Task
FDM	Flight Data Monitoring
FRM	Fatigue Risk Management
FTL	Flight Time Limitation
FSTD	Flight Simulation Training Device
GA	General Aviation
GANP	Global Air Navigation Plan
GASP	Global Aviation Safety Plan
GM	Guidance Material

HE	Helicopter
HF	Human Factors
ICAO	International Civil Aviation Organisation
IFR	Instrument Fight Rules
IHSF	International Helicopter Safety Foundation
IR	Instrument Rating
iSTARS	Integrated Safety Trend Analysis and Reporting System
KRA	Key Risk Area
KZPS	Kontrola zračnega prometa Slovenije (Slovenia Control)
LA	Local Authority
LAPL	Light Aircraft Pilot Licence
LOC-I	Loss of Control In-flight
LPR	Language Proficiency Requirements
MAB	Member States' Advisory Body
MAC	Mid-Air Collision
MB	Management Board
METAR	Meteorological Aerodrome Report
MS	Member State
MST	Member States Task
MTOM	Maximum Take-off Mass
N/A	Not Applicable
NAV	Navigation
NCA	National Competent Authority
NCC	Non-Commercial Air Operations with Complex Motor-Powered Aircraft
NCO	Non-Commercial Air Operations with Other-Than-Complex Motor-Powered Aircraft
NoA	Network of Analysts
NOTAM	Notice to Airmen
OPS	Air Operations
PIC	Pilot in Command
PPL	Private Pilot Licence
Q	Quarter
RASG	Regional Aviation Safety Group
RASP	Regional Aviation Safety Plan
RE	Runway Excursion
RES	Research Actions
RI	Runway Incursion
RMT	Rulemaking Task
SAB	Stakeholders Advisory Body
SAR	Standardisation Annual Report
SARPs	Standards and Recommended Practices
SEI	Safety Enhancement Initiatives
SES	Single European Sky
SESAR	Single European Sky ATM Research
SI	Safety Issue
SIA	Safety Investigation Authority
SIT	Slovenian Task
SLA	Service Level Agreement
SM TeB	Safety Management Technical Body
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
SR	Safety Risk
SRM	Safety Risk Management
SSP	State Safety Programme

STCA	Short Term Conflict Alert
STS	Standard Scenarios
SWC	Significant Weather Chart
TCAS	Traffic Alert and Collision Avoidance System
TeB	Technical Body
TEC	Technical Committee
TMA	Terminal Manoeuvring Area
UAM	Urban Air Mobility
UAS	Unmanned Aircraft System
UPRT	Upset Prevention and Recovery Training
UTM	Unmanned Traffic Management
VAST	Vertical Aviation Safety Team
VFR	Visual Flight Rules
VTOL	Vertical Take-off and Landing

Type of task

AN		Analysis
CP		Competence of personnel
OS		Oversight
RM		Rulemaking
SI		Systemic improvement
SP		Safety promotion

1 Introduction

1.1 European Plan for Aviation Safety (EPAS) 2022–2026

The 11th edition of EPAS constitutes the regional aviation safety plan (RASP) for EASA Member States, setting out the strategic priorities, main risks affecting the European aviation system and the necessary actions to mitigate those risks to further improve aviation safety. The main objective of the EPAS is to further improve aviation safety and environmental protection throughout Europe, while ensuring a level playing field, as well as fostering efficiency and proportionality in regulatory processes. The EPAS is a key component of the safety management system (SMS) at European level, which is described in the EASP[1]. The regional approach complements national approaches offering a more efficient means of discharging State obligations for safety management in the EU aviation system.

The EPAS is consistent with the ICAO global plans in the area of aviation safety and air navigation and ensures alignment with the European Air Traffic Management Master Plan (ATM MP).

Regulation (EU) No 2018/1139 (Basic Regulation) includes a dedicated chapter on aviation safety management, thereby creating a strong legal basis not only for the EASP and the EPAS, but also for the establishment and maintenance of State Safety Programmes (SSPs) and State Plans for Aviation Safety (SPAS) at Member State level. Basic Regulation Article 8 requires EASA Member States to consider relevant risks and actions defined in the EPAS within their national safety management processes. In return, the EPAS defines a number of specific actions addressed to and owned by Member States, to act on some of the risks identified through the European Safety Risk Management (SRM) process. Risks and actions identified in the EPAS support the implementation of effective SSP and SPAS.

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

1.1.1 The development of EPAS

The EPAS covers a 5-year time frame. In line with Article 6(1) of the Basic Regulation, the EPAS is updated on a yearly basis. Hence, the EPAS is developed as a rolling 5-year plan in close cooperation with stakeholders, drawing increasingly from an evidence-based approach.
The development of the EPAS relies on dedicated stakeholder groups, in particular:

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

[1] https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:52015DC0599

- the CAGs support the development of the Safety Risk Portfolios in Volume III.

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

The standard EPAS programming cycle foresees two distinct phases, each with a dedicated stakeholder consultation:

- During the first phase, the priorities derived from the EU Aviation Strategy and safety priorities determined through the European SRM process are discussed and confirmed with the EASA ABs. MAB and SAB take the lead in consolidating inputs from their domain sub-committees and provide EASA with the Member State/industry views on the priorities.
- Based on these priorities agreed/confirmed with the EASA ABs, the planning milestones for individual EPAS actions are defined or updated in line with the EASA Single Programming process. A draft EPAS composed of Volumes I and II is then developed and provided to all ABs for detailed comments.

The safety priorities feeding this edition were confirmed on the basis of key risk areas determined through the European SRM process (ASR 2021). Following the AB consultation and analysis of comments, the final draft EPAS is consolidated and Volume III included. This Volume is developed through the European SRM process and it is not subject to AB consultation. The final draft EPAS composed of all three Volumes is then presented for approval to the EASA Management Board (MB). After the MB approval, it is published on the EASA website[2].

1.1.2 The structure of the EPAS

Volume I – Strategic Priorities

Volume I provides the executive summary as well as an introduction including information on the operational context and describes the strategic priorities. It consists of Chapters 1 to 4.

The strategic priorities in this edition of EPAS are:

1. Safe return to operations
2. Systemic safety
3. Operational safety
4. Safe integration of new technologies and concepts
5. Environment

Considering the expected duration of the recovery phase, the review and redefinition of the EPAS strategic priorities with the 2021 revision cycle, as announced with the EPAS 2021-2025, is postponed by another year as aviation stakeholders continue to be fully engaged in ensuring an efficient and safe return to operations. The outcome of the ICAO High-Level Conference on Covid-19 (HLCC 2021), among other developments, will feed the definition of such new EPAS strategic priorities for the 2022 revision cycle.

The European Green Deal sets an ambitious goal for EU to be climate neutral by 2050, which is reflected in the European aviation initiative "Destination 2050 – A Route to Net Zero European Aviation[3]". The pandemic and its drastic reduction in operations acted as a catalyst, leading to a significant push for a more sustainable aviation system, be it in the context of State aids and public relief packages for the aviation sector, the expectations of the travelling public or from industry itself. Coming under pressure from all those angles, industry is anticipating or

[2] https://www.easa.europa.eu/easa-and-you/safety-management/european-plan-aviation-safety
[3] https://www.destination2050.eu/

accelerating their plans to adopt more sustainable solutions. The EPAS will be instrumental to ensuring that such solutions will not come at the expense of safety. An overall risk management framework supporting the identification of all factors that influence safety and addressing them systematically will be needed.

Volume II – Actions

Volume II contains the detailed list of EPAS actions. It consists of Chapters 5 to 16 and a number of Appendices.

The structure of Volume II reflects the various domains defined within the European SRM process to provide a link with the corresponding safety data portfolios included in the ASR and the Safety Risk Portfolios in Volume III.

The structure also facilitates the identification of actions relevant for different stakeholder groups:

- all systemic safety & competence of personnel issues are grouped within Chapter 5 which is further subdivided to address the various action areas;
- all actions other than those related to systemic safety & competence of personnel, corresponding to drivers "safety", "level playing field" and/or "efficiency/proportionality" are grouped per domain (Chapters 6 to 15). Within each of those chapters, actions are grouped per driver. For the driver "safety", a further grouping per key risk area is applied where a significant number of actions is included (this concerns Chapters 6 and 8 mainly);
- regular update RMTs are included in the respective domain chapter;
- all actions corresponding to the driver "environment" are included in a separate Chapter 16.

An overview of the Volume II Chapters:

- 5 Systemic safety & competence of personnel
- 6 Flight operations — aeroplanes (CAT & NCC)
- 7 Rotorcraft
- 8 General Aviation[4]
- 9 Design and production
- 10 Maintenance and continuing airworthiness management
- 11 Air traffic management/air navigation services (ATM/ANS)
- 12 Aerodromes
- 13 Ground-handling
- 14 Unmanned aircraft systems and manned eVTOL aircraft
- 15 New technologies and concepts
- 16 Environmental protection

Within each chapter/section, actions are grouped per EPAS action type (RMT, SPT, RES, EVT, MST) and within each action type, they are listed in ascending order of the unique EPAS action reference number.

Since its 5th edition (covering 2016-2020), the EPAS incorporates the EASA Rulemaking Programme, thus creating a single repository for all programmed actions, supported by a single programming process. Early 2021 EASA launched an internal project with the objective of further enhancing efficiency, effectiveness and flexibility of its rulemaking process. This project delivered a first set of concrete measures aiming at increasing rulemaking output and reducing

[4] Non-commercial operations with aeroplanes with MTOMs below 5 700 kg, all operations with balloons and sailplanes.

lead times, the effects of which are expected to materialise from 2023 onwards. For this reason, information provided on the detailed schedule of rulemaking deliverables is limited to those deliverables which are intended to be completed in 2022, or which are not affected by the project. The schedule of other rulemaking deliverables is provided with less detail, since it may be subject to a reassessment following the application of those efficiency measures.

The EPAS Volume II is complemented by seven appendices with additional information in support of or for easy access to the information provided in Volumes I, II and III:

- Appendix A: Deliverables published in 2021;
- Appendix B: Deliverables expected in 2022;
- Appendix C: Overview of new actions, deleted actions, actions on hold and completed actions;
- Appendix D: Key indicators in terms of EPAS actions;
- Appendix E: Best Intervention Strategies overview;
- Appendix F: Transposition of ICAO Standards and Recommended Practices (SARPs) in 2021;
- Appendix G: Index.

In this document (SPAS 2022–2026), in Chapter 2, the Republic of Slovenia put a great importance to the specific actions addressed to and owned by Member States. In addition to those actions, we have added additional actions, where relevant for Slovenian aviation environment and detected risks through established safety risk management process.

Volume III – Safety Risk Portfolios

Volume III provides the overview of the main safety risks affecting the European aviation system in the form of key risk areas (KRAs) and domain Safety Risk Portfolios. It consists of Chapters 17 to 24:

- 17 Introduction: The basis of EPAS safety mitigations
- 18 Covid-19
- 19 Aerodromes and ground-handling
- 20 ATM/ANS
- 21 Commercial air transport — aeroplanes (CAT A)
- 22 Human factors / human performance
- 23 Non-commercial operations — small aeroplanes
- 24 Rotorcraft

To support the safety management efforts at regional, national and industry level, Volume III was introduced with the EPAS 2021–2025. Volume III provides visibility to the safety risks and underlying safety issues affecting the European aviation system and thereby provides valuable information for any SRM activity, be it at regional, State or industry level. The domain Safety Risk Portfolios are updated concurrently with the production of the ASR with the support of the Collaborative Analysis Groups (CAGs).

1.1.3 Monitoring of the EPAS implementation in Member States

In accordance with Chapter II of the Basic Regulation, Member States are required to develop a SPAS, taking into consideration the actions they own in the EPAS and providing justifications when such actions are not considered relevant to them. These actions are identified as "MST" actions.

Accordingly, SPAS remains the primary tool for Member States to report on action implementation. States are expected to review their SPAS at least annually and where their

SPAS is not updated annually, to maintain records on the implementation of relevant EPAS actions, including justification where such actions are not considered relevant. SSP implementation, including the processes and outcomes of safety action planning at State level, will be monitored as part of the EASA Standardisation activities, formally starting in 2022.

In the near future, additional mechanisms to monitor action implementation may be provided in the context of the EUR RASP monitoring. For the remaining EPAS actions (RMT, SPT, RES and EVT), feedback on implementation is regularly provided during AB meetings. Most of the deliverables planned in the EPAS are published on the EASA website (see rulemaking process[5], safety promotion[6], research projects[7] and evaluation of rules[8]).

1.2 Global and Regional Plans and Programmes

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

In addition to addressing systemic safety, the GASP addresses high-risk categories of occurrences, which are deemed global safety priorities. These categories were determined based on actual fatalities from past accidents, high fatality risk per accident or the number of accidents and incidents.

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

- Controlled flight into terrain (CFIT) is an in-flight collision with terrain, water or obstacle without indication of loss of control. Accidents categorised as CFIT involve all instances where an aircraft is flown into terrain in a controlled manner, regardless of the crew`s situational awareness. CFIT accidents involve many contributing factors, including procedure design and documentation, pilot disorientation and adverse weather. Requirements for aircraft to be equipped with ground proximity warning systems have significantly reduced the number of CFIT accidents. Despite the absence of CFIT accidents involving transport category aircraft over the past few years, CFIT accidents often have catastrophic results when they occur, with very few, if any, survivors. Therefore, there is a high fatality risk associated with these events.
- Loss of control in-flight (LOC-I) is an extreme manifestation of a deviation from intended flight path. Accidents categorised as LOC-I involve a loss of control in-flight that is not recoverable. LOC-I accidents often have catastrophic results with very few, if any, survivors. Therefore, there is a high fatality risk associated with these events. LOC-I events involve many contributing factors that can be categorised as being either aeroplane system-induced, environmentally-induced, pilot/human-induced or any

[5] https://www.easa.europa.eu/document-library/rulemaking-process-overview
[6] https://www.easa.europa.eu/document-library/safety-promotion
[7] https://www.easa.europa.eu/document-library/research-projects
[8] https://www.easa.europa.eu/document-library/general-publications?publication_type%5B%5D=2481

combination of these three. Of the three, pilot-induced accidents represent the most frequently identified cause of LOC-I accidents. The number of fatalities resulting from LOC-I events involving commercial air transport aeroplanes has led to an examination regarding current training practices, such as the introduction of upset prevention and recovery training (UPRT) requirements for flight crew members.

- Mid-air collision (MAC) refers to a collision between aircraft while both are airborne. MAC can be the result of a level bust due to a loss of separation between aircraft. MAC involve many contributing factors, including traffic conditions, air traffic controller workload, aircraft equipment and flight crew training. Requirements for aircraft to be equipped with traffic alert and collision avoidance system/airborne collision avoidance system (TCAS/ACAS) have significantly reduced the number of MACs. However, when they occur, MACs often have catastrophic results with very few, if any, survivors. Therefore, there is a high fatality risk associated with these events.
- Runway excursion (RE) is a veer off or overrun off the runway surface. The term "runway excursion" is a categorisation of an accident or incident, which occurs during either take-off or landing phase. The excursion may be intentional or unintentional. For example, the deliberate veer off to avoid the collision brought about by a runway incursion. RE involve many contributing factors, including unsterilized approaches and the condition of the runway. The high number of accidents resulting from RE involving commercial air transport aeroplanes has led to several initiatives regarding runway safety. The term "runway safety" describes a series of occurrence categories, including abnormal runway contact, ground collision, runway excursion, runway incursion, loss of control on the ground, collision with obstacle(s) and undershoot/overshoot. However, RE remains predominant in terms of number of occurrences. Although statistically the majority of RE are survivable, the fatality risk remains significant. The outcome of RE (e.g. whether it is survivable) is based on several factors, including the speed at which an aircraft touches down or departs the runway end during the excursion (high-energy excursions), runway contamination and the characteristics of the runway end safety area at the aerodrome.
- Runway incursion (RI) is any occurrence at an aerodrome involving the incorrect presence of an aircraft, vehicle or person on the protected area of a surface designated for the landing and take-off of aircraft. Incursions produce an increased risk of collision for aircraft occupying the runway. When collisions occur outside the runway (e.g. on a taxiway or on the apron), the aircraft and/or vehicles involved are usually travelling relatively slowly. However, when a collision occurs on the runway, at least one of the aircraft involved will often be travelling at considerable speed (high-energy collisions) which increases the fatality risk. RI involve many contributing factors, including aerodrome design, pilot and air traffic controller workload and use of non-standard phraseology. Although statistically very few RI result in collisions, there is a high fatality risk associated with these events.

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

The purpose of the Global Air Navigation Plan (GANP)[9] is to drive the evolution of the global air navigation system to meet the ever-growing expectations of all sectors in the aviation community by equitably accommodating all airspace user operations in a safe, secure and cost-effective manner while reducing the aviation environmental impact. To this end, the GANP provides a series of operational improvements to increase capacity, efficiency, predictability and flexibility, while ensuring interoperability of systems and harmonisation of procedures. The implementation of the GANP is enabled by promoting the effective implementation of safety

[9] https://www4.icao.int/ganpportal

oversight and a safety management approach to oversight, including SRM to permit innovation in a managed way. The European ATM MP addresses the priorities and objectives set in GANP.

The European ATM Master plan (ATM MP)[10] is the main planning tool for setting ATM modernisation across Europe. It defines the development and deployment priorities needed to deliver the Single European Sky ATM Research (SESAR) of a fully scalable traffic management system capable of handling the growing air traffic. This MP is regularly updated, through strong collaboration between all ATM stakeholders, in order to respond to the evolving aviation landscape. Considering Article 93(a) and (c) of the Basic Regulation which stipulate that the EASA shall, where it has the relevant expertise and upon request, provide technical assistance to the EC, in the implementation of the Single European Sky, in particular by conducting technical inspections, investigations and studies, as well as by contributing to the implementation of the ATM MP, including the development and deployment of the SESAR programme, alignment between the EPAS and the European ATM MP needs to be ensured. This alignment requires the identification of those mature SESAR solutions that can mitigate related safety risks identified by the European aviation safety system, and the actions required to enable SESAR solutions.

In this context, in March 2021, EASA and the SESAR Joint Undertaking signed a Service Level Agreement (SLA). This SLA aims to ensure EASA's technical support in the implementation of the Single European Sky by contributing to the achievement of the European ATM MP, including the development and deployment of the SESAR projects needed to deliver the SESAR vision.

Commission Implementing Regulation (EU) No 2021/116 of 1 February 2021 on the establishment of the Common Project One (CP1) supporting the implementation of the European ATM MP, amending Commission Implementing Regulation (EU) No 409/2013, addresses also the challenges of ATM modernisation. CP1 is a key contributor to the objectives of the EC's Sustainable and Smart Mobility Strategy by playing a critical role in decarbonising and digitalising ATM in Europe. Furthermore, the signature of a Memorandum of Cooperation with Eurocontrol in 2021 provides EASA and Eurocontrol with the right instrument to collaborate on a long-term basis and reach the objectives of common interest in the fields of aviation safety, sustainable aviation and air traffic for the benefit of the aviation sector. To this end, the scope of the cooperation has been extended to a common digitalisation framework, which will boost the sharing of key aviation data sources between the two organisations and foster the collaborative development of data analytics as well as to the early on-boarding of Eurocontrol as a technical partner of the Data4Safety Programme.

The European Aviation Safety Programme (EASP) defines the aviation safety framework at European level. The objective of the EASP is to ensure that the system for the management of aviation safety in the EU delivers the highest level of safety performance, uniformly enjoyed across the whole Union, and continues to improve over time while taking into account other important objectives such as environmental protection. It explains the functioning of the European aviation system to manage the safety of civil aviation in the EU in accordance with the Basic Regulation. In addition, it describes the processes, roles and responsibilities of the different actors and lays down general principles for European safety management, including safety action planning. The EASP functionally corresponds at EU level to the State Safety Programme (SSP) as described in International Civil Aviation Organization (ICAO) Annex 19 "Safety Management". It is prepared by the EC, in consultation with Member States and EASA. An EASP update was initiated in 2021 and is expected to be delivered in 2022 Q3.

Since 2017 the ICAO Regional Office for the EUR/NAT region and EASA have been working together to develop a Regional Aviation Safety Plan (RASP) based on the EPAS, thus allowing

[10] https://www.atmmasterplan.eu/

all States that are part of the EUR/NAT region to benefit from this approach. The aim of the RASP is to facilitate the achievement of the GASP goals at a regional level. The first EUR RASP was issued in January 2019. This made EUR/NAT the first ICAO region having its RASP adopted. The second EUR RASP covering the period 2020–2022 was published in July 2020[11]. This second EUR RASP version is based on the EPAS 2020–2024 edition. Its reference period reflects the current GASP reference period 2020–2022. Work has been initiated to develop the third EUR RASP edition, in parallel with developing the EPAS 2022–2026. The EUR RASP further provides a set of EUR Safety Performance Indicators and targets derived from the GASP goals and targets.

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

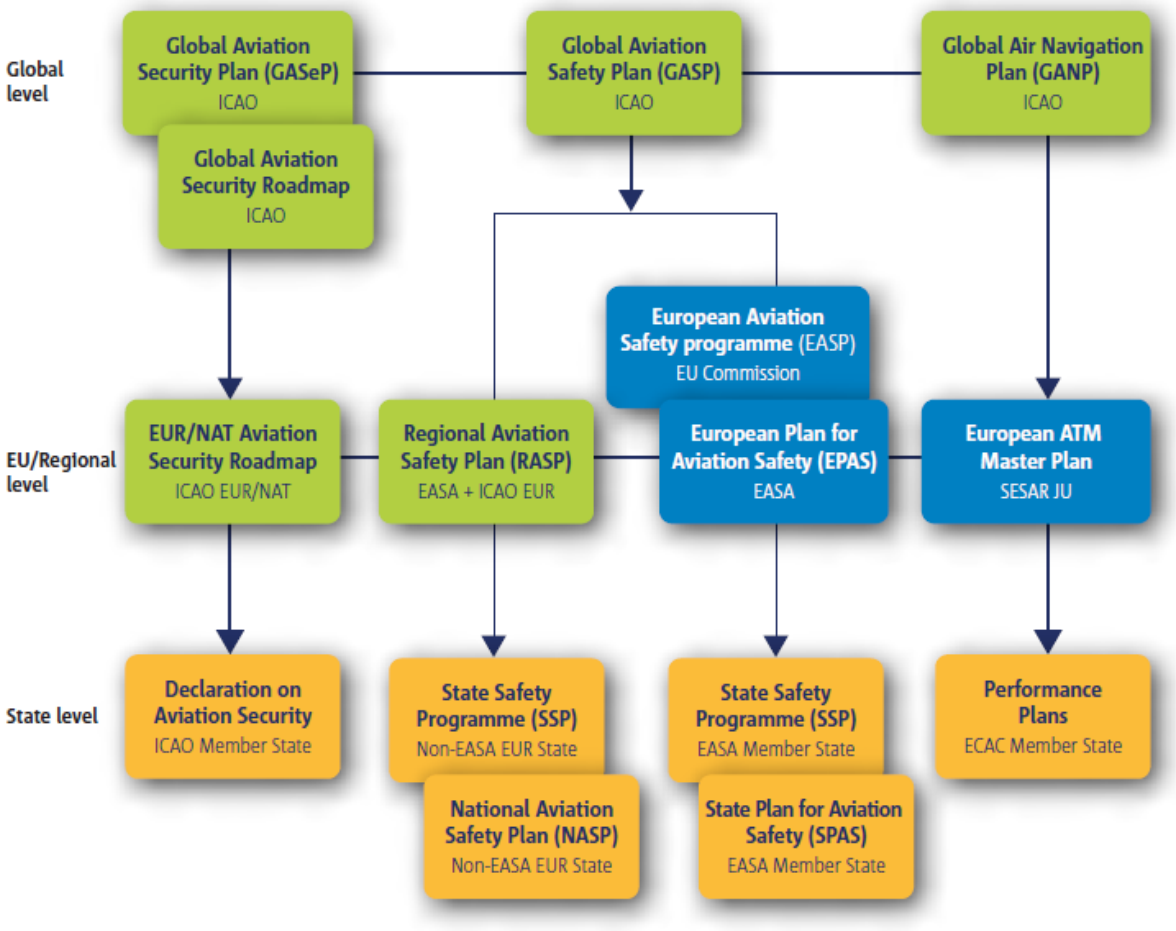


Figure 1: Relationship between the EPAS and other programmes and plans

[11] EUR and NAT Documents (icao.int)

1.3 Management of Aviation Safety in the Republic of Slovenia

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

Additionally, answers to the four key questions related to SSP implementation are presented:

Key question	Document(s) providing answer
What are the State`s main/top safety risks	**SSP** **SPAS, Chapter 2**
How does the State know it?	**Publications of ICAO and EASA** **CAA Annual Aviation Safety Review** Hazard identification is done by the CAA, mostly through: • occurrence reporting – MOR and VOR; • relevant occurrences for CAA Slovenia reported by other NAAs; • 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).
What is the State doing about it?	**SPAS** low-level actions (E.g. rulemaking, oversight, analysis, safety promotion, competence of personnel, systemic improvement)
Is it working?	**Report on MST and SIT realisation** **CAA Annual Aviation Safety Review**

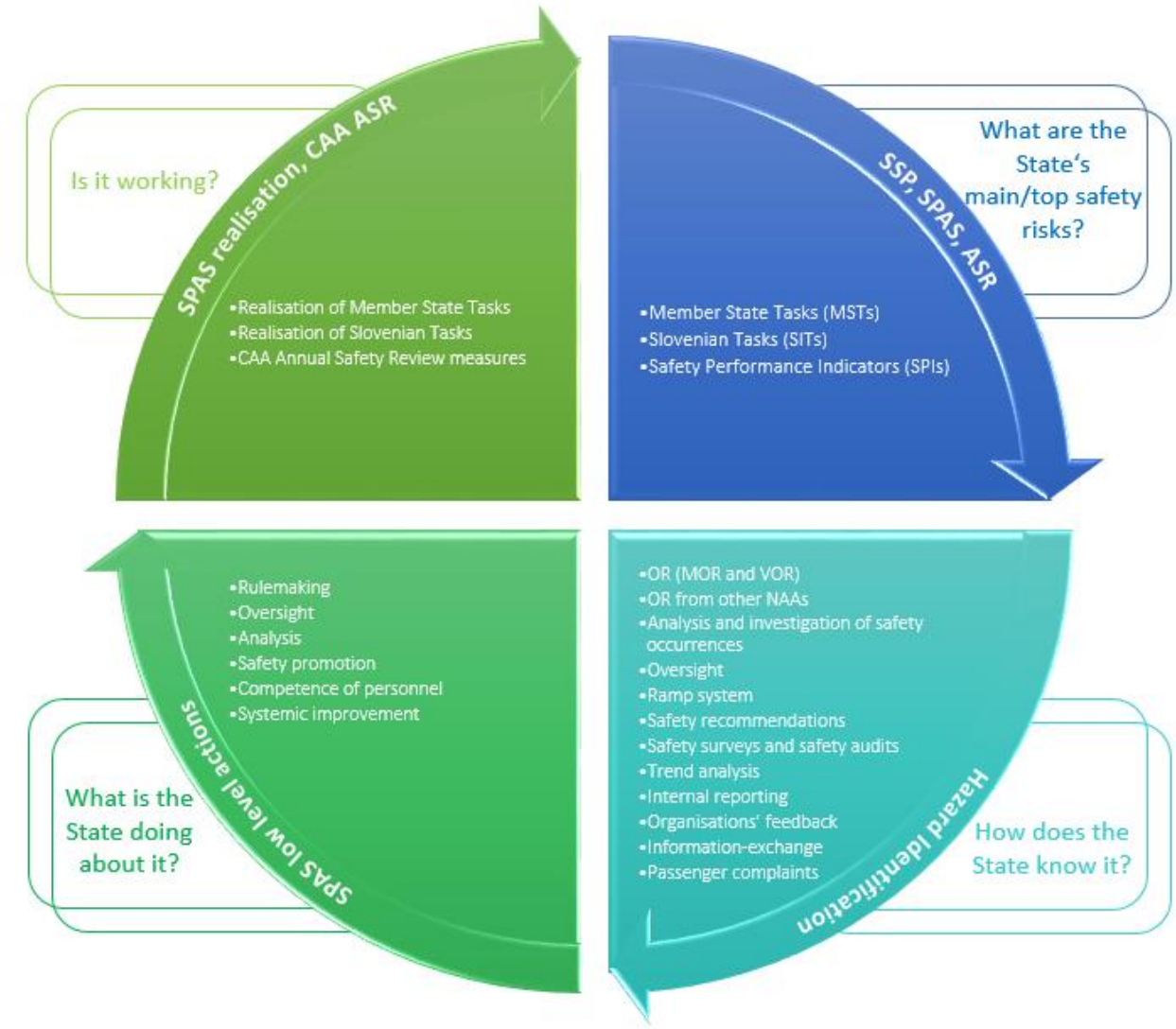


Figure 2: SSP implementation process

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

Standardization of safety initiatives, in the GASP, associated with an SSP, requires the implementation of a risk-based approach that achieves an acceptable level of safety performance. In this context, the role of the State evolves to include the establishment and achievement of safety performance targets as well as effective oversight of its service providers' SMS. The transition to an SSP requires increased collaboration across operational domains to identify hazards and manage risks. The analysis of various forms of safety data is needed to develop effective mitigation strategies specific to each State. This requires ICAO, States, and international organizations to work closely together on safety risk management. In addition, collaborative efforts between key stakeholders, including service providers and regulatory authorities, are essential to the achievement of safety performance targets established through a State's SSP or service providers' SMS. Through partnerships with such key stakeholders at national and regional levels, safety data should be analysed to support maintenance of performance indicators related to the risks and the major components of the

aviation system. Key stakeholders should reach agreements to identify appropriate indicators, determine common classification schemes and establish analysis methodologies that facilitate the sharing and exchange of safety information.

1.3.1 State Safety Programme (SSP)

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

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 Ministry of Infrastructure.

The tasks of the working group are as follows:

- The working group shall constantly monitor the relevance and consistency of the SSP and the SPAS with international standards, recommended practices and guidelines of the ICAO and with European Union regulations, other regulations and legal acts in force in the Republic of Slovenia in the area of civil aviation.
- The working group shall propose, as appropriate, the revision of the SSP and annually updates the SPAS.
- Based on the continuous collection of information related to aviation safety, the working group, in addition to the activities to be determined following the SSP gap analysis, in accordance with Articles 7 and 8 of Regulation (EU) No 2018/1139, in consultation with relevant stakeholders, establishes and maintains the SSP. The SSP must be proportionate to the scale and complexity of aviation activities and be in line with the European Aviation Safety Programme.
- The working group ensures that the SSP contains at least the elements related to the responsibilities of national safety management described in international standards and recommended practices. In addition, the SSP should determine the level of safety performance to be achieved at national level in the field of aviation activities for which the state is responsible.
- The working group is responsible for the SPAS, which is annexed to the SSP. Based on the assessment of relevant safety information, the working group, in consultation with the relevant stakeholders, identifies the main safety risks affecting its national aviation safety system and sets out the necessary measures to mitigate these risks.
- The working group is obliged to continuously ensure the consistency of the SSP with EASP and GASP and to prepare a table of actions resulting from the SSP and actions, which are harmonized with EPAS.

The working group has delegated its safety promotion tasks to the CAA, which is responsible for the continuing education, communication and sharing of safety information with and among its service providers and regulatory and administrative organisations involved in the SSP. CAA is executing this responsibility mainly via various safety promotion events, which are annually published on its website. In addition to that, CAA issues safety posters, leaflets, brochures and other materials in order to prevent safety risks or mitigate them. An important document, which includes relevant safety information for the state, is also the Annual Safety Review, prepared annually by the CAA and published on its website.

1.3.2 Slovenian Plan for Aviation Safety (SPAS)

For implementation of the SSP, the Civil Aviation Agency of the Republic of Slovenia annually updates the SPAS on behalf of the State. Before SPAS is adopted by Director General of Ministry`s Directorate of Aviation and Maritime Transport it shall be coordinated with relevant stakeholders, who participate in the working group mentioned in Chapter 1.3.1. 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 and aviation safety.

Key safety risks for Slovenian aviation are identified through European and national safety risk management process. SPAS contains in Chapter 2 the risk areas (high-level tasks) that need to be addressed in order to maintain or improve the level of safety (MST/SIT) and low level tasks that need to be taken in order to mitigate identified risks and reduce them to the acceptable safety level.

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

MSTs/SITs are divided into following groups:

- systemic safety;
- operational safety in the different aviation domains:
  - Commercial Air Transport (CAT) Aeroplane Operations and NCC
  - Rotorcraft
  - General Aviation
  - Aerodromes;
- safe integration of new technologies and concepts.

The data for each high-level task shall include at least:

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

The data for each low-level task shall include at least:

- number (for tasks originating from EPAS – MST.0001-001, MST.0001-002; for national related tasks – SIT.0001-001, SIT.0001-002…);
- headline;
- objective/description;
- status (ongoing if existed in previous SPAS, new if added it this edition of SPAS);
- the type of task (rulemaking – RM, oversight – OS, analysis – AN, safety promotion – SP, competence of personnel – CP or systemic improvement – SI);
- due date for completing the task (year, quarter, exact date, continuous, completed with explanation).

For efficient implementation of SSP and EPAS MST/national SIT, CAA established working groups for each EPAS and national task. Working groups shall propose low-level tasks as a tool to achieve efficient implementation of task, lower the risk of the detected hazard or meet certain objective. Low-level tasks are incorporated into this document.

The effectiveness of SPAS is monitored as part of aviation safety risk management and safety assurance. CAA monitors implementation of the actions through Safety Board meetings. On the State level the monitoring of implementation is done on meetings of the working group appointed by minister of infrastructure. The effectiveness of proposed and accomplished tasks is presented annually in the Report on MST and SIT realisation and in partially the CAA Annual Aviation Safety Review.

Actual statistical data about aviation occurrences in the Republic of Slovenia are contained in the CAA Annual Aviation Safety Reviews.

Each aviation organisation is responsible for the safety of its own operations. The organisations shall address in their SMSs the threats identified by them and those identified in the European and national aviation safety risk management process in respect of their own operations, assess the associated risks and, if necessary, implement tasks aiming to reduce the risks to an acceptable level. As part of its oversight activities, CAA assesses how the organisations have addressed the threats relevant to them described in the SPAS in their safety management. This assessment can also be done in a way of research.

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

2 Member States Tasks/Slovenian Tasks and low-level tasks

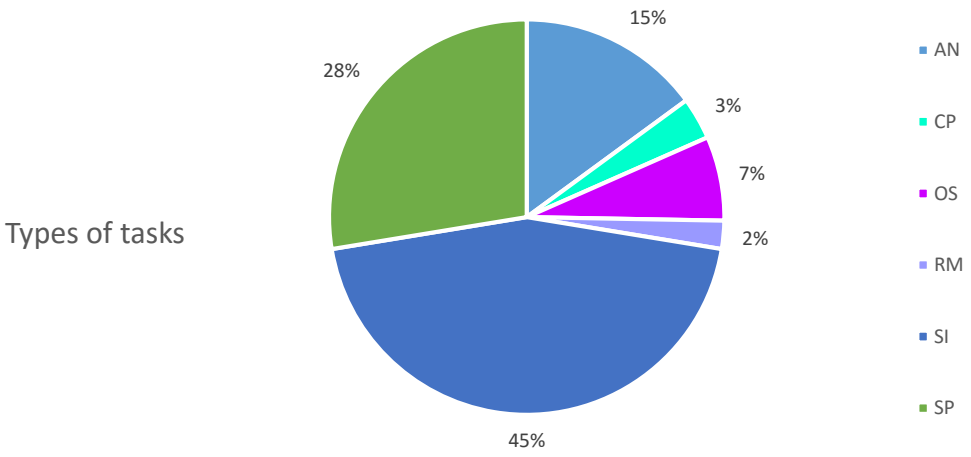
MST/SIT Number	Task Headline	Affected stakeholders
	Systemic Safety	
MST.0001	Prioritization of work on Slovenian SSP	All
MST.0002	Promotion of SMS	All
MST.0026	SMS Assessment	Air operators – CAT & NCC, CAMOs, ATOs, AeMCs, ADR operators
MST.0028	Establishment and maintaining of the Slovenian Plan for Aviation Safety	All
	• Airborne collision, runway excursion, aircraft upset in flight	CAT & NCC aeroplane
	• Helicopter upset in flight, obstacle collision, terrain collision, airborne collision	Rotorcraft operations
	• Aircraft upset in flight, terrain collision, obstacle collision in flight	GA – NCO
	• Aircraft upset in flight, terrain collision, obstacle collision in flight	GA – Sailplanes
	• Obstacle collision in flight, balloon landings, fire and smoke	GA – Balloons
MST.0039	Safety promotion to support ramp-up/safe return to operations	All
MST.0037	Foster a common understanding and oversight of Human Factors	CAA
MST.0034	Oversight capabilities/focus area: flight time specification schemes	AOC holders (CAT)
MST.0033	Language proficiency requirements – sharing best practices, to identify areas for improvement for the uniform and harmonised language proficiency requirements implementation	MS, ANSPs, ATCOs, TOs, pilot licence holders and students
MST.0036	PPL/LAPL learning objectives in the Meteorological Information part of the PPL/LAPL syllabus	NCAs, PPL/LAPL pilots, TOs
MST.0035	Oversight capabilities/focus area: fraud cases in Part-147	CAA, AMTOs
MST.0040	Safety and security reporting coordination mechanism	All
MST.0032	Oversight capabilities/focus areas: • availability of adequate personnel in CAA • cooperative oversight in all sectors • organisations Management System in all sectors	All
SIT.0007	Safety issues arising from the war in Ukraine	Commercial aviation
	Operational Safety **Commercial Air Transport (CAT) Aeroplane Operations and NCC**	
MST.0024	'Due regard' for the safety of civil traffic over high seas	AOC holders (CAT), aircraft operators (NCC), ATC providers
MST.0030	Implementation of SESAR solutions aiming to reduce the risk of mid-air collision en-route and in terminal manoeuvring areas (TMA)	ANSP
MST.0003	Flight data monitoring	AOC holders (CAT)
MST.0019	Better understanding of operators' governance structure	AOC holders (CAT)
	Operational Safety **Rotorcraft**	
MST.0015	Helicopter safety events	Aircraft Operators – Helicopters, CAA
MST.0031	Implementation of SESAR solutions aiming to facilitate safe IFR operations	Aircraft Operators – Helicopters, CAA
	Operational Safety **General aviation**	
MST.0025	Improvement in the dissemination of safety messages	GA
MST.0027	Promotion of Safety culture in GA	GA
MST.0038	Airspace complexity and traffic congestion	Pilots, Aircraft operators - All, CAA, ANSPs
SIT.0004	Parachuters, paragliders, hang gliders and microlights airplanes	GA

Operational Safety Aerodromes		
MST.0029	Implementation of SESAR runway safety solutions	ADR operators, AOC holders, ANSPs and CAA
Safe integration of new technologies and concepts Unmanned aircraft systems		
SIT.0005	Drones	All

EPAS 2018–2022 tasks
EPAS 2019–2023 tasks
EPAS 2020–2024 tasks
EPAS 2021–2025 tasks
EPAS 2022–2026 tasks
National Safety Risk Management Tasks

In the following subchapters MSTs/SITs and low-level tasks are presented.

The working groups proposed the following tasks, according to the type of the task (rulemaking – RM, oversight – OS, analysis – AN, safety promotion – SP, competence of personnel – CP or systemic improvement – SI), of which the distribution is as follows:




OIL MINI-MODULE
AM414

2.1 Systemic safety

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

Safety Management

Safety management is a strategic priority. Despite the fact that last years have clearly brought continued improvements in safety across every operational domain, recent accidents underline the complex nature of aviation safety, the importance of hazard identification and associated risk mitigation, and the role of human performance. Authorities and aviation organisations should have agile (safety) management systems (SMS), implementing robust Safety Risk Management (SRM) principles and including whenever possible short-loop safety monitoring processes. The situation with the Covid-19 pandemic illustrates that need across all domains.

These principles are strengthened through SMS implementation supported by ICAO Annex 19 and Regulation (EU) No 376/2014 (on the reporting, analysis and follow-up of occurrences).

Human factors and human performance

Human factors and the impact on human performance, as well as medical fitness are strategic priorities. As new technologies and/or operating concepts emerge on the market and the complexity of the system continues increasing, it is of key importance to properly address human factors and human performance, in terms of both limitations and its contribution to delivering safety, as part of the safety management implementation.

The safety actions identified currently — related to aviation personnel — are aimed at updating fatigue risk management (FRM) requirements and contributing to mitigating safety issues in all domains such as personal readiness, flight crew perception or crew resource management (CRM) and communication, which play a role in improving safety across all aviation domains.

Competence of personnel

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

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

The focus is on actions in the area of training, existing and new training devices, simulators and new technologies available for training in line with EASA's Rotorcraft Safety Roadmap Training Safety work stream.

Aircraft tracking, rescue operations and accident investigation

The safety actions in this area are aimed at better locating aircraft in distress and improving the availability and quality of data recorded by flight recorders.

Impact of security on safety

The safety actions in this area are aimed at mitigating the security-related safety risks. The safety actions in this area also include the mitigation of the risks posed by flying over zones where an armed conflict exists.

Managing the impact of security on safety is a strategic priority.

Oversight capabilities

The safety actions in this area are aimed at addressing issues emerging from standardisation activities, with focus on the safety oversight capabilities of the Member States. The lack of effective oversight remains an issue, as shown by the number of Standardisation findings related to the NCAs' performance of certification and oversight tasks. The magnitude of the issue varies across technical domains, the most relevant being Air Operations, Flight Crew Licencing, ATM/ANS and Aerodromes. The difficulties experienced by several authorities in properly discharging their oversight responsibilities in these domains is a concern also in the light of the size, scope and complexity of the aviation industry that some of them oversee.

Furthermore, while a number of NCAs have reached a suitable and stable level of maturity, certain continue to underperform and/or struggle in achieving sustainable improvements. Most notably, while progress has been noted in the implementation of Authorities' management systems, effective oversight of undertakings' (safety) management systems continues to be an area of concern in several domains.

Authority requirements, introduced in the rules developed under the first and second extension of the EASA scope, define what Member States are expected to implement when performing oversight of the organisations under their responsibility. In particular, they introduced the concept of risk-based oversight with the objective of addressing safety issues with a consideration to efficiency.

The below elements are considered enablers of a robust safety oversight system, expected to be in place according to the requirements in force:

1. ability and determination to conduct effective oversight;
2. ability to identify risks through a process to collect and analyse data;
3. ability to mitigate the identified risks in an effective way, implying measurement of performance and leading to continuous improvement;
4. willingness and possibility to exchange information and cooperate with other NCAs;
5. ability to ensure the availability of adequate personnel, where 'adequate' includes the notion of sufficient training and proper qualification; and
6. focus on the implementation of effective management systems in industry, wherever required by the regulations in force.

Miscellaneous

Article 74 of the Basic Regulation requires EASA, in cooperation with the EC and the NCAs, to establish and manage a repository of information necessary to ensure effective cooperation

between EASA and the NCAs concerning the exercise of their tasks relating to certification, oversight and enforcement under this Regulation.

Considering the huge quantity and complexity of information as well as the obligation to comply with data protection requirements, the EASA Management Board decided to set up a dedicated Task Force which falls under the Member States Advisory Body (MAB). The Task Force will focus on specifications per domain, the global architecture and the governance of the future platform.

MST.0001 Prioritization of work on Slovenian SSP

Number: MST.0001
Headline: Prioritization of work on Slovenian SSP
Objective/description: In the implementation and maintenance of the SSP, Member States shall in particular:

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

Owner: MS
Affected stakeholders: All
Status: Ongoing
SIs/SRs: SI-0041 Effectiveness of Safety Management
Reference(s):

- ICAO Annex 19 and GASP 2020–2024 Goal 3 'Implement effective State Safety Programmes'
- GASP SEI-13 — Start of SSP implementation at the national level
- GASP SEI-14 — Strategic allocation of resources to start SSP implementation
- GASP SEI-15 — Strategic collaboration with key aviation stakeholders to start SSP implementation
- GASP SEI-16 — Strategic collaboration with key aviation stakeholders to complete SSP implementation

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

Low-level tasks:

Number: MST.0001-001

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

Number: MST.0001-002

Headline: Coordination between State authorities
Objective/description: Ensure effective coordination between State authorities having a role in safety management.
Status: Ongoing
The type of task: SI
Due date for completing the task: Continuous

Number: MST.0001-003

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

Number: MST.0001-004

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

Number: MST.0001-005

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

Number: MST.0001-006

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

Number: MST.0001-007

Headline: SPIs at State level
Objective/description: Establish a process to determine SPIs at State level addressing outcomes and processes.
Status: Ongoing

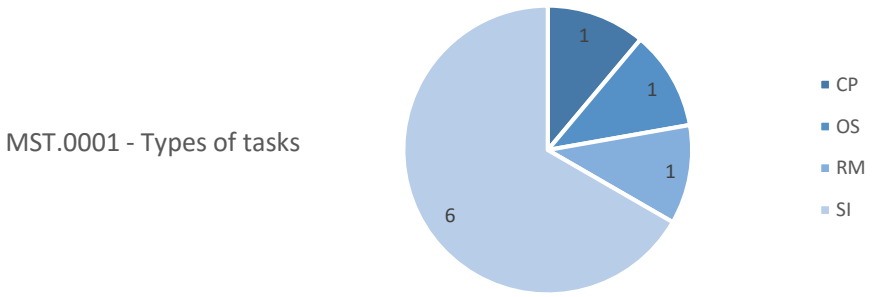
The type of task: SI
Due date for completing the task: 2022

Number: MST.0001-008

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

Number: MST.0001-009

Headline: SSP shall be regularly reviewed and effective
Objective/description: Ensure that the SSP is regularly reviewed and that the SSP effectiveness is regularly assessed. Update the gap analysis regularly.
Status: Ongoing
The type of task: RM
Due date for completing the task: Continuous



MST.0002 Promotion of SMS

Number: MST.0002
Headline: Promotion of SMS
Objective/Description: Member States should encourage dissemination and implementation of safety promotion material developed by the European Safety Promotion Network, the SMICG and other relevant sources of information on the subject of safety management.
The latest SMICG deliverables include:

- Revised Guidance on SMS for Small Organisations: Considerations for Regulators
- Attitudes and Behaviours for effective SMS (brochure)
- Revised SMS Integration guidance – Points to Consider
- Revised SSP Assessment Tool (reflecting ICAO Annex 19 Amendment 1).

Forthcoming SMICG material:

- Effective Surveillance Following the Introduction of SMS
- Management of Change at State Level: Considerations
- Safety Manager's Role in SMS, including competency and training requirements
- Performance-Based/Risk-Based Oversight
- Updated Safety Management Terminology
- Tool and guidance for evaluating inspector SMS competency

Latest EASA material:

- Guidance on Acceptable Level of Safety Performance (ALoSP), Safety Performance Management and Safety Assurance within the EU environment[12]
- EASA Covid-19 Resources, including the aviation safety issues arising from the Covid-19 pandemic and the
- role of operators' management systems in the Covid-19 recovery phase
- SMS in CAMO: practical implementation (presentations and takeaways)[13].

Owner: MS
Affected stakeholders: All
Status: Ongoing
SIs/SRs:

- SI-0041 Effectiveness of Safety Management
- SI-8044 Ineffective safety management systems

Reference(s):

- GASP SEI-5 (industry) Improvement of industry compliance with applicable SMS requirements

Dependencies: MST.0001, SPT.0057
Deliverable(s): Guidance/training material/best practices
Timeline: Continuous

Low-level tasks:

Number: MST.0002-001

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

[12] https://www.easa.europa.eu/document-library/general-publications/easa-publishes-guidance-alosp-safety-performance-management
[13] https://www.easa.europa.eu/newsroom-and-events/events/sms-camo-practical-implementation

Status: Ongoing
The type of task: SP
Due date for completing the task: Continuous

Number: MST.0002-002

Headline: EASA Safety Promotion Network materials
Objective/description: Head of this MST group is also a member of the EASA Safety Promotion Network (SPN) therefore the group has direct access to the materials and insight into the anticipated activities/events. When new materials are provided, the head of this group contacts the applicable sector or subject focal point to mutually agree on the most suitable distribution channel and form. CAA safety promotion activity form is used and applied.
Status: Ongoing
The type of task: SP
Due date for completing the task: Continuous

Number: MST.0002-003

Headline: CAA annual safety conference (CAA as a relevant source of safety related information)
Objective/description: CAA will organize and host a two-day conference enabling the Slovenian aviation stakeholders to meet, exchange views and knowledge and become acquainted with the most relevant aviation safety topics. Several SMS topics will be included in the programme of the conference although the main component of the conference will be safety promotion in its broader sense.
Status: Ongoing
The type of task: SP
Due date for completing the task: 2022 Q3

Number: MST.0002-004

Headline: Annual plan of safety promotion activities
Objective/description: The head of this group will formulate a plan for the current year (January to January), which will include safety promotion activities related to various domains (air operations, drones, rotorcraft, general aviation, safety management). This plan will primarily focus on CAA's own activities; however, SMICG and EASA Safety Promotion Network's materials will be included in the plan once they are received).
Status: Ongoing
The type of task: SI
Due date for completing the task: 2022 Q2

Number: MST.0002-005
Headline: Effective communication in the transfer of safety related messages
Objective/description: The group intends to assess each promotion activity in terms of its targeted audience and decide on the most suitable communication channel for its distribution. All safety promotion activities will be monitored and records will be kept in accordance with CAA procedures.
Status: Ongoing
The type of task: SI
Due date for completing the task: Continuous

Number: MST.0002-006

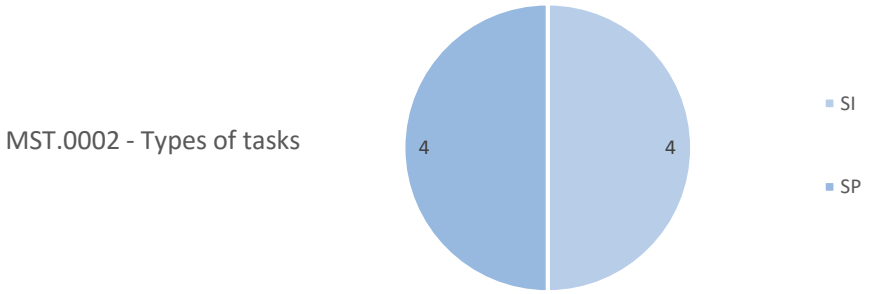
Headline: SMS newsletter
Objective/description: The group intends to produce materials for the newsletter related to various topics from the SMS domain. Safety management is one of the options when CAA's webpage visitor subscribes to the newsletter. In this way, we would like to explain complex topics in a simple way or small bits of 'aviation theory' together with some examples from our experience. The number of the SMS newsletters: 4 per year – plan for 2022: Just culture, Building reporting culture, Safety policy, Management of Change.
Status: Ongoing
The type of task: SP
Due date for completing the task: 2022 Q4 (one in the first half of the year, three in the second half of the year)

Number: MST.0002-007

Headline: CAA website
Objective/description: Safety promotion part of the website needs a reformulation. Certain materials will be migrated to the relevant parts of the webpage. Instead of list, we would like to add visual materials (photo tiles).
We would also like to enable a better position for the latest safety promotion activity (homepage, top position) especially when advertising events. We also suggest that news can be filtered according to its date. If this is not possible, a date shall be written under the news' title so the reader is well aware that he or she is reading a current text.
Status: New
The type of task: SI
Due date for completing the task: 2022 Q4

Number: MST.0002-008

Headline: Safety promotion feedback evaluation form
Objective/description: Establishment of the form: short, clear. Format: that can be printed or filled out electronically and submitted via email. Communicated to CAA employees via DNA.
Status: New
The type of task: SI
Due date for completing the task: 2022 Q2



MST.0026 SMS Assessment

Number: MST.0026
Headline: SMS assessment
Objective/Description: Without prejudice to any obligations stemming from the SES ATM Performance Scheme, MSs should make use of the EASA management system assessment tool to support risk- and performance-based oversight. MSs should provide feedback to EASA on how the tool is used, for the purpose of standardisation and continual improvement of the assessment tool.
MSs should regularly inform EASA about the status of compliance with SMS requirements and SMS performance of their industry.
Note that the EASA Management System assessment tool is under revision to include Continuing Airworthiness Management Organisations (CAMOs) – a draft version is available on request. A new editable version, which will include Part 21 and Part-145, will be available in 2022.
Owner: MS
Affected stakeholders: Air operators – CAT & NCC, CAMOs, ATOs, AeMCs, ADR operators
Status: Ongoing
SIs/SRs: SI-0041 Effectiveness of Safety Management
Reference(s):

- EASA Management System assessment tool
- EASA BIS 'Safety Management'
- GASP SEI-5 (industry) Improvement of industry compliance with applicable SMS requirements

Dependencies: MST.0001, MST.0032
Deliverable(s): Feedback on the use of the tool, Feedback on the status of SMS compliance and performance
Timeline: Continuous with bi-annual reporting (April/October)

Low-level tasks:

Number: MST.0026-001

Headline: Revision of SMS Assessment Tool
Objective/description: As a member of EASA expert group for Management System assessment tool Slovenia continues to participate in revision of SMS Assessment Tool, which will in addition to CAMOs, include Part-21 and Part-145 organisations. During year, 2022 regular (monthly) meetings are organized. In parallel revision of SMS Assessment Tool, guidelines for this second edition are being prepared.
Status: Ongoing
The type of task: SI
Due date for completing: 31.12.2022

Number: MST.0026-002

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

Number: MST.0026-003

Headline: Feedback on the status of SMS compliance and performance
Objective/description: CAA will provide the status of SMS compliance and performance within EASA's Standardisation Information System in April and October 2022. The information provided is as follows:

- number of organisations with currently open level 1 finding(s) on the relevant requirements;
- total number of currently open level 1 findings on the relevant requirements;
- number of organisations with currently open level 2 finding(s) on the relevant requirements;
- total number of currently open level 2 findings on the relevant requirements;
- percentage of currently overdue level 2 findings on the relevant requirements;
- number of organisations for which an extended oversight planning cycle is applied;
- number of organisations for which a reduced oversight planning cycle is applied; and
- use of EASA Management System Assessment tool in certain domain.

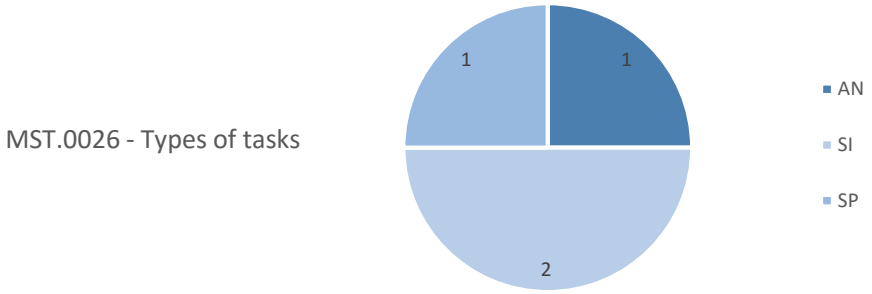
The relevant requirements are:

- Regulation (EU) No 965/2012: Part-ORO (ORO.GEN.130, ORO.GEN.200, ORO.GEN.205, ORO.GEN.210, ORO.GEN.220)
- Regulation (EU) No 1178/2011: Part-ORA (ORA.GEN.130, ORA.GEN.200, ORA.GEN.205, ORA.GEN.210, ORA.GEN.220)
- Regulation (EU) No 139/2014: Part ADR.OR (ADR.OR.B.040, ADR.OR.D.005, ADR.OR.D.010, ADR.OR.D.015, ADR.OR.D.035)
- Regulation (EU) No 2015/340: Part ATCO.OR (ATCO.OR.B.015, ATCO.OR.C.001, ATCO.OR.C.005, ATCO.OR.C.010, ATCO.OR.C.020)
- Regulation (EU) No 2017/373: Part-ATM/ANS.OR (ATM/ANS.OR.B.010, ATM/ANS.OR.B.005, ATM/ANS.OR.B.015, ATM/ANS.OR.B.020, ATM/ANS.OR.B.030)
- Regulation (EU) No 1321/2014: Part-CAMO (CAMO.A.130, CAMO.A.200, CAMO.A.205, CAMO.A.305, CAMO.A.220)

Status: Ongoing
The type of task: AN
Due date for completing: Continuous with bi-annual reporting (April/October)

Number: MST.0026-004

Headline: Support industry in SMS implementation
Objective/description: Supporting industry in SMS implementation with the dissemination of common understanding of safety management, sharing lessons learned and encourage progress and harmonization, through preparation of guidelines published on CAA webpage, presenting at conferences etc. This support will be based on analysis from MST.0026-003 and may be closely connected with MST.0002-006.
Status: New
The type of task: SP
Due date for completing: Continuous


MST.0026 - Types of tasks
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MST.0028 Establishment and maintaining of the Slovenian Plan for Aviation Safety

Number: MST.0028
Headline: Establishment and maintaining of the Slovenian Plan for Aviation Safety
Objective/Description: Member States shall ensure that SPAS is maintained and regularly reviewed. Member States shall identify in SPAS the main safety risks affecting their national civil aviation 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 top key risk areas as determined through the EU SRM currently are:

- for CAT and NCC aeroplanes: airborne collision, runway excursions, aircraft upset in flight (cf. Chapter6);
- for rotorcraft operations: helicopter upset in flight, obstacle collision, terrain collision and airborne collision (cf. Chapter 7);
- for GA/NCO: aircraft upset in flight, terrain collision, obstacle collision in flight;
- for GA/Sailplanes: aircraft upset in flight, terrain collision, obstacle collision in flight;
- for GA/Balloons: obstacle collision in flight, balloon landings, fire and smoke (cf. chapter 8).

In addition, the specific safety risks included in the Covid-19 safety risk portfolio shall be assessed and the State risk picture updated accordingly.
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[14], goals, indicators[15] and targets[16] (unless these are included in the SSP document);
- reflect the EPAS actions as applicable to the State;
- identify the main safety risks at national level in addition to the ones identified in EPAS, and
- ensure that their SPAS is made available to relevant stakeholders, shared with other MS and EASA.

Owner: MS
Affected stakeholders: All
Status: Ongoing
SIs/SRs: SI-0041 Effectiveness of Safety Management
Reference(s):

- ICAO Annex 19 and GASP 2020–2024 Goal 3 'Implement effective State Safety Programmes'
- GASP SEI-11 (States) — Strategic collaboration with key aviation stakeholders to enhance safety in a coordinated manner
- GASP SEI-17 (States) — Establishment of safety risk management at the national level (step 1)
- GASP SEI-18 (States) — Establishment of safety risk management at the national level (step 2)

[14] 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.
[15] A databased parameter used for monitoring and assessing safety performance.
[16] The State or service provider's planned or intended target for a safety performance indicator over a given period that aligns with the safety objectives.

- GASP SEI-19 (States) — Acquisition of resources to increase the proactive use of risk modelling capabilities
- GASP SEI-20 (States) — Strategic collaboration with key aviation stakeholders to support the proactive use of risk modelling capabilities
- GASP SEI-21 (States) — Advancement of safety risk management at the national level
- SEIs (States) — Mitigate contributing factors to the risks of CFIT, LOC-I, MAC, RE, and RI

Dependencies: MST.0001
Deliverable(s): SPAS established, SPAS reviewed
Timeline: 2021 Q4, Q4 of each year starting in 2022

Low-level tasks:

Number: MST.0028-001

Headline: Continuous improvement of the Slovenian Plan for Aviation Safety through effective Safety Risk Management
Objective/description: Annual revisions of the Slovenian Plan for Aviation Safety, by implementing new EPAS editions and through collaboration with different entities within the State identifying new national safety risks, implementing mitigation measures and monitoring their effectiveness.
Status: Ongoing
The type of task: SI
Due date for completing the task: Continuous

Number: MST.0028-002

Headline: Objectives, goals, indicators and targets
Objective/description: Objectives, goals, indicators and targets shall be established. SPAS shall be evidence based by linking tasks/actions to strategic priorities and goals.
Status: Ongoing
The type of task: SI
Due date for completing the task: 2022 Q4

Number: MST.0028-003

Headline: CAT and NCC aeroplanes: airborne collision, runway excursions[17], aircraft upset in flight
Objective/description: Due to orographic position of Slovenian airports and close proximity of airfields with versatile operations (including gliding, parachute dropping and paraglider activities), the CAA has identified risk of potential airborne collision especially when crew is willing to perform visual approach. Risk may be triggered if pilots fail to obey rules of CTR or TMA. CAT operations with single engine aeroplanes in VFR might be even more demanding especially, if pilots skip weather analysis. Flying in high mountains in strong wind may easily put crew into undesired condition and upset in flight. Group will prepare circular with recommendations.
Recommendations:

- pre-flight briefing, departure and approach briefing shall include threats and risks regarding other possible unknown traffic;
- strict check of NOTAM's for possible parachute dropping activities in flight path area;

[17] Runway excursions are not addressed within this low-level task, due to the fact that national SRM did not detect this risk as high risk. CAA will monitor the number of runway excursions on a continuous basis and include this risk in future editions of SPAS if necessary.

- good CRM techniques and skills. Good situational awareness and good communication is very important in multi crew cooperation;
- refresh aspects of single pilot resource management (CAT – single pilot);
- weather analysis (SWC, METAR, NOTAM, wind charts for different levels, call local meteorologist).

Status: New
The type of task: SP
Due date for completing the task: 2022 Q4

Number: MST.0028-004[18]

Headline: Rotorcraft operations: helicopter upset in flight, obstacle collision, terrain collision and airborne collision
Objective/description: Helicopters flying on the search and rescue missions in high mountains are doing its tasks in very demanding environment. Awareness that there may be many other aircraft around them, the risk of a collision can be greatly reduced by the helicopter crew reporting to the local frequency, alerting other participants to their arrival in the area of operation. Group will prepare recommendations which will be presented on the CAA Safety conference:

- procedures during search and rescue mission;
- communication in uncontrolled airspace;
- threats of fixation (pilot or both pilots is/are focused only on the targets on the ground when searching).

Status: New
The type of task: SP
Due date for completing the task: 2022 Q3

Number: MST.0028-005

Headline: GA/NCO: aircraft upset in flight, terrain collision, obstacle collision in flight
Objective/description: Based on occurrences regarding stall flight, approach to stall and unintentional spin, the group will participate in actions for implementing new revised training programs in ATO/DTO for microlights. Exercises including approach to stall and stall flight shall be revised. Teaching techniques of flight controls usage at low speed shall be standardized between instructors. Special attention during auditing and licence examinations will be on the knowledge of weight and balance, aeroplane envelope and proper theoretical training in section weight and balance. Topics will be also presented on the CAA Safety conference.
When flying VFR on cross country flight pilot shall be alert all the time, and check weather ahead continuously. Good pre-flight preparation is utmost important and may prevent unintentional encounter into the clouds. Group will prepare a leaflet and published it on the CAA web page.
Status: New
The type of task: SI and SP
Due date for completing the task: 2023 Q1

Number: MST.0028-006

Headline: GA/Sailplanes: aircraft upset in flight, terrain collision, obstacle collision in flight
Objective/description: Seasonal sailing is very widespread in the whole region, especially between March and September. Group has identified as a risks: violation of airspace,

[18] The low-level task is connected with MST.0015.

unauthorized entry into a restricted areas and near miss in flight. Group will prepare a circular with following recommendations:

- long pre-flight briefing should include weather information, to inform pilots about other traffic (glider areas, parachute areas);
- importance of NOTAM checking and informing others;
- attention on potential risks and threats.

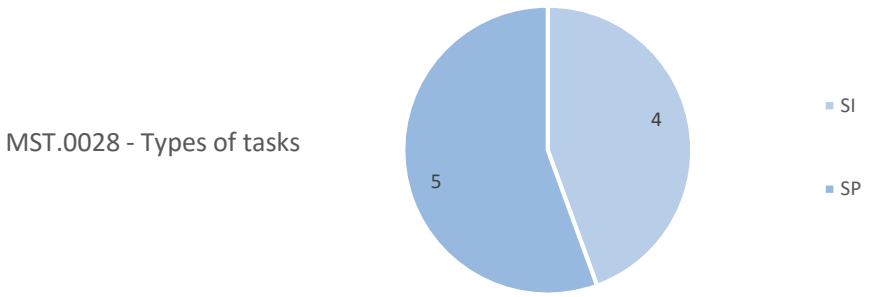
Circular will be published on the CAA web page.
Status: New
The type of task: SP
Due date for completing the task: 2023 Q2

Number: MST.0028-007

Headline: GA/Balloons: obstacle collision in flight, balloon landings, fire and smoke
Objective/description: Likelihood of emergency situation exposure is possible in every flight, especially taking into account area flown and seasonal changes and specifics. Risks identified are specifically related to pilot competency, taking into account technical knowledge, currency and experience of pilots. However, most of pilots have not experience (yet) real emergency situation which could lead to wrong action or no action at all. Risk of undesirable outcome is therefore high and probable. Due to that reason, the group identified risk of pilot competencies and experience with emergency events. In order to overcome and mitigate identified risks following actions are proposed:

- include emergency situations in instructional/training flights for currency requirements of BFCL.160. Specific items of emergency situations shall be addressed specifically during briefing, while during the flight, pilot (candidate) should be exposed to at least one simulated but realistic emergency situation (experience based);
- instructor safety seminar with flight instructors shall include topics of emergency situations and shall describe how to train pilots in order to expose trainee to such situation;
- sharing of promotion material from several sources.

Status: New
The type of task: SI and SP
Due date for completing the task: Continuous



MST.0039 Safety promotion to support ramp-up / safe return to operations

Number: MST.0039[19]
Headline: Safety promotion to support ramp-up / safe return to operations
Objective/Description: Member States should manage a dedicated safety promotion campaign in support of safe ramp-up / return to operations, making use of the safety promotion campaigns and deliverables provided by EASA.
Owner: MS
Affected stakeholders: All
Status: New
SIs/SRs: SIs described in the updated Covid-19 Safety Risk Portfolio published in April 2021[20]
Reference(s): N/A
Dependencies: SPT.0122
Deliverable(s): Guidance/training material/best practices
Timeline: 2021/2022

Low-level tasks:

Number MST.0039 -001

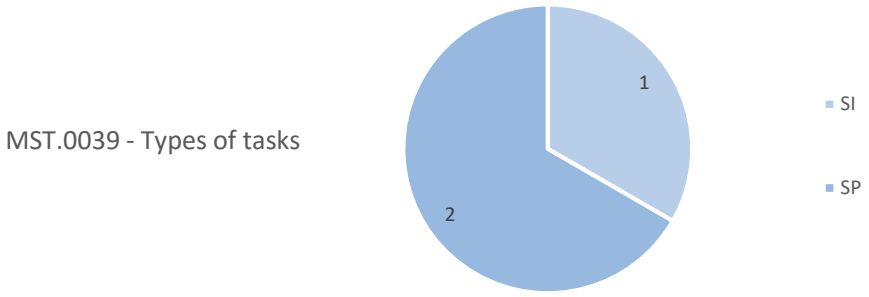
Headline: Review of Aviation Safety Issues Arising from the Covid-19 Pandemic, taking appropriate actions and creating/updating State risk picture
Objective/description: Slovenia will periodically review Aviation Safety Issues Arising from the Covid-19 Pandemic (https://www.easa.europa.eu/document-library/general-publications/review-aviation-safety-issues-arising-covid-19-pandemic-0) and identify relevant safety issues. In addition, we will identify appropriate mitigation actions and also address the industry, where necessary (e.g. return to normal operations project). According to identified safety issues, we will create State risk picture, which will be updated when/if necessary.
Status: Ongoing
The type of task: SI
Due date for completing the task: Continuous, until the stabilization of the aviation industry/market

Number MST.0039-002

Headline: Preparing guidelines/training material/best practices for aviation organisations exposed to risks connected with Covid-19 or other similar unexpected risks
Objective/description: Continuous monitoring of the EASA safety promotion campaign and its implementation at the national level. Preparation of guidelines for stakeholders addressing Covid-19 or other similar unexpected risks.
Status: Ongoing
The type of task: SP
SP Due date for completing the task: Continuous, until the stabilization of the aviation industry/market

[19] This task includes previous actions from national task in SPAS 2021-2025 (SIT.0006 – Covid-19 related risks) and the Covid part of MST.0028 (In addition, the specific safety risks included in the Covid-19 safety risk portfolio shall be assessed and the State risk picture updated accordingly).
[20] https://www.easa.europa.eu/document-library/general-publications/review-aviation-safety-issues-arising-covid-19-pandemic-0

Number: MST.0039-003
Headline: Promotion of Together4Safety Well Being Resource Hub materials
Objective/description: EASA has established a comprehensive set of materials related to Covid-19 impact, which are mainly targeted at individuals (in terms of how to look after yourself, how to manage others and how to manage the impact on one's career). At the CAA, we created links on our webpage https://www.caa.si/aktualno.html and https://www.caa.si/covid19.html, dedicated to information related to the Covid-19 pandemic. This links were regularly updated. In addition, GASCo and EASA, in cooperation with the Civil Aviation Agency Slovenia, have prepared guidelines for returning to flying according to Covid-19. The instructions are published on the CAA website "Promotion of aviation safety" on link https://www.caa.si/promocija-letalske-varnosti.html. We will continuously update web page links regarding to new Together4Safety Well Being Resource Hub materials.
Status: Ongoing
The type of task: SP
Due date for completing the task: Continuous, until the stabilization of the aviation industry/market



MST.0037 Foster a common understanding and oversight of Human Factors

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

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

These guidance and tools will be provided to the MS competent authorities to organise the implementation of the competency framework, and plan and conduct the training for the respective regulatory staff.
Owner: MS
Affected stakeholders: CAA
Status: Ongoing
SIs/SRs:

- SI-3003 Human Factors Competence for Regulator Staff
- SI-3004 Integration of practical HF/HP into the organisation's management system

Reference(s):

- ICAO Human Performance Manual (ICAO doc. 10151)
- ICAO Safety Management Manual (ICAO doc. 9859)
- EASA BIS 'Human Factors competence for regulatory staff'

Dependencies: SPT.0115
Deliverable(s): Guidance for competency assessment of regulatory staff, Guidance for competency for trainers
Timeline: 2023

Low-level tasks:

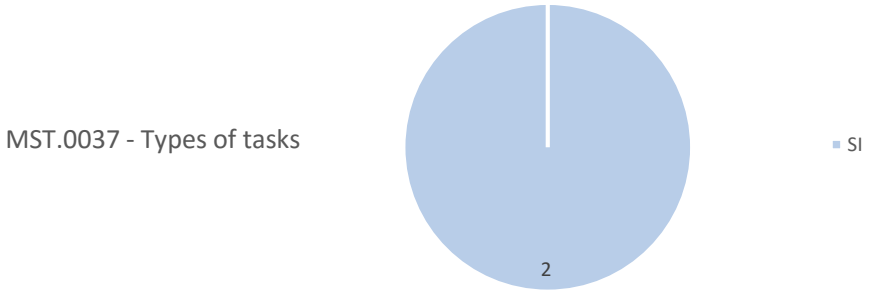
Number: MST.0037-001

Headline: Monitoring the work of the Human Factor Collaborative Analysis Group (HF CAG) and implementing the materials that this group will prepare with the goal of achieving objections described below
Objective/description: Competencies are observable and measurable patterns of knowledge, skills and attitude that an individual is expected to demonstrate in relation to required task performance. It is important for regulatory staff to have specific HF competencies to be able to perform their duties. This also provides an added benefit of improving the conversation on safety and human factors between regulatory staff and people at different levels in industry (without HF competencies, regulators cannot adequately oversee HF implementation in the aviation industry). An organisation is made up of humans, procedures and processes that work together, often in a hierarchical manner and interacting to achieve a common goal. As such, the organisation's management system cannot be fully effective unless it has integrated HF considerations and human performance principles in a practical manner.
The group will as soon as the materials are available implement them in the CAA respective procedures (training, oversight), to ensure the right staff competences and effective oversight to ensure that this is also understood and implemented in the organisations.
Status: New
The type of task: SI

Due date for completing the task: 2022 Q4

Number MST.0037-002

Headline: Study the content of ICAO Human Performance Manual (ICAO Doc 10151) and EASA BIS 'Human Factors competence for regulatory staff'
Objective/description: Implement the conclusions from these two documents, which refer to the above two points to the greatest extent possible.
Status: New
The type of task: SI
Due date for completing the task: 2022 Q4



MST.0034 Oversight capabilities/focus area: flight time specification schemes

Number: MST.0034
Headline: Oversight capabilities/focus area: flight time specification schemes
Objective/Description: Member States to ensure that the CAs possess the required competence to approve and oversee the operators' flight time specification schemes; in particular, those including fatigue risk management. CAs should focus on the verification of effective implementation of processes established to meet requirements on operator's responsibilities and to ensure an adequate management of fatigue risks. NCAs should consider the latter when performing audits of the operator's management system.
Feedback from States on the implementation of this action is normally obtained via EASA Standardisation activities.
Owner: MS
Affected stakeholders: AOC holders (CAT)
Status: Ongoing
SIs/SRs: SI-0039 Fatigue
Reference(s): GASP SEI-5 — Qualified technical personnel to support effective safety oversight
Dependencies: N/A
Deliverable: Report on actions implemented to foster capabilities
Timeline: 2022/2023

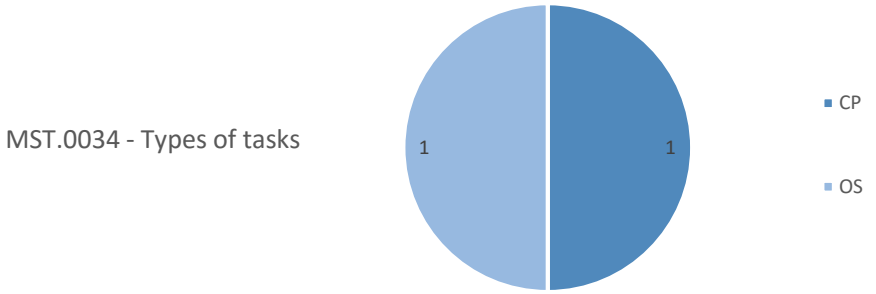
Low-level tasks:

Number: MST.0034-001

Headline: Training of CAA inspectors
Objective/description: At the moment, there is no Slovenian AOC holder holding approval for Fatigue risk management. In CAA, there is good knowledge and experience on subject of basic FTL as stated in Regulation (EU) No 965/2012 but there is missing knowledge and experience in the part of Fatigue risk management since it is very complex subject. CAA shall ensure that at least two OPS inspectors get adequate training on matter of Fatigue risk management in relation to FTL. One inspector received adequate training in area of FRM in year 2021 and the other inspector will attend the training in 2022.
Status: Ongoing
The type of task: CP
Due date for completing the task: 2022 Q4

Number: MST.0034-002

Headline: Focused oversight
Objective/description: FTL checklist was updated to address questions in relation to operator's safety management system and fatigue (OPS.CHK-000010) to assist CAA staff in the processes of certification and oversight. The checklist will be reviewed continuously according to new legislation.
Status: Ongoing
The type of task: OS
Due date for completing the task: Continuous


MST.0034 - Types of tasks
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MST.0033 Language proficiency requirements – sharing best practices, to identify areas for improvement for the uniform and harmonised language proficiency requirements implementation

Number: MST.0033
Headline: Language proficiency requirements – sharing best practices, to identify areas for improvement for the uniform and harmonised language proficiency requirements implementation[21]
Objective/Description: Member States should provide feedback to EASA on how the LPR implementation takes place, including that ATOs deliver training in English, for the purpose of harmonisation and uniform implementation.
Note: EASA will collect such feedback at the opportunity of the various Standardisation activities.
Owner: MS
Affected stakeholders: Member States, ANSPs, ATCOs, training organisations, pilot licence holders and students
Status: Ongoing
SIs/SRs: N/A
Reference(s): N/A
Dependencies: SPT.0105
Deliverable(s): Feedback on the implementation status
Timeline: Continuous

Low-level tasks:

Number: MST.0033-001

Headline: Feedback to EASA on the implementation of LPRs
Objective/description: Supplement and update feedback to EASA on how the LPRs are implemented in Slovenia to include possible changes and improvements.
Status: Ongoing
The type of task: AN
Due date for completing the task: 2022 Q4

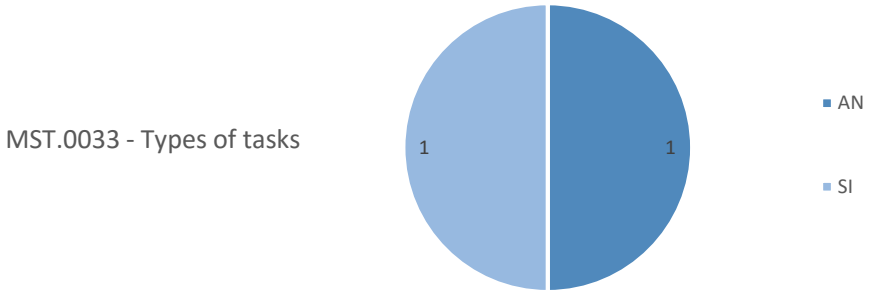
Number: MST.0033-002

Headline: Use of the English language during IR, CPL, ATPL and ATC training
Objective/description:

- inform ATOs of the results of the questionnaire on languages used during pilot training for IR, CPL and ATPL, and ATC training in Slovenia;
- advise ATOs to conduct pilot training for IR, CPL and ATPL, and ATC training in English or find other ways of fostering English language learning during theoretical and practical training for the acquisition of the said licences.

Status: Ongoing
The type of task: SI
Due date for completing the task: 2022 Q2, continuous

[21] The following RMT are also relevant to language proficiency: RMT.0194, RMT.0678.


MST.0033 - Types of tasks
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MST.0036 PPL/LAPL learning objectives in the Meteorological Information part of the PPL/LAPL syllabus

Number: MST.0036
Headline: PPL/LAPL learning objectives in the Meteorological Information part of the PPL/LAPL syllabus
Objective/Description: Member States should develop proportionate learning objectives in the 'Meteorological Information' part of the PPL/LAPL syllabus.
Such learning objectives should be of a basic, non-academic nature and address key learning objectives in relation to:

- practical interpretation of ground based weather radar, strengths and weaknesses;
- practical interpretation of meteorological satellite imagery, strengths and weaknesses;
- forecasts from numerical weather prediction models, strengths and weaknesses.

Owner: MS
Affected stakeholders: CAs, PPL/LAPL pilots, training organisations
Status: Ongoing
SIs/SRs: N/A
Reference(s):

- EASA BIS 'Weather Information to Pilots (GA and Rotorcraft)
- EASA 'Weather Information to Pilots' Strategy Paper

Dependencies: N/A
Deliverable(s): Learning objectives, with related question bank
Timeline: 2022 Q4

Low-level tasks:

Number: MST.0036-001

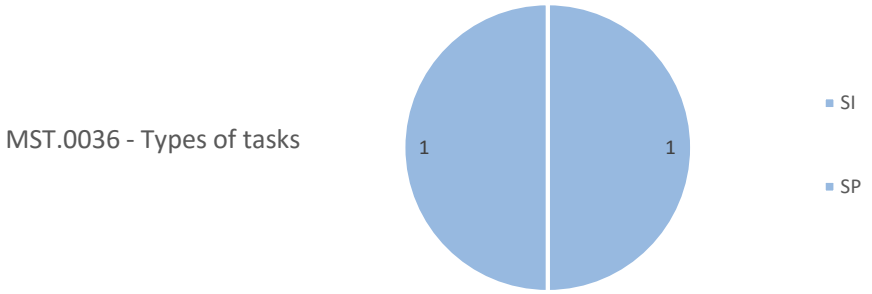
Headline: Development of learning objectives
Objective/Description: Preparing guidelines for ATO/DTO about PPL/LAPL learning objectives in the Meteorological Information part of the PPL/LAPL syllabus, which should be implemented into theoretical courses. Those learning objectives will be mostly in relation to:

- practical interpretation of ground based weather radar, strengths and weaknesses;
- practical interpretation of meteorological satellite imagery, strengths and weaknesses;
- forecasts from numerical weather prediction models, strengths and weaknesses.

If ATO/DTO already implemented those topics, needs to put more emphasis on them.
Status: Ongoing
The type of task: SI
Due date for completing the task: 2022 Q4

Number: MST.0036-002

Headline: Promotion of safety
Objective/Description: As a promotion of safety, we plan to promote part of the material – Weather Information to Pilots Strategy Paper and Weather Information to Pilots. With that we want to raise awareness of the risk posed by icing in-flight, recognition, mitigation and quick reactions.
Status: New
The type of task: SP
Due date for completing the task: 2022 Q4


MST.0036 - Types of tasks
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MST.0035 Oversight capabilities/focus area: fraud cases in Part-147

Number: MST.0035
Headline: Oversight capabilities/focus area: fraud cases in Part-147
Objective/Description: Member States should focus on the risk of fraud in examinations, including by adding specific items in audit checklists and collecting data on the actual cases of fraud. They may exchange and share information as part of collaborative oversight.
Owner: MS
Affected stakeholders: CAs, AMTOs
Status: Ongoing
SIs/SRs: N/A
Reference(s): EVT.0002 – Evaluation report related to the EASA maintenance licensing system and maintenance training organisations (02/03/2018)
Dependencies: SPT.0106
Deliverable(s): Feedback on the implementation status
Timeline: Continuous

Low-level tasks:

Number: MST.0035-001

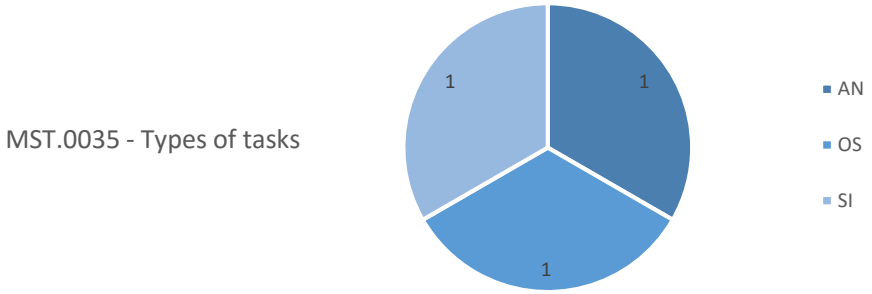
Headline: Preparation for oversight in organisations
Objective/Description: CAA will continuously check and amend (if necessary) the checklists specific items to prevent the risk of fraud cases in Part-147 organisations.
Status: Ongoing
The type of task: SI
Due date for completing the task: Continuous

Number: MST.0035-002

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

Number: MST.0035-003

Headline: Assessment of results of oversight and implementing actions, if necessary.
Objective/Description: Assessment of possible fraud cases and measures performed. If necessary actions from CAA will be imposed and implemented.
Status: Ongoing
The type of task: AN
Due date for completing the task: Continuous


MST.0035 - Types of tasks
1
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1
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MST.0040 Safety and security reporting coordination mechanism

Number: MST.0040
Headline: Safety and security reporting coordination mechanism
Objective/description: Without prejudice to the obligations stemming from Regulation (EU) No 376/2014, Member States shall ensure that appropriate coordination mechanisms are established between safety and security reporting systems in order to allow for an integrated approach to the management of risks.
Owner: MS
Affected stakeholders: All
Status: New
SIs/SRs: N/A
Reference(s): N/A
Dependencies: RMT.0720
Deliverable(s): Coordination mechanism established
Timeline: 2022/2023

Low-level tasks:

Number: MST.0040-001

Headline: Establishment of a coordination system between safety and security reporting systems in the area of cyber security
Objective/description: To establish a procedure of coordination between CAA-SI and SI-CERT, which is a competent authority for the area of cyber security, in order to create a loop of relevant information related to the identified risks or occurrences, where third-party malicious activities may have a role.[22]
Status: New
The type of task: SI
Due date for completing the task: 2022 Q4.

Number: MST.0040-002

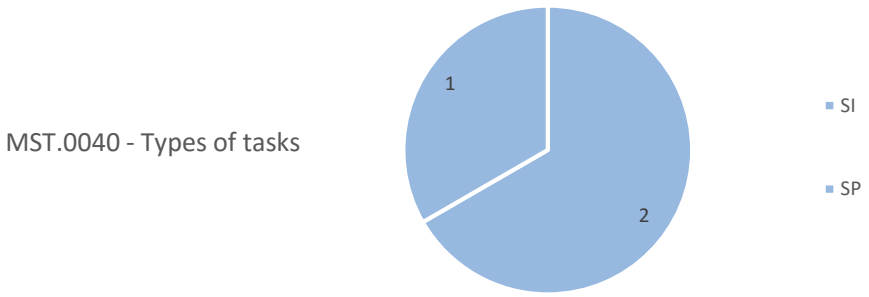
Headline: Ensure that security occurrences with safety relevance are fully integrated in the existing SRM, including their analysis, identification of trends and mitigation as part of European SRM when applicable
Objective/description: Some initial integration steps have already been taken in the safety and security domains — in accordance with ICAO Annex 17 and Annex 19 SARPs, the Contracting

[22] It is essential that the aviation industry and authorities share knowledge and learn from experience to ensure systems are secure from individuals/organisations with malicious intent. In light of this, EASA is supporting the European Centre for Cyber Security in Aviation (ECCSA) whose mission is to provide information and assistance to European aviation manufacturers, airlines, maintenance organisations, ANSPs, aerodromes, etc. in order to protect critical elements of the system such as aircraft, navigation and surveillance systems, data links, etc.
On 11 June 2021 EASA published Opinion No 03-2021 with provisions for the management of information security risks by competent authorities and organisations in all the aviation domains, i.e. DOA holders and POA holders, AOC holders (CAT), maintenance organisations, CAMOs, training organisations, aero-medical centres, operators of FSTDs, ATM/ANS providers, U-space service providers and single common information service providers, aerodrome operators and apron management service providers. The objective is to efficiently contribute to the protection of the aviation system from cybersecurity (information security) attacks and their consequences. These provisions include high-level, performance-based requirements for an information security management system that will be supported by AMC & GM and industry standards. In anticipation of the adoption of the new information security management system legal framework, EASA will be working on developing an implementation support roadmap in coordination with the European Strategic Coordination Platform (ESCP) to assist the industry and authorities with their efforts and ensure effective implementation of the future rules.

States are required to establish reporting systems for the analysis of security and safety information. States have been advised by ICAO[23] to consider aligning their security reporting mechanisms with existing aviation safety reporting systems, in order to allow for an integrated approach to the management of risks. This should also enable the use of existing safety tools and concepts especially in relation to the appropriate protection of data and of those reporting for the benefit of aviation security, as well as foster the implementation of a safety and security culture amongst States and stakeholders. To achieve that the CAA will review the applicable documents (CMSMSM, National civil aviation security programme) and amend the existing procedures or create new ones if necessary to achieve compliance with relevant ICAO Annexes and EU legislation. The group will closely follow the work of NoA Aviation Security (AVSEC) working group as well and implement their solutions if found applicable.
Status: New
The type of task: SI
Due date for completing the task: 2023 Q1

Number: MST.0040-003

Headline: Raising awareness of security risks and promotion of occurrence reporting
Objective/description: To address and raise awareness of air operators, equipment manufacturers, ground-handling services, aerodrome operators, maintenance organisations, ATS providers and other stakeholders on importance of an ability to identify risks related to any acts of intentionally aligning the known or existing flaws in different systems or areas with a malicious intent the CAA will prepare a safety promotion material to promote occurrence reporting of such events.
Status: New
The type of task: SP
Due date for completing the task: 2023 Q1



[23] ICAO AVSECP/30-WP/20.

MST.0032 Oversight capabilities/focus areas: availability of adequate personnel in CAA, cooperative oversight in all sectors and organisations Management System in all sectors

Number: MST.0032
Headline: Oversight capabilities/focus areas: availability of adequate personnel in CAA, cooperative oversight in all sectors and organisations Management System in all sectors
Objective/Description:

- Availability of adequate personnel in CAs – Member States shall ensure that adequate personnel is available to discharge their safety oversight responsibilities;
- Cooperative oversight in all sectors – Member States shall ensure that the applicable authority requirements are adhered to in all sectors. The objective is to ensure that each organisation's activities are duly assessed, known to the relevant authorities and that those activities are adequately overseen, either with or without an agreed transfer of oversight tasks.
  NB: EASA will continue to support CAs in the practical implementation of cooperative oversight, e.g. benefitting from the outcome of the trial projects conducted between the UK, NO, FR, CZ, as well as with exchanges of best practices and guidance.
- Organisations management system in all sectors – Member States shall foster the ability of CAs to assess and oversee the organisations' management system in all sectors. This shall focus in particular on safety culture, the governance structure of the organisation, the interaction between the risk identification/assessment process and the organisation's monitoring process, the use of inspection findings and safety information such as occurrences, incidents, and accidents and, where applicable, flight data monitoring. This should lead CAs to adapt and improve their oversight system.

Owner: MS
Affected stakeholders: All
Status: Ongoing
SIs/SRs:

- SI-3003 Human Factors competence for regulatory staff
- SI-3004 Integration of practical HF/HP into the organisation's management system
- SI-3011 Training effectiveness and competence

Reference(s):

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

Dependencies: N/A
Deliverable(s): SPAS established, SPAS reviewed
Timeline: 2021 Q4, Q4 of each year starting 2022

Low-level tasks:

Number: MST.0032-001

Headline: Availability of adequate personnel in CAA
Objective/description:

- review and update of all tasks in all areas/fields of work;
- review and update the time required for the implementation of each task in these areas;
- review and update FTEs by area;

- targeted training and measuring efficiency of training;
- familiarization with novelties, best practices.

Status: Ongoing
The type of task: CP
Due date to completing the task: Continuous

Number: MST.0032-002

Headline: Cooperative oversight in all sectors
Objective/description:

- cooperative certification and oversight in the CAA (adequate oversight planning including risk-based performance, adequate realisation of oversight plan; sharing best practices among departments, transfer of oversight tasks if necessary);
- cooperative oversight among member States NCA's (sharing of safety data and safety information between Member States, safety studies and reviews, occurrences data, ATC data, whistle-blower information, information on findings and inspections or audits; occasional spot checks by the Local Authority (LA) of an operator's remote bases, that are located in the territory of the LA; joint audits shared between the competent authority (CA) and the LA, where the activity takes place, as a result of joint oversight programmes; oversight agreements, e.g. based on a Memorandum of Cooperation).

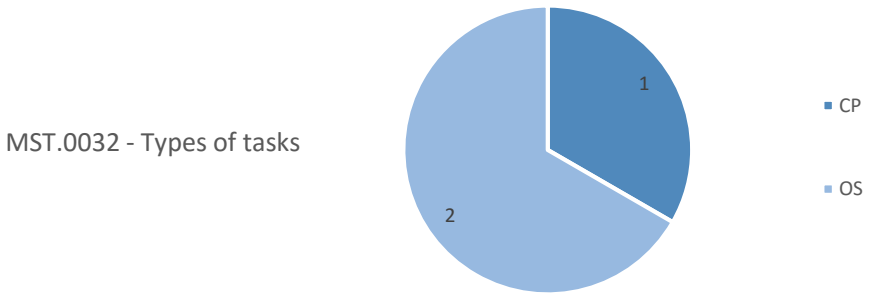
Status: Ongoing
The type of task: OS
Due date to completing the task: Continuous

Number: MST.0032-003

Headline: Assessment of organisations management system in all sectors
Objective/description:

- promotion of use of EASA Management System Assessment Tool (see also MST.0026);
- use of common checklist for OR;
- unification of procedures where possible.

Status: Ongoing
The type of task: OS
Due date to completing the task: Continuous



SIT.0007 Safety issues arising from the war in Ukraine

Number: SIT.0007
Headline: Safety issues arising from the war in Ukraine
Objective/Description: The Russian Federation's invasion of Ukraine has resulted in new safety issues and has strengthened pre-existing ones. EASA has developed a safety risk portfolio to identify safety issues affecting commercial aviation stemming from or associated with this conflict (Review of Aviation Safety Issues Arising from the war in Ukraine). Organisations, as well as the EU and associated MS should evaluate the applicability of the listed safety issues to their own situation and, where applicable, consider in their oversight activities. Due to the specifics of the crisis, many safety issues are related to airspace management and air navigation service provision, such as airspace infringements by military drones. Other issues relate to security, such as cyber-attacks, and there are potential continuing airworthiness issues due to the sanctions. Human performance aspects such as skills and knowledge degradation also appear as the conflict follows on from problems created during the Covid-19 pandemic.
Owner: MS
Affected stakeholders: Commercial aviation
Status: New
SIs/SRs: N/A
Reference(s): N/A
Dependencies: N/A
Deliverable(s): Completed actions report in Slovenian plan for aviation safety 2022–2026 Report on MST and SIT realisation
Timeline: 2022

Low-level tasks:

Number: SIT.0007-001

Headline: Evaluation of the listed safety issues as per EASA's document Ukraine Safety Risk Portfolio and continuous monitoring of the document update
Objective/description: Ukraine Safety Risk Portfolio will be evaluated in order to define which risks shall be addressed on behalf of CAA Slovenia. We intend to produce a straightforward document to evidence this evaluation.
Status: New
The type of task: AN
Due date for completing the task: 2022 Q2

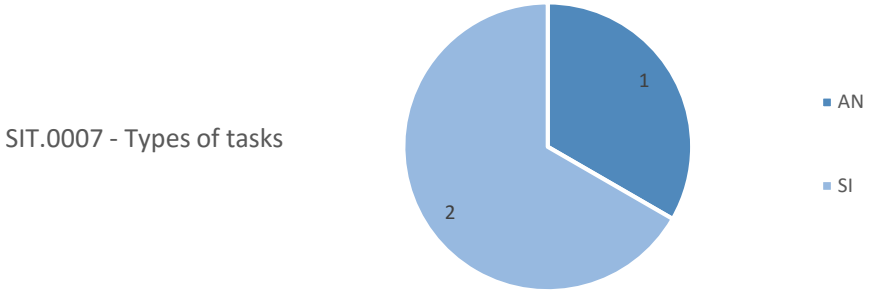
Number: SIT.0007-002

Headline: Information to stakeholders
Objective/description: Providing all relevant information to stakeholders via e-mail or as a special task in DNA system.
Status: New
The type of task: SI
Due date for completing the task: Continuous (as long as restrictive measures will be applicable)

Number: SIT.0007-003

Headline: Continuous monitoring of provided data by EASA SAFA Coordination Group
Objective/description: Periodical review of EASA SAFA Coordination emails with update on Russian owned aircraft registrations.

Status: New
The type of task: SI
Due date for completing the task: Continuous (as long as restrictive measures will be applicable)



2.2 Operational Safety – CAT and NCC operations

The operational domain CAT and NCC by aeroplane remains the greatest focus of the EASA and CAA safety activities. For CAT by large aeroplane and NCC, sufficient safety and exposure data is available in these domains to enable the definition of specific safety performance metrics.

MST.0024 'Due regard' for the safety of civil traffic over high seas

Number: MST.0024
Headline: 'Due regard' for the safety of civil traffic over high seas
Objective/Description: States must have due regard for the safety of civil aircraft and must have established respective regulations for national State aircraft.
Several EU Member States had reported an increase in incidents involving close encounters between civil and military aircraft and more particularly an increase in non-cooperative international military traffic over the high-sea waters. Taking into account this situation and the possible hazard to civil aviation safety, the EC mandated EASA to perform a technical analysis of the reported occurrences. The technical analysis issued a number of recommendations for the Member States:

- fully apply the ICAO Manual on Civil-Military Cooperation in Air Traffic Management (Doc 10088);
- closely coordinate to develop, harmonise and publish operational requirements and instructions for State aircraft to ensure that 'due regard' for civil aircraft is always maintained;
- support the development and harmonisation of civil/military coordination procedures for ATM at EU level and beyond if possible;
- report relevant occurrences to EASA; and
- facilitate/make primary surveillance radar data available in military ATC centres to civil ATC units. The objective of this action is to ensure that Member States follow up on the recommendations and provide feedback on the implementation.

EASA will analyse occurrences reported by Member States, with a view to considering the development of specific actions.
Owner: MS
Affected stakeholders: AOC holders (CAT), aircraft operators (NCC), ATC providers
Status: Ongoing
SIs/SRs: N/A
Reference(s): ICAO Doc 10088 'Manual on Civil/Military Cooperation in Air Traffic Management'
Dependencies: MST.0001
Deliverable: Report to EASA on related incidents and actions taken
Timeline: 2022 Q4

Low-level tasks:

Number: MST.0024-001

Headline: Analysing the ICAO Manual on Civil-Military Cooperation in Air Traffic Management (Doc 10088)
Objective/description: ICAO Manual on Civil-Military Cooperation in Air Traffic Management (Doc 10088) gap analysis. Comparison of ICAO Manual on Civil-Military Cooperation in Air Traffic Management (Doc 10088) requirements with EU regulations and current situation in the Republic of Slovenia.
Status: New
The type of task: AN
Due date for completing the task: 2022 Q4

Number: MST.0024-002

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. National OAT regulation is in preparation and is planned to be adopted by 31.12.2022.
Status: Ongoing
The type of task: RM
Due date for completing the task: 2022 Q4

Number: MST.0024-003

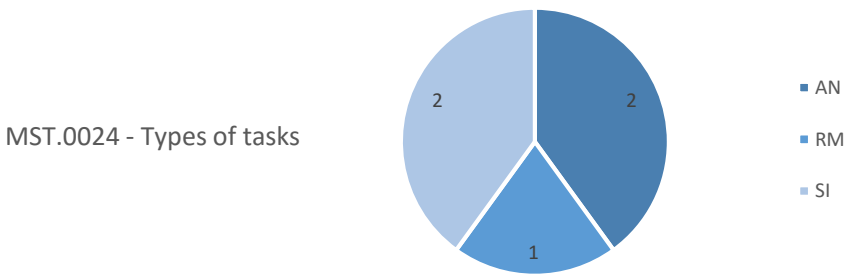
Headline: Develop and harmonise civil/military coordination procedures for ATM at EU level
Objective/description: Development of civil/military procedures regarding separation of civil and military aircraft in airspace controlled by civil air navigation service provider. Goals and due dates are defined in ATM Master Plan 2021 in relation with Regulation (EU) No 2021/116.
Status: Ongoing
The type of task: SI
Due date for completing the task: 2022 Q4

Number: MST.0024-004

Headline: Report relevant occurrences to EASA
Objective/description: CAA will monitor relevant incidents through occurrence reporting and take necessary actions, where appropriate. Consequently, regular exchange of safety information and analysis will be performed through participation in EASA Network of Analysts (NoA) and regular sharing of analysis information through European Coordination Centre for Accident and Incident Reporting Systems (ECCAIRS) – European Central Repository (ECR).
Status: Ongoing
The type of task: AN
Due date for completing the task: Continuous

Number: MST.0024-005

Headline: Facilitate/make primary surveillance radar data available in military ATC centres 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 Regulation (EU) 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.
Status: Ongoing
The type of task: SI
Due date for completing the task: Continuous



MST.0030 Implementation of SESAR solutions aiming to reduce the risk of mid-air collision en-route and in terminal manoeuvring areas (TMA)

Number: MST.0030
Headline: Implementation of SESAR solutions aiming to reduce the risk of mid-air collision en-route and in terminal manoeuvring areas (TMA)
Objective/Description: MS should evaluate together with ANSPs that are delegated to provide services in their airspace, the needs for implementing SESAR solutions related to enhanced Short Term Conflict Alerts (STCA)/enhanced safety nets[24] such as solutions #60[25] & #69[26]. These SESAR solutions, designed to improve safety, should be implemented as far as it is feasible.
Owner: MS
Affected stakeholders: ANSP
Status: Ongoing
SIs/SRs: N/A
Reference(s): ATM Master Plan Level 3 – Plan (2019): ATC02.9 – Enhanced STCA for TMAs
Dependencies: N/A
Deliverable: SPAS established, SPAS reviewed
Timeline: 2021 Q4, Q4 of each year starting 2022

Low-level tasks:

Number MST.0030-001[27]

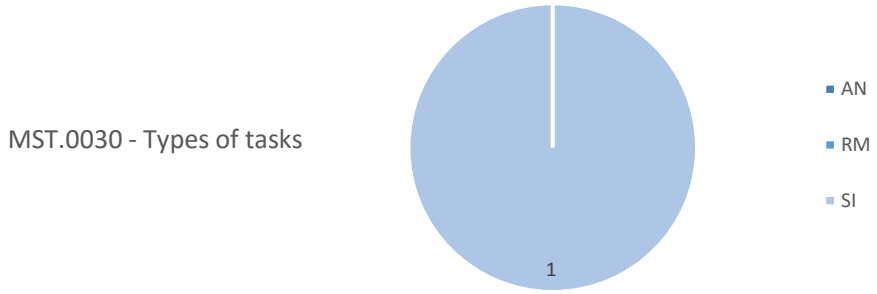
Headline: Implementation of SESAR solutions - ground system that support the STCA function in TMA
Objective/description:

a) the upgrade of ground systems to support the STCA function in TMA shall be procured by the ANSP;
b) the upgrade of ground systems to support the STCA function in TMA shall be tested & validated by the ANSP;
c) The upgrade of ground systems to support the STCA function in TMA shall be deployed & available for operational use by the ANSP.

Status: New
The type of task: SI
Due date for completing the tasks:

a) 2022 Q1
b) 2022 Q3
c) 2022 Q4

[24] More details about the related research projects can be found in https://www.atmmasterplan.eu/data/sesar_solutions.
[25] #60 Improving Conflict Alert for Controllers (Enhanced short-term conflict alert (STCA) for terminal manoeuvring areas (TMAs)
[26] #69 Better Conflict Detection Tools (Enhanced short-term conflict alerts (STCA) with downlinked parameters)
[27] The low-level task, which was included in SPAS 2021-2025: "MS and ANSPs evaluate the needs for implementing SESAR solutions such as those related to enhanced Short Term Conflict Alerts (STCA)/enhanced safety nets. These SESAR solutions designed to improve safety should be implemented as far as it is feasible", was completed.


MST.0030 - Types of tasks
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MST.0003 Flight data monitoring

Number: MST.0003
Headline: Flight data monitoring
Objective/Description:

- Making the professionals concerned aware of the European operators FDM forum (EOFDM) – Member States shall publish on their website, as part of SMS-related information, general information on EOFDM activities. Member States should organise an information event (physical meeting or teleconference) to present EOFDM good-practice documents to their AOC holders (CAT). Safety managers and FDM programme managers of all the operators concerned should be invited.
- Promoting FDM good practice – Member States that have 10 or more operators running an FDM programme should organise a workshop (physical meeting or teleconference) dedicated to EOFDM good-practice documents with the FDM specialists at these operators.

Owner: MS
Affected stakeholders: AOC holders (CAT)
Status: Ongoing
SIs/SRs: N/A
Reference(s): N/A
Dependencies: EVT.0009 (completed)
Deliverable(s): Information on EOFDM published in the SMS section of MS website, Report of the information event, Detailed report of the workshop
Timeline: 2022 Q2, 2022 Q2, 2022 Q2

Low-level tasks:

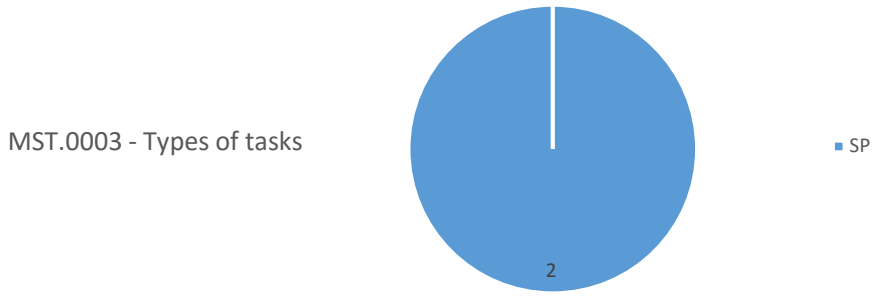
Number: MST.0003-001

Headline: Making the professionals concerned aware of the European operators FDM forum (EOFDM)
Objective/description: CAA will constantly monitor issued publications by FDM forum and publish it on the CAA website, as part of SMS-related information, general information on EOFDM activities. We will publish on CAA website Best Practice Document issued by EOFDM, subject: Working Group A – Review of Accident Precursors - Best Practice Document with studies of potential precursors that could result in Runway Excursions (RE), Loss of Control (LOC-I), Controlled Flight into Terrain (CFIT) or Mid Air Collision (MAC) to be monitored through the Flight Data Monitoring (FDM) programme.
Status: Ongoing
The type of task: SP
Due date for completing the task: 2022 Q2

Number: MST.0003-002

Headline: Information event
Objective/description: CAA will organise the event via Microsoft Teams to present EOFDM good-practice documents to CAT operators. At the event, we will remind operators of the regulation (GM3 ORO.AOC.130) that recommends constant monitoring of the examples of industry good practice for the establishment of flight data monitoring that may be found in the documents published by the European Operators Flight Data Monitoring (EOFDM) forum. Safety managers and FDM programme managers of all the operators concerned will be invited. After the event, the report will be prepared.
Status: Ongoing
The type of task: SP

Due date for completing the task: 2022 Q2



MST.0019 Better understanding of operators' governance structure

Number: MST.0019
Headline: Better understanding of operators' governance structure
Objective/Description: Member States CAs should foster a thorough understanding of operators' governance structure. This should in particular apply in the area of group operations.[28]
Aspects to be considered include:

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

Note: The Agency will support this MST by providing guidance on how to effectively oversee group operations based on an overall concept for the oversight of such operations. This will consider work ongoing at ICAO level (cross-border operations) and include continuing airworthiness management aspects. The timeline is amended accordingly.
Owner: MS
Affected stakeholders: AOC holders (CAT)
Status: Ongoing
SIs/SRs: N/A
Reference(s): N/A
Dependencies: N/A
Deliverable: Guidance material
Timeline: 2022 Q2

Low-level tasks:

Number: MST.0019-001

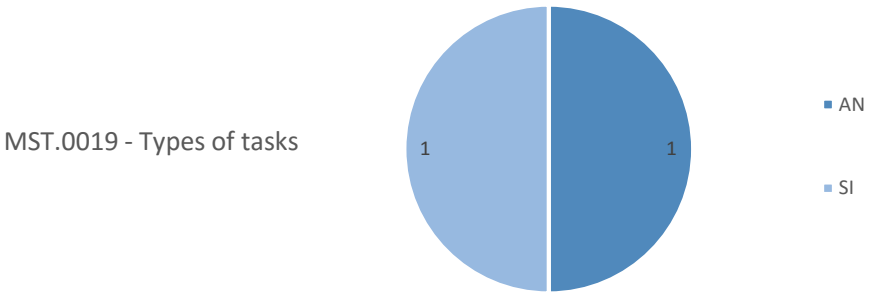
Headline: Monitoring of any materials prepared by EASA and implementing the outcomes into CAA procedures, if relevant
Objective/Description: Continuous monitoring of materials prepared by EASA in order to receive and review any relevant information and implementing the outcomes into CAA procedures, if relevant.
Status: Ongoing
The type of task: SI
Due date for completing the task: Continuous

Number: MST.0019-002

Headline: Survey to identify actual exposure to threats
Objective/Description: The group intends to carry out a survey based on evaluation of the AOC holders on case-by-case basis, which was already done within the scope of this MST, in form of a questionnaire to verify its assumptions on individual AOC's exposure to threats such as: outsourcing of safety critical services (e.g. dispatchers/operational control), leasing agreements, different employment models within one operator, increased mobility and turnover of pilots and other personnel, nominated personnel challenges, AOC holders with nominated personnel from foreign countries.
Status: Ongoing
The type of task: AN

[28] 'Group operations' refers to operations performed by a group of aircraft operators sharing the same management system or belonging to the same 'mother company'.

Due date for completing the task: 2022 Q3



2.2.2 Operational Safety - Rotorcraft operations

The chapter rotorcraft operations in EPAS groups all the actions in the area of rotorcraft operations and provides links to rotorcraft-related actions in the domains of crew training, design, manufacture and maintenance, in line with EASA's Rotorcraft Safety Roadmap[29].

The Roadmap aims at significantly reducing the number of rotorcraft accidents and incidents and focuses on traditional/conventional rotorcraft including GA rotorcraft where the number of accidents is recognised to be higher. It focuses on safety and transversal issues that need to be tackled through actions in various domains, including training, operations, initial and continuing airworthiness, environment and facilitation of innovation. Helicopter operators perform a wide range of highly specialised operations that are important for the European economy and citizens. There is a need to further develop towards an efficient regulatory framework, considering technological advancements.

This area includes three types of operations involving certified helicopters:

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

In 2020 there were 4 fatal accidents, 24 non-fatal accidents and 18 serious incidents involving rotorcraft performing commercial air transport, specialised operations or non-commercial operations. The number of fatal accidents and non-fatal accidents in 2020 reduced by 50% in comparison with the average figures of the previous 10-year period (10.8 for fatal and 53.4 for non-fatal accidents), whereas the number of serious incidents was higher than the 10- year average (13.6). The number of fatalities (9) and serious injuries (3) in 2020 were also significantly lower than the preceding decade average. This significant drop in the number of occurrences should be interpreted cautiously, as the exact impact of the Covid-19 pandemic on the rotorcraft flying activity at European level is difficult to evaluate at present.

The majority (80%) of all accidents and serious incidents involved rotorcraft performing non-commercial operations or specialised operations.

[29] https://www.easa.europa.eu/download/Events/Rotorcraft%20Safety%20Roadmap%20-%20Final.pdf

MST.0015 Helicopter safety events

Number: MST.0015
Headline: Helicopter safety events
Objective/Description: Member States' CAs, in partnership with industry representatives, should organise helicopter safety events annually or every two years. The ESPN-R (previously EHEST), VAST (previously IHSF), NCA, Heli Offshore or other sources of safety promotion material could be freely used and promoted.
Owner: MS
Affected stakeholders: Aircraft Operators – Helicopters, CAA
Status: Ongoing
SIs/SRs: N/A
Reference(s): N/A
Dependencies: N/A
Deliverable(s): Workshop
Timeline: Continuous

Low-level tasks:

Number: MST.0015-001

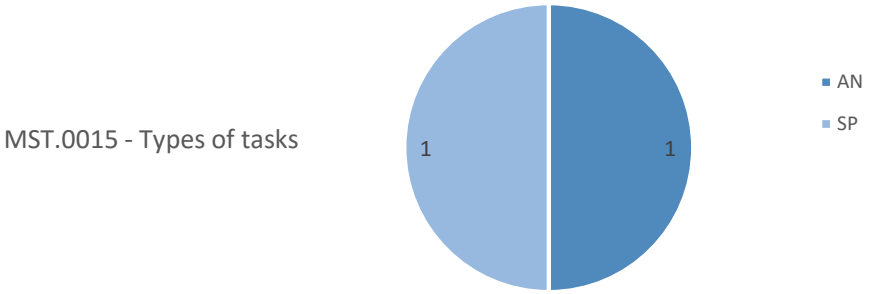
Headline: Presentation of the helicopter issues to the helicopter operators at the CAA Safety Conference with aim to inform and educate stakeholders
Objective/description: Continuous following of all relevant issues regarding helicopter safety for operations involving certified helicopters:

- CAT operations (passenger and cargo conducted by AOC holders);
- SPO (aerial work); and
- non-commercial operations (NCC and NCO), in particular training flights.

More attention to top four key risk areas: helicopter upset in flight (loss of control), terrain collision, airborne collision and obstacle collision. Promotion of leaflets, web pages and other sources of safety promotion material (ESPN-R, VAST and other relevant) to Slovenian operators and Slovenian registered helicopter owners.
Status: Ongoing
The type of task: SP
Due date for completing the task: Continuous

Number: MST.0015-002

Headline: Data collection of risks and analysis/SPIs for helicopter operators
Objective/Description: Collecting data on risks detected by stakeholders (helicopter organizations and individuals) with principal place of business in Slovenia. Collected risks will be analysed and grouped into logical groups. On the basis of the analysis, the operators will be warned on which risks they need to pay special attention. Risks will be also compared with received occurrence reports. In addition to that, the working group will evaluate the SPIs of the helicopter AOC holders in terms of their suitability.
Status: Ongoing
The type of task: AN
Due date for completing the task: 2022 Q4


MST.0015 - Types of tasks
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MST.0031 Implementation of SESAR solutions aiming to facilitate safe IFR operations

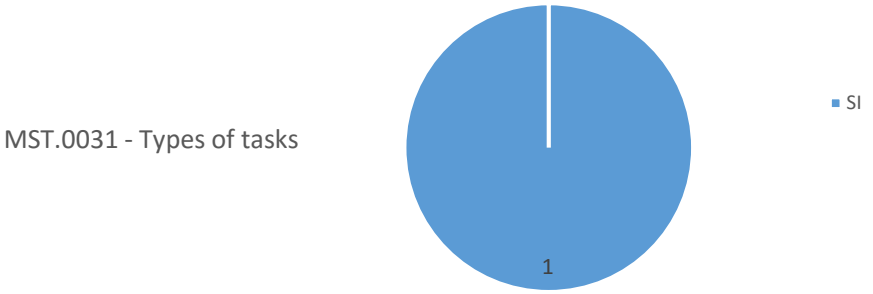
Number: MST.0031
Headline: Implementation of SESAR solutions aiming to facilitate safe instrument fight rules (IFR) operations
Objective/Description: MSs together with their ANSPs and their flight procedures designers (if different from ANSPs) should evaluate the possibility to establish a network of low-level IFR routes in their airspace to facilitate safe helicopter operations. These SESAR solutions, such as solution #113[30] that are designed to improve safety, should be implemented as far as it is feasible.
See SESAR Solutions Catalogue2019 Third Edition:
https://www.sesarju.eu/sites/default/files/documents/reports/SESAR_Solutions_Catalogue_2019_web.pdf
Owner: MS
Affected stakeholders: HE
Status: Ongoing
SIs/SRs: N/A
Reference(s): ATM Master Plan (Level 3 Ed 2019) action NAV12 (ATS IFR Routes for Rotorcraft Operations)
Dependencies: N/A
Deliverable(s): IFR routes/report
Overall due date: 2025

Low-level tasks:

Number: MST.0031-001

Headline: Implementation of low-level IFR routes in Slovenian airspace to facilitate safe helicopter operations
Objective/description: Implementation of IFR procedures for specific Airport/Heliport or portion of airspace, specifically designed for rotorcraft, if necessary.
In Slovenia there is a free route environment implemented. Currently in Slovenia there is limited rotorcraft activities, manly police and military operations. Based on small number of other rotorcraft operators the need for low-level IFR routes in Slovenian airspace to facilitate safe helicopter operations, was not identified. In case of a need, the roles and responsibilities for implementation of IFR procedures for rotorcraft is documented in CAA Airspace change process (ANS.PCR-15, valid from 09.11.2018). The annual consultation with airspace users by the HLAB (High Level Airspace Body) is also a forum where needs / initiatives for change can be expressed. In 2021 no initiatives were received on this topic.
CAA will assess the applications received for IFR procedures for rotorcraft at the end of the year 2022.
Status: Ongoing
The type of task: SI
Due date for completing the task: 2025

[30] #113 – Enabling Rotorcraft Operations in Busy Airspace Surrounding Airports (Optimised low-level instrument flight rules (IFR) routes for rotorcraft)


MST.0031 - Types of tasks
1
SI

2.2.3 Operational Safety - General aviation

The chapter on General Aviation in EPAS covers GA non-commercial operations involving aeroplanes with MTOMs below 5 700 kg registered in an EASA Member State, as well as all operations with balloons and sailplanes. GA remains a high priority for EASA, EC and CAA. GA in Europe is maintaining a stable activity involving 10 times more aircraft and airfields than CAT. GA has been since its origin the cradle for innovation and recruitment of young professionals (ATCOs, mechanics, pilots, etc.) and a means to connect people across Europe. Recognising the importance of GA and its contribution to a safe European aviation system, EASA in partnership with the EC and other stakeholders has created the GA roadmap project in 2013, and has started in 2019 a new phase of the project called GA Roadmap 2.0.

Addressing safety risks in GA in a proportionate and effective manner is a strategic priority. Between 2010 and 2019, accidents in Europe involving recreational aeroplanes, i.e. non-commercially operated small aeroplanes with MTOMs below 5 700 kg, led to between 91 and 132 fatalities per year, with an average of 106.8 fatalities per year for the preceding decade. These figures exclude fatal accidents involving micro light airplanes, gliders and balloons. As such, this sector of aviation has the highest average number of fatalities per year.

In 2020, there were 58 fatal accidents causing 97 fatalities involving recreational aeroplanes. 2020 shows a 7% reduction of fatal accidents compared to the 10-year average. The reduction in non-fatal accidents is 2% compared to the 10-year average. The number of serious incidents, however, was more than double in 2020 in comparison with the 10-year average. There were 9% fewer serious injuries than during the preceding decade.

There were 16 fatalities in sailplane operations in 2020. This is a significant decrease when compared to the 10-year average. The number of serious injuries is, however, a bit higher than the 10-year average. The Covid-19 pandemic has significantly affected sailplane operations. Specifically, during the period from March to May 2020, the flight operations were significantly reduced.

As concerns balloons, in 2020 there were 3 fatal accidents with 3 fatalities, 16 non-fatal accidents and 2 serious incidents. These figures are slightly below the average for the preceding decade.

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

MST.0025 Improvement in the dissemination of safety messages

Number: MST.0025
Headline: Improvement in the dissemination of safety messages
Objective/Description: MS should improve the dissemination of safety promotion and training material by their competent authorities, associations, flying clubs, insurance companies targeting flight instructors and/or pilots through means such as safety workshops and safety days/evenings.
This should consider EASA safety promotion deliverables and content.
Owner: MS
Affected stakeholders: GA
Status: Ongoing
SIs/SRs: N/A
Reference(s): N/A
Dependencies: SPT.0125
Deliverable(s): Safety workshops and safety days/evenings
Timeline: 2021/2022

Low-level tasks:

Number: MST.0025-001

Headline: Reach wider audience
Objective/description: "Want to learn more?" or "Let's stay in touch" will be added to various parts of CAA's webpage related to GA topics. With doing this we aim to achieve higher number of receivers of our safety promotion activities. We also intend to introduce the following practise: when a licence is renewed or issued, it's holder will receive a congratulation note together with a call to register for newsletter.
Status: New
The type of task: SI
Due date for completing the task: 2022 Q4

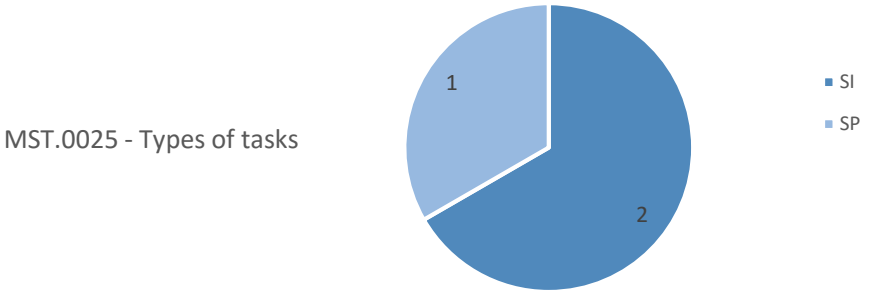
Number: MST.0025-002

Headline: Planning
Objective/description: After the cycle for submitting the low level tasks for 2022 is completed; all safety promotion activities regarding GA will be reviewed and included in the annual plan of safety promotion activities. Our group will assist other MSTs in the dissemination and safety promotion activities (established on case by case basis). Organized and targeted approach will improve the dissemination.
Status: Ongoing
The type of task: SI
Due date for completing the task: Continuous

Number: MST.0025-003

Headline: Establishing contact with aero clubs with a view of a steady, long terms increase in cooperation and communication
Objective/description: We would like to build a stronger relationship with aero clubs. We envision building channels through which we will be able to distribute both EASA and CAA

materials and improve awareness, promote safety and assist in those areas where shortcomings are identified.
Status: New
The type of task: SP
Due date for completing the task: 2022 Q4



MST.0027 Promotion of safety culture in GA

Number: MST.0027
Headline: Promotion of safety culture in GA
Objective/Description: MS CAs should include provisions to facilitate and promote safety culture (including just culture) in GA as part of their State safety management activities in order to foster positive safety behaviours and encourage occurrence reporting.
EASA will support this MST by providing promotion material and guidance to support Member States in that task.
Owner: MS
Affected stakeholders: GA
Status: Ongoing
SIs/SRs: N/A
Reference(s): N/A
Dependencies: N/A
Deliverable(s): Provisions to facilitate and promote safety culture as part of SSP/SPAS
Timeline: Continuous

Low-level tasks:

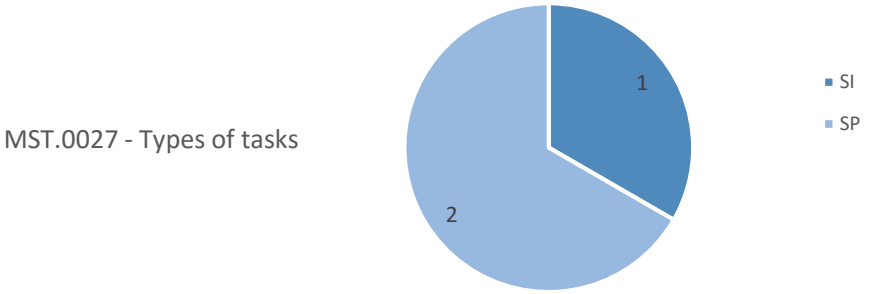
Number: MST.0027-001

Headline: Establishing the GA part of CAA's website
Objective/description: After evaluation, it became evident that CAA's website does not have a respective GA/Splošno letalstvo part. We intend to formulate one and in this way establish a channel for safety promotion activities in this area. In the beginning, we will formulate a unified text with links to the relevant topics, which are already published and then gradually build its contents.
Status: New
The type of task: SI
Due date for completing the task: 2022 Q2

Number: MST.0027-002

Headline: Distribution of safety promotion materials, related to GA
Objective/description: Safety promotion materials and activities will be included in the yearly plan of safety promotion as an individual unit. We will review the existing materials, redistribute and/or publish them, and encourage employees and respective MST members to promote GA topics and address relevant issues.
Status: Ongoing
The type of task: SP
Due date for completing the task: Continuous

Number: MST.0027-003
Headline: Raising awareness of the public
Objective/description: We would like to enhance safety also by addressing the 'other' side – passengers. We will publish clear information to the public in terms of who is allowed to commence commercial activities and who is not. The information will be published on our website, we plan to print posters and distribute them to Slovenian airports and check what are the publishing possibilities in mainstream media (as articles or TV appearances).
Status: New
The type of task: SP
Due date for completing the task: 2022 Q3


MST.0027 - Types of tasks
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2
SI
SP

MST.0038 Airspace complexity and traffic congestion

Number: MST.0038
Headline: Airspace complexity and traffic congestion
Objective/Description: MS should consider 'airspace complexity' and 'traffic congestion' as safety-relevant factors in airspace changes affecting uncontrolled traffic, including the changes along international borders.
Owner: MS
Affected stakeholders: Pilots, Aircraft operators - All, CAA, ANSPs
Status: Ongoing
SIs/SRs:

- SI-2025 Airspace infringement
- SI-4009 Deconfliction between IFR and VFR traffic
- SI-4010 Airborne separation

Reference(s):

- European Action Plan for Airspace Infringement Risk Reduction (EAPAIRR)
- BIS 'Airborne collision risk'

Dependencies: SPT.0120 Promoting good practices in airspace design
Deliverable(s): Best practice
Timeline: 2023

Low-level tasks:

Number: MST.0038-001

Headline: Occurrence reports review
Objective/Description: The group will monitor occurrence reports where leading cause for occurrence was a conflict between IFR vs. VFR, to keep track of the airspace hot-spots.
Status: Ongoing
The type of task: AN
Due date for completing the task: Continuous

Number: MST.0038-002

Headline: Informing the airspace users with safety bulletin/best practice document
Objective/Description: The group will prepare the report with identified airspace hot spots, followed by a safety bulletin/best practice document, distributed either in paper or digitally on CAA-SI web site, aimed to aero-clubs, examiners, ATOs and DTOs. Optionally: To applicants for revalidation/renewal of the relevant rating.
Status: Ongoing
The type of task: SP
Due date for completing the task: 2022 Q4

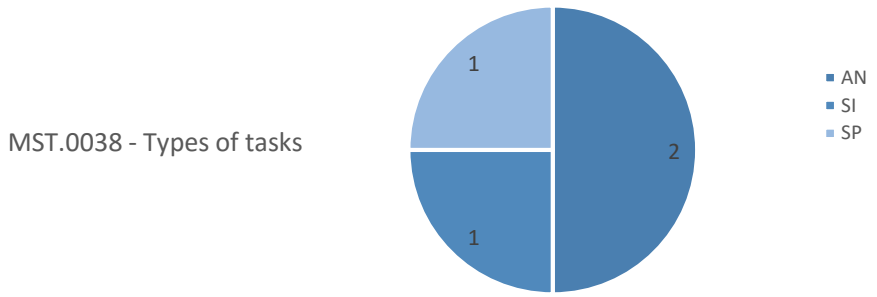
Number: MST.0038-003

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

Status: Ongoing[31]
The type of task: AN
Due date for completing the task: Continuous

Number: MST.0038-004

Headline: Informing the ANSP of the filtered statistics from occurrence reports
Objective/Description: The group will inform ANSP of the current statistics and »hot-spots« in the airspace design between uncontrolled airports and controlled airspace crossings as well as the reporting points on the boundaries. The goal is to acquire or share the initial mutual ideas for any relevant airspace optimisations or other improvements.
Status: Ongoing
The type of task: SI
Due date for completing the task: 2022 Q4



[31] See MST.0016 in SPAS 2021-2025

SIT.0004 Parachuters, paragliders, hang gliders and microlights airplanes

Number: SIT.0004
Headline: Parachuters, paragliders, hang gliders and microlight airplanes
Objective/Description: Collected data on national level from 2004 to 2021 shows that the biggest risk for Slovenian aviation is still connected with accidents and serious incidents in the following areas: parachuters, paragliders, hang gliders and microlight airplanes.
Owner: MS
Affected stakeholders: GA
Status: Ongoing
SIs/SRs: N/A
Reference(s): N/A
Dependencies: N/A
Deliverable: Reduce the number of accidents, serious incidents and fatalities through effective regulation, training, safety promotion and oversight.
Timeline: Continuous

Low-level tasks:

Number: SIT.0004-001

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

Number: SIT.0004-002

Headline: Analysis of the incidents/accidents
Objective/description: Analysing of the incidents/accidents or other deviations on the CAA level. This shall not interfere with Safety Investigation Authority (SIA).
Status: Ongoing
The type of task: AN
Due date for completing the task: Continuous

Number: SIT.0004-003
Headline: Safety promotion
Objective/description: Safety events/seminars with representatives of the parachuters, paragliders, hang gliders and microlights pilots' community. The task includes developing of the safety presentations and case studies based, on lessons learned from analysis of accidents and incidents (SIT.0004-002). This task is partly connected with MST.0028-0005 (microlights).
Status: Ongoing
The type of task: SP
Due date for completing the task: Continuous

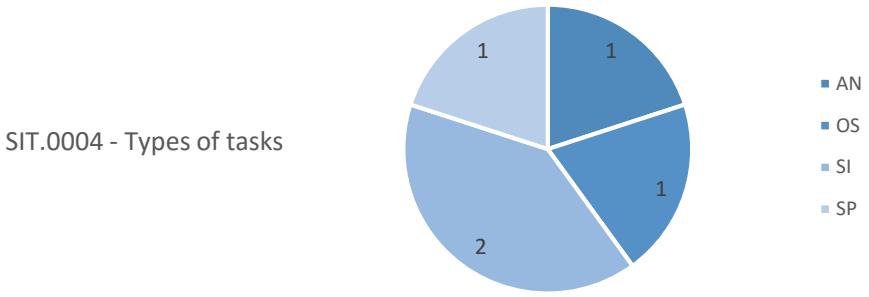
Number: SIT.0004-004

Headline: Publish a Slovenian map for general air traffic
Objective/description: Continuous update of a map with all relevant information about use of airspace, take-off points, prohibited areas, drone areas, modeller's zones, etc.

Status: Ongoing
The type of task: SI
Due date for completing the task: Continuous

Number: SIT.0004-005

Headline: Improving safety for paragliders (especially in Alps)
Objective/description: Preparing procedures for use of take-off points, changing use of airspace (change of the rules, procedures, etc.) and more supervision from oversight authorities during the season.
Status: Ongoing
The type of task: SI
Due date for completing the task: Continuous

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2.2.4 Operational Safety – Aerodromes

The chapter on aerodromes in EPAS addresses aerodrome design and operations, as well as aerodrome (ADR) operators. Actions in this chapter address safety, as well as efficiency/proportionality in terms of developing and maintaining a legal framework commensurate with the complexity of ADR activities and management of potential risks. This chapter also includes actions to ensure a level playing field on the basis of the regulatory requirements stemming from the Basic Regulation.

It is important to maintain a high uniform level of safety in the Member States, ensuring compliance with the ICAO SARPs and a harmonised approach, also with regards to an alignment of applicability dates. This will support the free movement of services within the Member States and ensure concurrent global convergence of rules.

MST.0029 Implementation of SESAR runway safety solutions

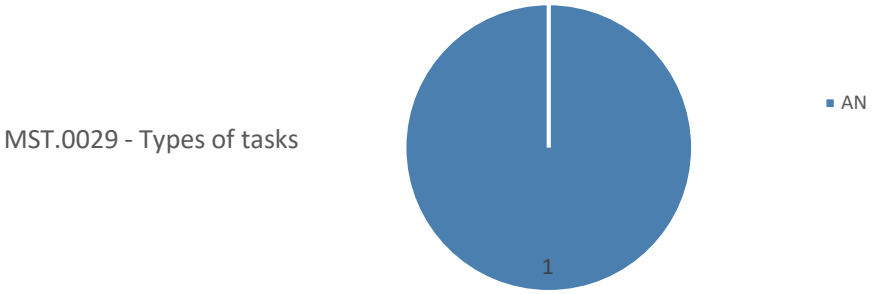
Number: MST.0029
Headline: Implementation of SESAR runway safety solutions
Objective/Description: MSs should evaluate together with the ADR operators and ANSPs the needs for implementing the related SESAR solutions such as those related to ground situational awareness, airport safety net vehicles and enhanced airport safety nets[32].
These SESAR solutions (solutions #01[33], #02[34], #04[35], #26[36], #47[37], #48[38], #70[39]), designed to improve runway safety, should be considered as far as it is feasible.
See SESAR Solutions Catalogue 2019 third edition:
https://www.sesarju.eu/sites/default/files/documents/reports/SESAR_Solutions_Catalogue_2019_web.pdf
Owner: MS
Affected stakeholders: Aerodrome operators, AOC holders, ANSPs and CAs
Status: Ongoing
SIs/SRs: N/A
Reference(s): GASP SEIs (States) – Mitigate contributing factors to the risks of RE and RI
Dependencies: N/A
Deliverable(s): SPAS, SPAS reviewed
Timeline: 2021 Q4, Q4 of each year starting 2022

Low-level tasks:

Number: MST.0029-001

Headline: Analysis and choice of appropriate SESAR runway safety solutions for implementation (if applicable)
Objective/description: According to yearly collection of data on the time and number of operations in the low visibility conditions and ground safety occurrence reports, the complexity of the airport and systems already installed, selection of appropriate SESAR runway safety solutions for implementation in collaboration with ADR and ANSP.
Status: Ongoing
The type of task: AN
Due date for completing the task: 2022 Q4

[32] https://www.atmmasterplan.eu/exec/operational-changes
[33] #01 – Visual Signals to Safeguard Runway Users (Runway status lights)
[34] #02 – Enhancing Safety at Busy Airports (Airport safety nets for controllers: conformance monitoring alerts and detection of conflicting ATC clearances)
[35] #04 – Providing Vehicle Drivers with Enhanced Visual Tools (Enhanced traffic situational awareness and airport safety nets for vehicle drivers)
[36] #26 – Taxi Route Display for Pilots (Manual taxi routing function)
[37] #47 – Follow-the-Greens (Guidance assistance through airfield ground lighting)
[38] #48 – Enhancing Safety with Virtual Stop Bars (Virtual block control in low-visibility Procedures)
[39] #70 – Surface Safety in all Weather Conditions (Enhanced ground controller situational awareness in all weather conditions)


MST.0029 - Types of tasks
AN
1

2.2.5 Operational Safety – Unmanned aircraft systems

Most of the EU Member States have adopted national regulations to ensure safe operations of UASs with MTOMs below 150 kg. With the extension of the scope of the EU competence through the Basic Regulation to regulate UASs with MTOMs below 150 kg and the recent applicability of the EU requirements for the operation of UASs in the 'open' and 'specific' categories (Commission Implementing Regulations (EU) 2019/947 and 2019/945), Member States are amending their national regulations. As of January 2023, all operations in the "open category" and all drone operators must fully comply with both regulations.

These EU Regulations need to be complemented with additional actions as explained in EPAS. These actions aim at completing this framework and thus enable harmonised rules at EU level. They are also linked with other actions in EPAS (such as RMT.0731) and aim at enabling standardised UAS operations as well as more complex operations of UASs such as operations in an urban environment (i.e. urban air mobility (UAM)).

In order to ensure safe UAS operations and to minimise and avoid risks, it is important to manage the safe integration of UASs into the airspace. On airspace integration, U-space is a set of new services and specific procedures designed to support the safe, efficient and secure access to airspace for large numbers of drones. EASA has prepared a world's-first U-space/UTM regulatory package (Commission Implementing Regulations 2021/664, 2021/665 and 2021/666, adopted by the EC on 22 of April 2021). This package will become applicable in January 2023 and will enable the safe integration of UAS operations in urban environments.

SIT.0005 Drones

Number: SIT.0005
Headline: Drones
Objective/Description: The number of drones within the EU has significantly increased over the last years. Available data shows the increase of drones coming closer to manned aviation (both aeroplanes and helicopters), thereby confirming the need to mitigate the associated risk.
To ensure the safe operation of drones and a level playing field within the EU, EASA has developed common European rules. They contribute to the development of a common European market while ensuring safe operations and respecting the privacy and security of EU citizens.
Commission`s Implementing Regulation (EU) No 2019/947, accompanied by Commission`s Delegated Regulation (EU) No 2019/945, defining the technical requirements for drones, were published on 11 June 2019. The delegated Regulation is immediately applicable while the Implementing Regulation will become gradually applicable within a year from publication. By 2025, the transitional period will be completed and the regulation will be fully applicable.
With these Regulations, the proposed EASA general concept, establishing three categories of UAS operations (open, specific and certified with different safety requirements, proportionate to the risk), is adopted at the European level and will be implemented.
Moreover, as the number of UAS operations increases, there is a need to established unmanned traffic management (UTM) systems (named "U-space" in Europe). There has been a huge development of U-space during the last year and it is expected that this will develop even faster in the years to come. The ATM Master Plan reflects the details about the integration of UAS in the EU airspace.
Owner: MS
Affected stakeholders: All
Status: Ongoing
SIs/SRs: N/A
Reference(s): N/A
Dependencies: N/A
Deliverable(s): Implementation of EU legal framework relating to drones and ensure the safe operation of drones and safe integration of drones in civil aviation system in order to minimise the risk of an accident as a result of conflict between a drone and an aircraft in Slovenian airspace.
Timeline: Continuous

Low-level tasks:

Number: SIT.0005-001

Headline: Sharing of information and safety promotion
Objective/description: Relevant information for drone users shall be available and shared (CAA web page). CAA regularly publishes information on regulation, rules, procedures, means of compliance, forms, applications, geofencing charts, geographical zones, templates, list of operators etc. on CAA web page. Safety promotion shall be extended, due to new EU obligations for drone users and extensive growth of "non-aviation" people using drones/airspace. Active participation on conferences, workshops or meetings, organised by CAA or stakeholders.
Information already published on CAA web page:
https://www.caa.si/brezpilotni-zrakoplovi.html and https://www.caa.si/porocanje-o-dogodkih.html.
Status: Ongoing
The type of task: SP
Due date for completing the task: Continuous

Number: SIT.0005-002

Headline: Organisation of classroom or online workshops, seminars (also for supervisory authorities – market surveillance bodies, police, municipal wardens, if needed)
Objective/description: Active participation on conferences, workshops or meetings, organised by CAA or stakeholders. CAA will organize classroom/online workshops on safe unmanned aerial vehicle systems (UAS) operation for operators of UAS, remote pilots and other interested parties, if needed. For supervisory authorities' relevant parts of EU legislation will be promoted and user manual for UAS repository as well.
Status: Ongoing
The type of task: SP
Due date for completing the task: Continuous

Number: SIT.0005-003

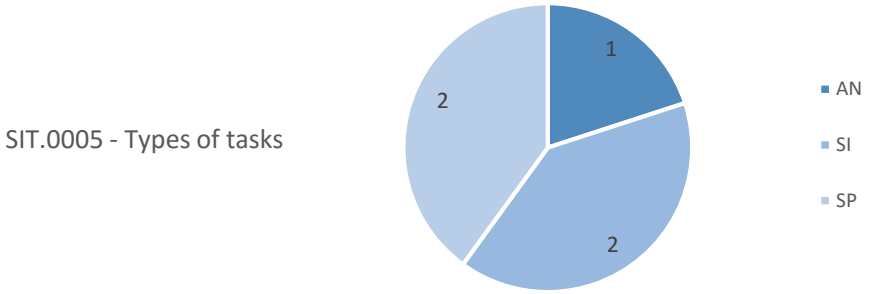
Headline: Effective implementation of new EU regulation
Objective/description: In 2022, effective implementation of new EU regulation will be focused in special category specifically on cross-border operations and geographical zones for model aircraft flying in model aircraft associations. Further participation and collaboration with Task force group lead by France with task to develop "theoretical knowledge examination" STS for specific category. All relevant activities regarding standard scenarios and operational authorisation with cross border authorization will be held.
Status: Ongoing
The type of task: SI
Due date for completing the task: Continuous

Number: SIT.0005-004

Headline: U-Space development and implementation
Objective/description: CAA, Ministry of infrastructure, ANSP provider and other stakeholders will collaborate in continuous monitoring of density of UAS operation. Gathered data will be used for decision to prepare airspace risk assessment demonstrating the need to establish U-space including step-by-step implementation of U-space regulations.
Status: New
The type of task: AN
Due date for completing the task: Until 2023

Number: SIT.0005-005

Headline: Counter UAS measures and UAS incident management at aerodromes
Objective/description: By using suggested solutions found in material published by EASA "Drone incident management at aerodromes", support the preparations of the aerodromes in their efforts to manage the threats emerging from unauthorised drones effectively. In order to do that, the CAA will review the EASA material and prepare short summary and instructions if needed.
Status: New
The type of task: SI
Due date for completing the task: Continuous


SIT.0005 - Types of tasks
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2
2
AN
SI
SP

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Acknowledgments

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---------- *END OF THE TEXT* ----------