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SLOVENIAN PLAN FOR AVIATION SAFETY 2023–2025



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0.2 Approval list

	Name and position	Signature
Approved by	Srečko Janša, Director General of Civil Aviation and Maritime Transport Directorate, Ministry of Infrastructure	Srečko Janša Digitally signed by Srečko Janša DN: C=SI, O=state authorities, OU=eID certificates, SN=Janša + GN=Srečko + SERIALNUMBER=1236068914024 + CN=Srečko Janša Reason: I am approving this document Location: your signing location here Date: 2023-05-10 08:25:44 Foxit Reader Version: 9.6.0
Supported by	Andreja Kikec Trajković, PhD, Acting Director	ANDREJA KIKEC TRAJKOVIĆ Digitalno podpisal ANDREJA KIKEC TRAJKOVIĆ Datum: 2023.04.25 10:19:39 +02'00'
Prepared and controlled by	Nataša Bešter, MSc, Compliance and Safety Manager	NATAŠA BEŠTER Digitalno podpisal NATAŠA BEŠTER Datum: 2023.04.25 07:56:59 +02'00'
	Jerneja Šifrer, MSc, Compliance and Safety Manager Deputy	JERNEJA ŠIFRER Digitalno podpisal JERNEJA ŠIFRER Datum: 2023.04.25 07:55:11 +02'00'

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0.4 Revision list

Revision	Adoption date	Description of revision
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
Revision 6.0	25.04.2023	Update in accordance with EPAS 2023–2025 and national Aviation Safety Risk Management, and ICAO Doc 10131

0.5 Abbreviations

ABs	Advisory Bodies
ACAM	Aircraft Continuing Airworthiness Monitoring
ACAS	Airborne Collision Avoidance System
ACC	Aeronautical Control Centre
ADR	Aerodromes
AeMC	Aeromedical Centre
AMC	Acceptable Means of Compliance
AMO	Approved Maintenance Organisations
AMTO	Approved Maintenance Training Organisation (Part-147)
ANS	Air Navigation Services
ANSP	Air Navigation Service Provider
AOC	Air Operator Certificate
ASC	Air Safety Committee
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
AVSEC	Aviation Security
BIS	Best Intervention Strategy
BR	Basic Regulation (Regulation (EU) No 2018/1139)
CA	Competent Authority
CAA	Civil Aviation Agency of the Republic of Slovenia
CAG	Collaborative Analysis Group
CAMO	Continuing Airworthiness Management Organisation
CASA	Civil Aviation Safety Authority (Australia)
CAT	Commercial Air Transport
CE	Critical Element
Cf.	Compare
CFIT	Controlled Flight into Terrain
CMA	Continuous Monitoring Approach
CMSMSM	Compliance Monitoring and Safety Management System Manual
CPL	Commercial Pilot Licence
CRM	Crew Resource Management
DNS	Domain Name System
DOA	Design Organisation Approval
DTO	Declared Training Organisation
EAPAIRR	European Action Plan for Airspace Infringement Risk Reduction
EASA	European Union Aviation Safety Agency
EASP	European Aviation Safety Programme
EC	European Commission
ECCAIRS (E2)	European Coordination Centre for Accident and Incident Reporting Systems
EFB	Electronic Flight Bag

EI	Effective Implementation
EOFDM	European Operators Flight Data Monitoring Forum
EPAS	European Plan for Aviation Safety
ERCS	European Risk Classification Scheme
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
FAA	Federal Aviation Administration
FCO	Frequentis Comsoft
FDM	Flight Data Monitoring
FIS	Flight Information Service
FPL	Flight Plan
FRM	Fatigue Risk Management
FTE	Full Time Equivalent
FTL	Flight Time Limitation
GA	General Aviation
GASP	Global Aviation Safety Plan
G-HRC	Global High-Risk Category of Occurrence
HF	Human Factors
HRC	High-Risk Category of Occurrence
ICAO	International Civil Aviation Organisation
IFR	Instrument Fight Rules
IATA	International Air Transport Association
IOSA	IATA Operational Safety Audit
IR	Instrument Rating
ISC	Immediate Safety Concern
IST	Implementation Support Task
KRA	Key Risk Area
KZPS	Kontrola zračnega prometa Slovenije (Slovenia Control)
LA	Local Authority
LDZO FIR	Flight Information Region Zagreb
LAPL	Light Aircraft Pilot Licence
LJBL	Lesce Airport
LJCE	Cerklje Airport
LJLA FIR	Flight Information Region Ljubljana
LJLJ	Ljubljana Airport
LJMB	Maribor Airport
LJPZ	Portorož Airport
LOC-I	Loss of Control In-flight
LPR	Language Proficiency Requirements
LPRI	Language Proficiency Requirements Implementation
MAB	Member States' Advisory Body
MAC	Mid-Air Collision
MEL	Minimum Equipment List

MO	Maintenance Organisation
MoI	Ministry of Infrastructure
MS	Member State
MST	Member States Task
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
NTP	Network Time Protocol
OAT	Operational Air Traffic
OLF	Online Framework
OPS	Air Operations
OR	Occurrence Reporting
PI	Performance Indicator
PIC	Pilot in Command
POA	Production Organisation Approval
PPL	Private Pilot Licence
PSAG	Permanent Safety Action Group
Q	Quarter
Q&A	Questions and Answer
RASG	Regional Aviation Safety Group
RASP	Regional Aviation Safety Plan
RE	Runway Excursion
RES	Research Actions
RESG	Regional Expert Safety Group
RI	Runway Incursion
RICS	Ramp Inspection Coordination and Standardisation
RMT	Rulemaking Task
RS	Republic of Slovenia
SAB	Stakeholders Advisory Body
SACA	Safety Assessment of Community Aircraft
SAFA	Safety Assessment of Foreign Aircraft
SAR	Standardisation Annual Report
SARPs	Standards and Recommended Practices
SB	Safety Board
SDA	Safety Data Analysis
SDCPS	Safety Data Collection and Processing System
SEI	Safety Enhancement Initiatives
SES	Single European Sky
SESAR	Single European Sky ATM Research
SI	Safety Issue
SI	Slovenia
SIA	Safety Investigation Authority
SIB	Safety Information Bulletin
SIT	Slovenian Task

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
SRP	Safety Risk Portfolio
SSC	Significant Safety Concern
SSeC	Significant Security Concern
SSP	State Safety Programme
SSPIA	State Safety Programme Implementation Assessment
STCA	Short Term Conflict Alert
TCAS	Traffic Alert and Collision Avoidance System
TeB	Technical Body
TF	Task Force
TMA	Terminal Manoeuvring Area
TRA	Temporary Reserved Airspace
TSA	Temporary Segregated Airspace
UAS	Unmanned Aircraft System
UPRT	Upset Prevention and Recovery Training
URSIV	Urad Vlade za informacijsko varnost (Government Information Security Office)
USAP	Universal Security Audit Programme
USOAP	Universal Safety Oversight Audit Programme
UTM	Unmanned Traffic Management
VAST	Vertical Aviation Safety Team
VFR	Visual Flight Rules
VTOL	Vertical Take-off and Landing

0.6 Types of tasks

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

1 Introduction

1.1 Overview of the Slovenian Plan for Aviation Safety

The Republic of Slovenia is committed to enhancing aviation safety and to the resourcing of supporting activities. The purpose of the Slovenian Plan for Aviation Safety (SPAS) is to continually reduce fatalities, and the risk of fatalities, through the development and implementation of a national aviation safety strategy. A safe, resilient and sustainable aviation system contributes to the economic development of Slovenia and its industries. The SPAS promotes the effective implementation of Slovenia's safety oversight system, a risk-based approach to managing safety, as well as a coordinated approach to collaboration between Slovenia and other States, regions and industry. All stakeholders are encouraged to support and implement the SPAS as the strategy for the continuous improvement of aviation safety.

The SPAS is in alignment with the International Civil Aviation Organization (ICAO) Global Aviation Safety Plan 2023–2025 (GASP, Doc 10004), the European Regional Aviation Safety Plan 2022–2024 (EUR RASP) and the European Plan for Aviation Safety (EPAS), 2023 edition, which supports the objectives and priorities of the GASP.

1.2 Structure of the Slovenian Plan for Aviation Safety

The SPAS presents the strategic direction for the management of aviation safety at the national level for a period 2023–2025.

It comprises seven chapters. In addition to the introduction, chapters include: the purpose of the SPAS, Slovenia's strategic direction for the management of aviation safety, the national operational safety risks identified for the 2023–2025 SPAS, organizational challenges addressed in the SPAS, a description of how the implementation of the safety enhancement initiatives (SEIs) listed in the SPAS is going to be monitored, and acknowledgements.

In the Appendix 1 SEIs (MSTs and SITs) are listed, Appendix 2 contains identified hazards, while Appendix 3 contains performance indicators and targets.

1.3 The Global Aviation Safety Plan (GASP) and Regional Aviation Safety Plan (RASP)

The Global Aviation Safety Plan (GASP) presents the global strategy for the continuous improvement of aviation safety. The purpose of the GASP is to continually reduce fatalities, and the risk of fatalities, by guiding the development of a harmonized aviation safety strategy. A safe, resilient and sustainable aviation system contributes to the economic development of States and their industries. The GASP promotes the effective implementation of a State safety programme, including a State's safety oversight system, a risk-based approach to managing safety as well as a coordinated approach to collaboration between States, regions (that is, a group of States and/or entities working together to enhance safety within a geographic area) and industry. It provides a framework in which regional and national aviation safety plans (RASPs and NASPs) are developed and implemented.

The International Civil Aviation Organization (ICAO) recognizes the need for its safety strategy to evolve and ensure its sustained effectiveness and efficiency in the changing regulatory, economic and technical environments. The 2023–2025 edition of the GASP maintains some key elements from its previous edition, such as the six goals and the five global high-risk categories of occurrences (G-HRCs).

The vision of the GASP is to achieve and maintain the aspirational safety goal of zero fatalities in commercial operations by 2030 and beyond, which is consistent with the United Nations' 2030 Agenda for Sustainable Development. The plan's mission is to continually enhance international aviation safety performance and resilience by providing a collaborative framework for States, regions and industry. This is supported by a series of goals:

- Goal 1 is to achieve a continuous reduction of operational safety risks.

- Goal 2 calls for all States to strengthen their safety oversight capabilities.
- Goal 3 calls for the implementation of effective State safety programmes.
- Goal 4 calls for States to increase collaboration at the regional level to enhance safety.
- Goal 5 aims to expand the use of industry programmes and safety information sharing networks.
- Goal 6 focuses on the appropriate infrastructure needed to support safe operations.

In order to mitigate the risk of fatalities, States, regions and industry need to address the G-HRCs. The selection of types of occurrences is based on actual fatalities from past accidents, high fatality risk per accident or the number of accidents and incidents. The following G-HRCs, in no particular order, have been identified for this edition of the GASP: controlled flight into terrain; loss of control in-flight; mid-air collision; runway excursion; and runway incursion.

- Controlled flight into terrain (CFIT) is an in-flight collision with terrain, water or obstacle without indication of loss of control. Accidents categorised as CFIT involve all instances where an aircraft is flown into terrain in a controlled manner, regardless of the crew`s situational awareness. CFIT accidents involve many contributing factors, including procedure design and documentation, pilot disorientation and adverse weather. Requirements for aircraft to be equipped with ground proximity warning systems have significantly reduced the number of CFIT accidents. Despite the absence of CFIT accidents involving transport category aircraft over the past few years, CFIT accidents often have catastrophic results when they occur, with very few, if any, survivors. Therefore, there is a high fatality risk associated with these events.
- Loss of control in-flight (LOC-I) is an extreme manifestation of a deviation from intended flight path. Accidents categorised as LOC-I involve a loss of control in-flight that is not recoverable. LOC-I accidents often have catastrophic results with very few, if any, survivors. Therefore, there is a high fatality risk associated with these events. LOC-I events involve many contributing factors that can be categorised as being either aeroplane system-induced, environmentally-induced, pilot/human-induced or any combination of these three. Of the three, pilot-induced accidents represent the most frequently identified cause of LOC-I accidents. The number of fatalities resulting from LOC-I events involving commercial air transport aeroplanes has led to an examination regarding current training practices, such as the introduction of upset prevention and recovery training (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 un-stabilised 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 (for example, 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. Runway incursions involve many contributing factors, including: aerodrome design; pilot and air traffic controller workload; and use of non-standard phraseology. Although statistically very few runway incursions result in collisions, there is a high fatality risk associated with these events. The collision between two B747s at Los Rodeos Airport, Tenerife, in 1977, was the result of a runway incursion and remains the worst accident in aviation history, with the highest number of fatalities.

Each region and each State should use the GASP to develop a RASP and NASP respectively, which includes industry participation. The RASP or NASP presents the strategic direction for the management of aviation safety at the regional or national level, for a set period and should be developed in line with the GASP's goals, targets and G-HRCs. To achieve the GASP goals and targets, authorities within the State need to provide sufficient resources and qualified technical personnel for the development and implementation of the State's NASP.

The global aviation safety roadmap serves as an action plan to assist the aviation community in achieving the GASP goals. The roadmap, previously included in the GASP, was updated and is now contained in the Global Aviation Safety Roadmap (Doc 10161).

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 Appendix 1 of this document.

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 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 EUR RASP 2022–2024 edition was compiled by a dedicated EUR RASP Project Team being part of the EUR RESG, supported by the ICAO EUR/NAT Regional Office and by EASA. Considering the impacts of the Covid-19 pandemic on aviation stakeholders, no yearly EUR RASP review had been initiated in 2020. Therefore, EUR RASP 2022–2024, being the third edition of the Regional Plan, considers changes introduced both with EPAS 2021–2025 and with the final draft EPAS 2022–2026. From 2022 onwards the EUR RASP planning activity is followed up by a reporting phase, during which progress on action implementation and more generally, progress with SSP and NASP implementation, is assessed by means of a dedicated survey. The data and information gathered feed not only subsequent planning cycles, but also the EUR RASP implementation reports and safety reviews produced by the ICAO Regional Office.

To support the EUR RASP planning process, the EPAS actions in Volume II provide references to corresponding GASP 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.

1.4 European Plan for Aviation Safety (EPAS) 2023–2025

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[1]. 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.

The 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 the environmental performance of the aviation system throughout Europe, while ensuring a level playing field, as well as fostering efficiency and proportionality in regulatory processes. Accordingly, while EPAS actions may be triggered by an EPAS driver other than safety, namely efficiency/proportionality,

[1] Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91

level playing field or environmental protection, the primary objective of any such action is to ensure that the intended changes in the aviation system do not adversely impact aviation safety.

The EPAS is a key component of the safety management system (SMS) at European level as outlined in the European Aviation Safety Programme (EASP). The EASP is managed by the European Commission and describes the integrated set of regulations at Union level, the relationship between the various plans and programmes, as well as the activities and processes used to jointly manage the safety of civil aviation at European level.

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

The European Commission and EASA work in partnership with the ICAO Regional Office for the Europe (EUR) region to provide a RASP for the entire ICAO EUR region, leveraging on the processes established for the EPAS. The regional approach complements national approaches offering a more efficient means of discharging State obligations for safety management in the EU/EUR aviation system.

The EASA 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 the SSPs and State Plans for Aviation Safety (SPAS) at Member State level. Basic Regulation Article 8 requires EASA Member States to develop a SPAS which shall consider relevant risks and actions defined in the EPAS, and to provide justification where such risks and actions are deemed not relevant within their SSP. EPAS Volume III, introduced with the EPAS 2021–2025, provides visibility to key safety risks and underlying safety issues affecting the European aviation system as a whole and thereby supports safety management at regional, State and industry level. Within Volume III, KRAs and safety issues are described and prioritised for the various aviation domains, constituting domain SRPs.

1.4.1 The development and structure of the EPAS

The EPAS is developed in close cooperation with aviation stakeholders, represented in the EASA Advisory Bodies (ABs), and with the support of various working groups. Strategic priorities and objectives are discussed with the Stakeholder Advisory Body (SAB) and the Member State Advisory Body (MAB), EPAS Volume II is consulted with all EASA Advisory Bodies. The SRPs in Volume III are established and maintained with the support of domain Collaborative Analysis Groups (CAGs).

The EPAS covers a 3-year time frame (EPAS 'reference period'). Starting with 2022 a 3-year review frequency is adopted for Volume I. An intermediate review may be performed within this reference period as deemed necessary. In line with Article 6(1) of the Basic Regulation, Volumes II and III, continue to be reviewed and updated on a yearly basis.

The EPAS comprises three distinct volumes:

Volume I – Strategic Priorities

Volume I provides the executive summary, the introduction, information on the operational context and sets out the strategic priorities.

The strategic priorities in edition 2023–2025 of EPAS are:

1. Systemic safety & resilience
2. Competence of personnel
3. Operational safety
4. Safe and sustainable integration of new technologies and concepts
5. Environment

Volume II – EPAS Actions

Volume II contains the detailed list and description of all EPAS actions.

EPAS Volume II edition builds upon the strategic priorities for the new reference period defined in EPAS Volume I 2023–2025. This edition includes 158 active EPAS actions, with 59 Rulemaking Tasks (RMTs), 35

Safety Promotion Tasks (SPTs), 23 Member State Tasks (MSTs), 38 Research projects (RES), 2 Evaluations (EVT) and 1 Implementation Support Task (IST). 13 new actions are added, including 3 SPTs resulting from the Best Intervention Strategy (BIS) on Administrative Burden for Small Helicopter Operators, and 4 SPTs to address Human Factors issues in relation to the design and use of procedures. The new type of EPAS action 'IST' is introduced to support the roll-out of important new regulations. The first IST supports the roll-out of the new Part-Information Security.

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.

An overview of the Volume II Chapters:

1 Systemic safety and resilience

2 Competence of personnel

3 Flight operations — aeroplanes

4 Rotorcraft

5 General Aviation

6 Design and production

7 Maintenance and continuing airworthiness management

8 Air traffic management/air navigation services (ATM/ANS)

9 Aerodromes and ground handling

10 Unmanned aircraft systems and manned VTOL-capable aircraft

11 New technologies and concepts

12 Environmental protection

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

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: Rulemaking and safety promotion deliverables published in 2022

Appendix B: Rulemaking deliverables planned for 2023

Appendix C: Overview of new actions, actions deleted, put on hold, merged or completed in 2022

Appendix D: Overview of the Strategic Priorities

Appendix E: Key indicators in terms of EPAS actions

Appendix F: Overview of Best Intervention Strategies

Appendix G: Index

Appendix H: Transposition of ICAO SARPS.

In this document (SPAS 2023–2025), 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

The EPAS Volume III provides the EASA Safety Risk Portfolios. In their most simplified versions, the Safety Risk Portfolios are a list of safety issues that need to be mitigated at European level. Safety Risk Portfolios form an essential component of the European SRM process. In developing the portfolios, safety information is gathered and analysed from sources such as occurrence data, expert judgement, and safety studies.

Safety issues are identified through the EASA's analysis of aviation occurrence data and other safety-related information (such as hazards), or submitted as a candidate safety issue through the CAGs, NoA, EASA's website or internal EASA stakeholders. Safety issues identified through aviation data collected by the EASA are published in the EASA ASR in the form of a data portfolio. The Safety Risk Portfolio is an advanced and

processed form of the data portfolio that has been augmented with additional layers of qualitative analysis and subject matter expertise from the CAGs and the NoA.

The safety issues and Safety Risk Portfolios are grouped by domain as each domain has its particularities and requires specific expertise. The following domains are part of the SRM process:

- Systemic and conjunctural (New)
- Human Factors / Human Performance
- Commercial Air Transport – Aeroplanes
- Rotorcraft
- Non-Commercial Operations – Small Aeroplanes
- Airworthiness (under development)
- Air Traffic Management / Air Navigation Services (ATM/ANS)
- Aerodromes and Ground handling

Each safety issue is therefore associated with one, or most of the time, several key risk areas. For example, the safety issue 'Entry of aircraft performance data' may have as an outcome (i.e. key risk area) 'excursion' or 'aircraft upset'.

The 10 key risk areas are listed below, using the definitions as per the Delegated Act for the European risk classification scheme:

1. Airborne collision: a collision between aircraft while both aircraft are airborne; or between aircraft and other airborne objects (excluding birds and wildlife).
2. Aircraft upset: an undesired aircraft state characterised by unintentional divergences from parameters normally experienced during operations, which might ultimately lead to an uncontrolled impact with terrain.
3. Collision on runway: a collision between an aircraft and another object (other aircraft, vehicles, etc.) or person that occurs on a runway of an aerodrome or other predesignated landing area. This does not include collisions with birds or wildlife.
4. Excursion: an occurrence when an aircraft leaves the runway or movement area of an aerodrome or landing surface of any other predesignated landing area, without getting airborne. This includes high-impact vertical landings for rotorcraft/VTOL and balloons/airships.
5. Fire, smoke and pressurisation: an occurrence involving cases of fire, smoke, fumes or pressurisation situations that may become incompatible with human life. This includes occurrences involving fire, smoke or fumes affecting any part of an aircraft, in flight or on the ground, which is not the result of impact or malicious acts.
6. Ground damage: damage to aircraft induced by operation of aircraft on ground on any other ground area than a runway or predesignated landing area, as well as damage during maintenance.
7. Obstacle collision in flight: collision between an airborne aircraft and obstacles raising from the surface of the earth. Obstacles include such things as tall buildings, trees, power cables, telegraph wires and antennae as well as tethered objects.
8. Terrain collision: an occurrence where an airborne aircraft collides with terrain, without indication that the flight crew was unable to control the aircraft. This includes instances when the flight crew is affected by visual illusions or degraded visual environment.
9. Other injuries: an occurrence where fatal or non-fatal injuries have been inflicted, which cannot be attributed to any other key risk area.
10. Security: an act of unlawful interference against civil aviation. This includes all incidents and breaches related to surveillance and protection, access control, screening, implementation of security controls and any other acts intended to cause malicious or wanton destruction of aircraft and property, endangering or resulting in unlawful interference with civil aviation and its facilities. It includes both physical and cybersecurity events.

1.4.2 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.

Safety management, including safety action planning at State level and oversight, is monitored as part of the EASA standardisation programme, now encompassing dedicated SSP implementation assessments. States are encouraged to use their SPAS to report on action implementation and provide justification where EPAS risks and actions are not considered.

1.5 Management of Aviation Safety in the Republic of Slovenia: State Safety Programme (SSP), Slovenian Plan for Aviation Safety (SPAS)

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.

Through the safety data analysis (SDA) aspects of the State safety programme (SSP), as described in the ICAO SSP Implementation Assessment (SSPIA), the Republic of Slovenia has the ability to use its hazard identification and safety risk management process as a source of safety intelligence to identify hazards and safety deficiencies, and determine national operational safety risks and organizational challenges for inclusion in the SPAS. The SSP provides safety information to the SPAS. The SSP allows the Republic of Slovenia to manage its aviation activities in a coherent and proactive manner, measure the safety performance of its civil aviation system, monitor the implementation of the SPAS's SEIs and address national safety issues. The SPAS is one of the key documents produced as part of Slovenia's SSP documentation. It is the means by which Slovenia defines and drives the implementation of SEIs determined through SSP processes and drawn from the ICAO Global Aviation Safety Roadmap (Doc 10161), the European Regional Aviation Safety Plan 2022–2024 (EUR RASP) and European Plan for Aviation Safety (EPAS), 2023 edition. It also allows Slovenia to determine initiatives to strengthen the SSP or otherwise needed to achieve its safety objectives. Safety intelligence gathered through the SSP also contributes to other national plans. Further information on Slovenia's SSP can be found at https://www.caa.si/en/state-safety-programme-ssp.html.

In order to be able to understand this document correctly and connect it with global and regional plans, it is necessary to explain the following:

1. Strategic safety objectives / priorities are brief, high-level statement of safety achievement or desired outcome to be accomplished by the SSP and SPAS. They are developed from the top safety risks and should be taken into consideration during subsequent development of safety performance indicators and targets. The overall SSP and SPAS goal is to achieve the results toward which efforts in aviation safety are directed, in other words to eradicate hazards, lower their risks in terms of severity and probability and to implement the effective risk barriers. Those are the desired outcomes that the Republic of Slovenia aims to produce.
2. Safety enhancement initiative (SEI) are one or more actions to eliminate or mitigate operational safety risks or to address an identified safety issue. They can also be interpreted as mitigation actions to lower the risks of identified hazards or strengthen barriers and help to achieve the strategic safety objectives / priorities. In this document they are expressed as MST (Member State Task(s)) and SIT (Slovenian task(s)). MSTs and SITs are high-level tasks, which are complemented by one or more low-level task(s). They can be found in Appendix 1 to this document.
3. Appendix 1 consists of the following attributes:

   The attributes for each high-level task are as follows:

   - Number (for tasks originating from EPAS – MST.0001, MST.0002…; for national related tasks – SIT.0001, SIT.0002…);
   - Headline;

- Hazard(s) from Appendix 2 to this document;
- Objective/description;
- EPAS SIs/EPAS 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);
- Owner;
- Affected stakeholders;
- Status (ongoing if existed in previous SPAS, new if added in this edition of SPAS);
- 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 attributes for each low-level task are as follows:

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

4. Each MST and SIT is connected to a certain hazard (condition or an object with the potential to cause or contribute to an aircraft incident or accident), which are listed in the Appendix 2 to this document (see H001, H002, H003…).

5. Appendix 2 consists of the following attributes:
   - Hazard Registration Number;
   - Date Reported;
   - Hazard or Safety Issue Title;
   - Performance Indicators – a data-based parameter used for monitoring and assessing safety performance2;
   - Hazard Area;
   - Initial Risk Analysis – Probability;
   - Initial Risk Analysis – Severity;
   - Initial Risk Assessment in Terms of Tolerability[3];
   - Mitigating Measures;
   - Residual Risk Analysis – Probability;
   - Residual Risk Analysis – Severity;
   - Residual Risk Assessment in Terms of Tolerability;
   - Link with SPAS.

6. Appendix 3 consists of the following attributes:
   - Performance Indicator Number;
   - Performance Indicator;
   - Hazard Number;
   - Target – 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).

[2] Safety performance. A State or a service provider's safety achievement as defined by its safety performance targets and safety performance indicators.

[3] Safety risk. The predicted probability and severity of the consequences or outcomes of a hazard.

1.5.1 SSP implementation process

Four key questions related to SSP implementation:

Key question	Document(s) providing answer
What are the State`s main/top safety risks?	**SSP** **SPAS, Appendix 1**
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** 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**

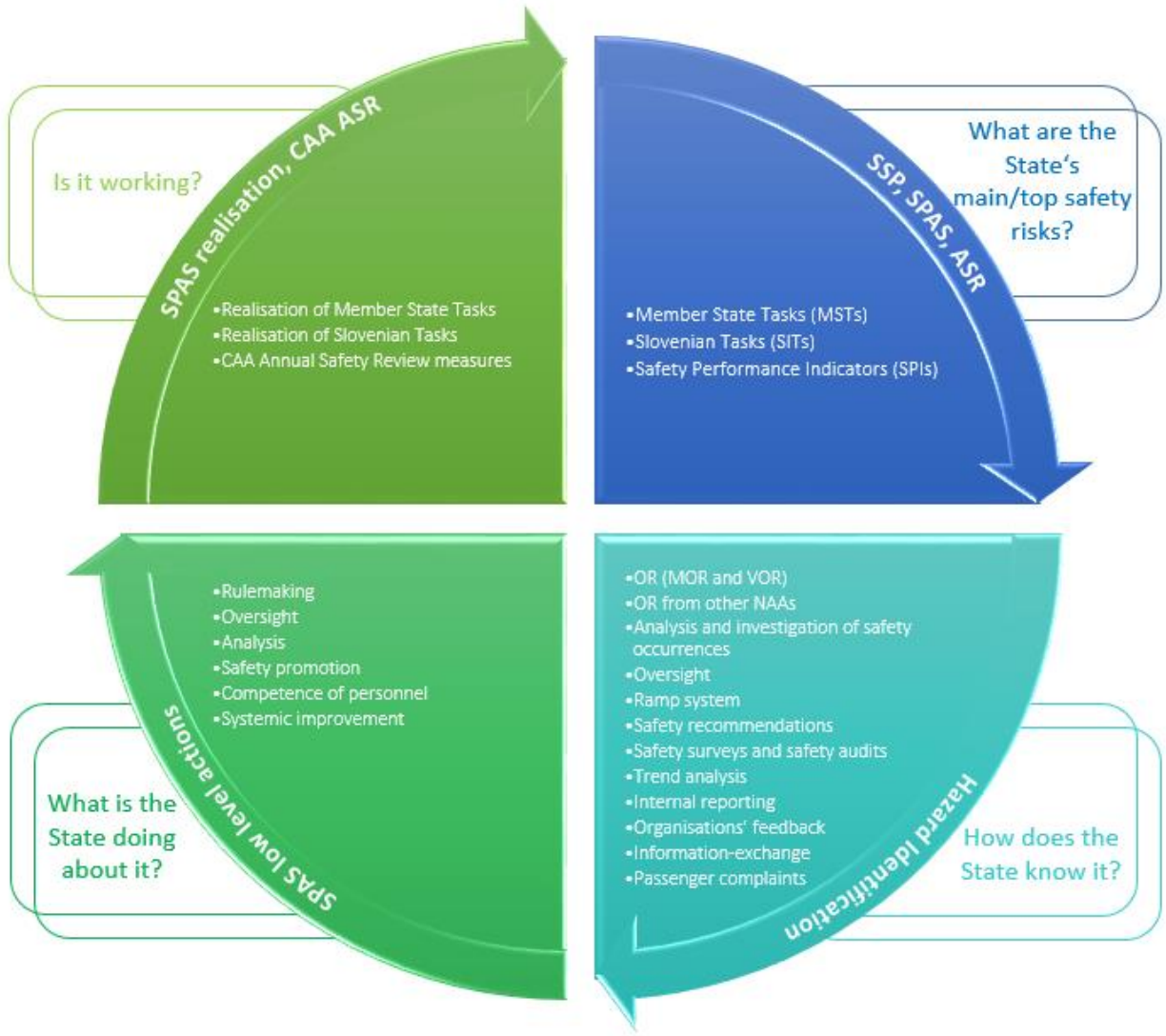


Figure 1: SSP implementation process

1.5.2 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 the 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 update 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.

1.5.3 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 1.5.2. 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.

MSTs and SITs are identified through European and national safety risk management process. SPAS contains in Appendix 1 high-level tasks that need to be addressed in order to maintain or improve the level of safety 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. 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 (Unmanned aircraft systems).

For efficient implementation of SSP and EPAS MSTs/national SITs, 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.

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 the Minister of

infrastructure. The effectiveness of proposed and accomplished tasks is presented annually in the Report on MST and SIT realisation and partially in 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.

1.5.4 Responsibility for the Slovenian Plan for Aviation Safety development, implementation and monitoring

The CAA is responsible for the development, implementation and monitoring of the SPAS, in collaboration with Ministry of Infrastructure, civil Safety Investigation Authority, military Safety Investigation Authority, Ministry of Defence, Protection and Rescue Administration, Ministry of Internal Affairs, ANSP and with the national aviation industry. The SPAS was developed in consultation with national operators and other key aviation stakeholders, and in alignment with the ICAO Global Aviation Safety Plan 2023–2025 (GASP, Doc 10004), the European Regional Aviation Safety Plan 2022–2024 (EUR RASP) and the European Plan for Aviation Safety (EPAS), 2023 edition.

1.5.5 Operational context

There are 3 international aerodromes in Slovenia (LJLJ, LJMB, LJPZ), one of them certified in accordance with EU regulation (LJLJ), and one civil/military aerodrome (LJCE). In 2022, there were 17911 IFR and 10643 VFR movements at LJLJ, 2508 IFR and 30129 VFR movements at LJMB, 2727 IFR and 15315 VFR movements at LJPZ, and 358 IFR and 6904 VFR movements at LJCE. The airspace of Slovenia is classified into Classes C, D, E and G. There were 357903 IFR-ACC and 19134 VFR-FIS movements in Slovenia in 2022. There are currently 9 air operator certificates (AOCs) issued by Slovenia, and of those there are 7 issued to operators conducting international commercial air transport operations and 2 are conducting helicopter operations. There are 5 hospital heliports. Common hazards and safety deficiencies in Slovenia are listed in Appendices 1 and 2 of this document.

2 Purpose of Slovenian Plan for Aviation Safety

The SPAS is the master planning document containing the strategic direction of Slovenia for the management of aviation safety for a period of 3 years (2023 to 2025). This plan lists national safety issues, sets national safety goals and targets, and presents a series of safety enhancement initiatives (SEIs) to address identified safety deficiencies and achieve the national safety goals and targets.

The SPAS has been developed using the safety goals and targets and high-risk categories of occurrences (HRCs) from the GASP (www.icao.int/gasp), the EUR RASP and the EPAS. The SEIs listed in the SPAS support the improvement of safety at the wider regional and international levels. The SPAS includes several actions to address specific safety issues and recommended SEIs for individual States set out in the documents listed in the first sentence of this paragraph. Slovenia has adopted these SEIs and has included them in this plan.

3 Slovenian strategic direction for the management of aviation safety

The SPAS presents the SEIs mainly determined through SSP processes, including Slovenia's hazard identification and safety risk management process and its SDCPS, as well as the work undertaken by service providers in the development and implementation of their safety management systems (SMS). This plan is developed and maintained by the CAA, in coordination with key aviation stakeholders and is updated every year.

The SPAS includes national safety goals and targets for the management of aviation safety, as well as a series of indicators to monitor the progress made towards their achievement. They are tied to the goals, targets and indicators listed in the GASP, the EUR RASP and the EPAS and include additional national safety goals, targets and indicators.

Strategic safety objectives / priorities:

1. To achieve a continuous reduction of operational safety risks;
2. To strengthen the Slovenia's safety oversight capabilities;
3. To implement effective SSP;
4. To increase collaboration at the regional level;
5. To expand the use of industry programmes and safety information sharing networks by service providers;
6. To ensure the appropriate infrastructure is available to support safe operations.

The SEIs in this plan are implemented through Slovenia's existing safety oversight capabilities and the service providers' safety management systems (SMSs). SEIs derived from the ICAO Global Aviation Safety Roadmap (Doc 10161) were identified to achieve the national safety goals presented in the SPAS. Some of the national SEIs are linked to overarching SEIs at the regional and international levels and help to enhance aviation safety globally. The full list of the SEIs is presented in the Appendix 1 to the SPAS.

The SPAS also addresses emerging issues, which include concepts of operations, technologies, public policies, business models or ideas that might impact safety in the future, and sometimes insufficient data exists to complete a typical data-driven analysis. Due to the lack of data, emerging issues cannot always automatically be considered as operational safety risks. It is important that Slovenia remains vigilant on emerging issues to identify hazards and safety deficiencies, collect relevant data and proactively develop mitigations to address any associated risks. The SPAS addresses the following emerging issues, which were identified by for further analysis:

1. drones (e.g. operating in the vicinity of aerodromes),
2. cybersecurity,
3. information security,
4. group operations,
5. environment.

4 Slovenian (operational) safety risks

The SPAS, in the Appendix 1, includes SEIs that address national operational safety risks, derived from lessons learned from occurrences and from a data-driven approach. These SEIs may include actions such as rule-making, policy development, targeted safety oversight activities, safety data analysis and safety promotion. Separate sections are provided to address systemic safety, commercial air transport (CAT) aeroplane operations and NCC, rotorcraft, general aviation, aerodromes and safe integration of new technologies and concepts to make the information more accessible to stakeholders.

Slovenia publishes an Annual Aviation Safety Review, available on the CAA website (https://www.caa.si/en/annual-aviation-safety-review.html). The summary of accidents and serious incidents that occurred in Slovenia, and those for aircraft registered in Slovenia involved in commercial air transport and aircraft involved in general aviation, is shown in the Tables 1 and 2. In Table 3 the paragliders, parachuters and hang-gliders occurrences that happened in Slovenia are summarized.

Table 1: Accidents in Slovenia

Year	Fatal accidents	Non-fatal accidents	Serious incidents
CAT occurrences in Slovenia			
2022	0	0	0
Average 2016–2021	0.0	0.0	0.8
GA occurrences in Slovenia			
2022	0	7	1
Average 2016–2021	0.8	3.0	2.0

Table 2: Accidents involving aircraft registered in Slovenia

Year	Fatal accidents	Non-fatal accidents	Serious incidents
Occurrences involving CAT aircraft registered in Slovenia			
2022	0	0	0
Average 2016–2021	0.0	0.0	0.7
Occurrences involving GA aircraft registered in Slovenia			
2022	0	3	0
Average 2016–2021	0.3	2.2	1.0

Table 3: Paragliders, parachuters and hang-gliders occurrences (in Slovenia)

Year	Number of accidents		Fatalities (JP / P / JZ)
	All (JP / P / JZ)	Fatal (JP / P / JZ)	
2022	9 / 1 / 0	1 / 0 / 0	1 / 0 / 0
Average 2016–2021	12.8	1.8	1.8

The top key risk areas as determined through the EU SRM, currently are the following[4]:

- for CAT and NCC aeroplanes: airborne collision, runway excursion, and runway collision;
- for rotorcraft operations:
  - CAT: airborne collision, obstacle collision in flight, and aircraft upset;
  - SPO: aircraft upset, obstacle collision in flight and other injuries;
  - NCO: aircraft upset, obstacle collision in flight and terrain collision;
- for GA/NCO aeroplanes: aircraft upset, terrain collision, and airborne collision;
- for GA/sailplanes: aircraft upset, terrain collision, and obstacle collision in flight;
- for GA/balloons: obstacle collision in flight, balloon landings, and aircraft upset.

They were identified based on analyses from mandatory and voluntary reporting systems, accident and incident investigation reports, safety oversight activities over the past years, the SSP, as well as on the basis of regional analysis and on the operational safety risks described in the GASP.

The full list of the SEIs is presented in the Appendix 1 to the SPAS.

[4] Cf. Annual Safety Review 2022 | EASA (europa.eu)

5 Organisational challenges

In addition to the national operational safety risks listed in the SPAS, Slovenia has identified organizational challenges and a series of SEIs, selected for the SPAS, to address them. These are given priority in the SPAS since they are aimed at enhancing and strengthening Slovenia's safety oversight capabilities and the management of aviation safety at the national level.

The eight critical elements (CEs) of a safety oversight system are defined by ICAO. Slovenia is committed to the effective implementation of these eight CEs, as part of its overall safety oversight responsibilities, which emphasize Slovenia's commitment to safety in respect of its aviation activities. The eight CEs are presented in Figure 2 below.

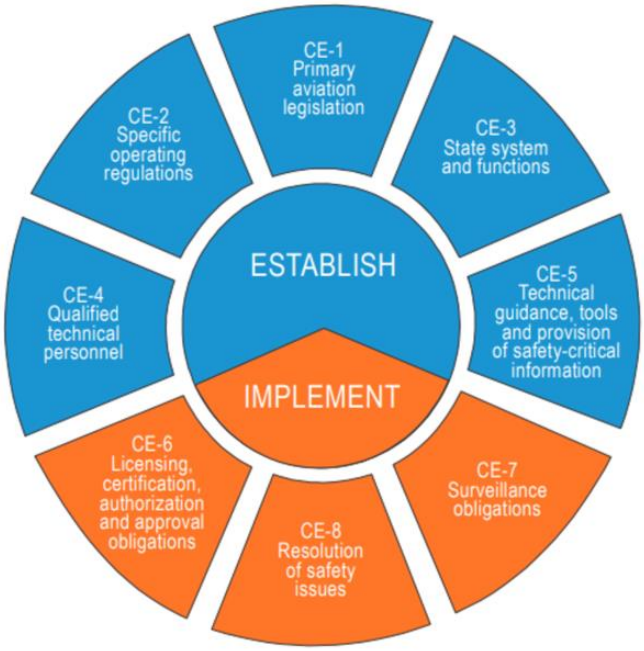


Figure 2: Critical elements of a State's safety oversight system

The latest ICAO activities, which aim to measure the effective implementation of the eight CEs of Slovenia's safety oversight system, as part of the ICAO Universal Safety Oversight Audit Programme (USOAP), have resulted in the following scores:

Overall EI score							
81.5%							
EI score by CE							
CE-1	CE-2	CE-3	CE-4	CE-5	CE-6	CE-7	CE-8
92.86	86.08	88.68	78.38	69.61	81.98	85.87	75.68
EI score by audit area*							
LEG	ORG	PEL	OPS	AIR	AIG	ANS	AGA
91.30	88.89	95.77	93.00	95.37	37.68	99.05	57.39

** Eight audit areas pertaining to USOAP, that is, primary aviation legislation and civil aviation regulations (LEG); civil aviation organization (ORG); personnel licensing and training (PEL); aircraft operations (OPS); airworthiness of aircraft (AIR); aircraft accident and incident investigation (AIG); air navigation services (ANS); and aerodromes and ground aids (AGA).*

The organizational challenges are considered of the utmost priority because they impact the effectiveness of safety risk controls. They were identified based on analysis from USOAP data, accident and incident investigation reports, safety oversight activities over the past years, the SSP, as well as on the basis of regional analysis. These issues are typically systemic in nature and relate to challenges associated with the conduct of States' safety oversight functions, implementation of SSP at the national level and the level of SMS implementation by national service providers. They take into consideration organizational culture, policies and procedures.

The full list of the SEIs is presented in the Appendix 1 to the SPAS.

6 Monitoring implementation

Slovenia will continuously monitor the implementation of the SEIs listed in the SPAS and measure safety performance of the national civil aviation system to ensure the intended results are achieved.

In addition to the above, Slovenia will review the SPAS every year to keep the identified operational safety risks, organizational challenges and selected SEIs updated and relevant. The CAA will periodically review the safety performance of the initiatives listed in the SPAS to ensure the achievement of national safety goals. If required, Slovenia will seek the support of RASG and/or industry to ensure the timely implementation of SEIs to address national safety issues. Through close monitoring of the SEIs, Slovenia will make adjustments to the SPAS and its initiatives, if needed, and update the SPAS accordingly.

Slovenia will use the indicators listed in Appendix 2 of this plan to measure safety performance of the national civil aviation system and monitor each national safety target. A periodic annual realization of the SPAS and annual safety review will be published to provide stakeholders with relevant up-to-date information on the progress made in achieving the national safety goals, as well as the implementation status of the SEIs.

In the event that the national safety goals are not met, the root causes will be presented. If Slovenia identifies critical operational safety risks, reasonable measures will be taken to mitigate them as soon as practicable, possibly leading to an unscheduled revision of the SPAS.

Slovenia shall provide information at the regional level and to report to the regional aviation safety group (RASG). This allows the region to receive information and assess operational safety risks using common methodologies.

Any questions regarding the SPAS and its initiatives, and further requests for information, may be addressed to the following:

Civil Aviation Agency of the Republic of Slovenia
Kotnikova ulica 19a, SI
Telephone: +386 1 244 66 00
Email: info@caa.si
Website: https://www.caa.si/en/

7 Acknowledgments

The SSP accountable executive wishes to acknowledge the contribution made by CAA personnel in the preparation of this document.

Appendix 1 – MSTs and SITs

Table 4: MSTs and SITs

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, MOs (Part-145, DOA holders, POA holders)
MST.0028	Establishment and maintenance of the Slovenian Plan for Aviation Safety	All
	• Airborne collision, runway excursion, and runway collision	CAT & NCC aeroplane
	• CAT: airborne collision, obstacle collision in flight, and aircraft upset • SPO: aircraft upset, obstacle collision in flight and other injuries • NCO: aircraft upset, obstacle collision in flight and terrain collision	Rotorcraft operations
	• Aircraft upset, terrain collision, and obstacle collision in flight	GA – NCO aeroplanes
	• Aircraft upset, terrain collision, and obstacle collision in flight	GA – Sailplanes
	• Obstacle collision in flight, balloon landings, and aircraft upset	GA – Balloons
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), aircrew
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, ATOs, pilot licence holders and students
MST.0036	PPL/LAPL learning objectives in the Meteorological Information part of the PPL/LAPL syllabus	CAA, PPL/LAPL holders, ATOs
MST.0035	Oversight capabilities/focus area: fraud cases in Part-147	AMTOs (Part-147), CAA
MST.0040	Safety and security reporting coordination mechanism	All
MST.0032	Oversight capabilities/focus areas: • availability of adequate personnel in the CAA • cooperative oversight in all sectors • organisations Management System in all sectors	All
MST.0042	Assessment of safety culture at air operators	AOC holders (CAT)
SIT.0007	Safety issues arising from the war in Ukraine	CAA, Commercial aviation
	Operational Safety **Commercial Air Transport (CAT) Aeroplane Operations and NCC**	
MST.0024	'Due regard' for the safety of civil traffic	AOC holders (CAT), aircraft operators (NCC), ATC providers
MST.0030	Implementation of the SESAR solutions aiming to reduce the risk of mid-air collision en-route and in terminal manoeuvring areas (TMA)	ANSPs
MST.0003	Flight data monitoring	Aircraft operators – CAT aeroplanes, Aircraft operators – CAT – Helicopters - offshore
MST.0019	Better understanding of the operators' governance structure	AOC holders (CAT)
MST.0041	Harmonisation in Helicopter AOC approvals, procedures and documents	Aircraft Operators – CAT – Helicopters, ATOs (aircrew), CAMOs, CAA
	Operational Safety **Rotorcraft**	
MST.0015	Helicopter safety events	Aircraft Operators – Helicopters, CAA
MST.0031	Implementation of the 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 the 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
EPAS 2023 –2025 tasks
National Safety Risk Management Tasks

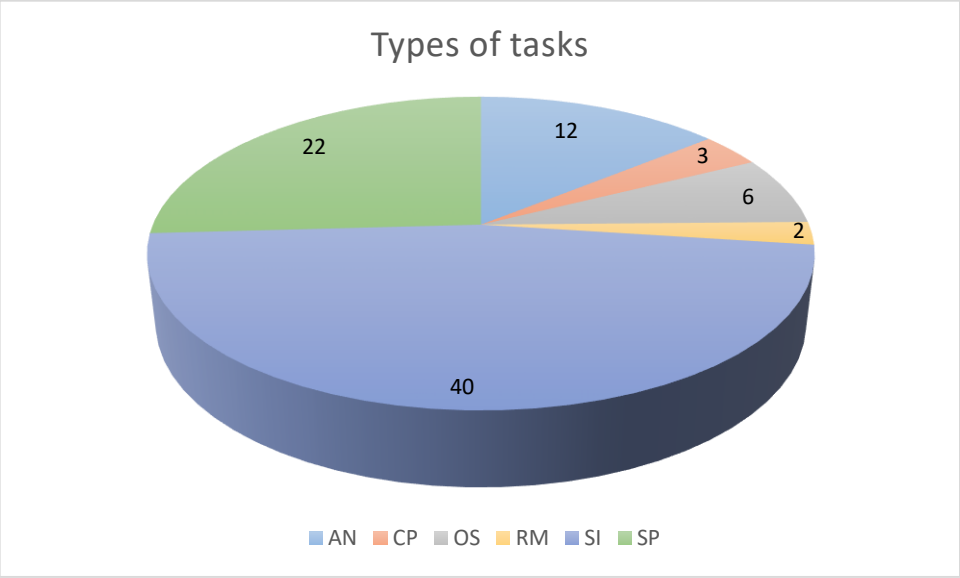


Figure 3: Distribution of types of tasks

Systemic safety

<table>
<tr><td>MST.0001</td><td colspan="5">Prioritization of work on Slovenian SSP</td></tr>
<tr><td>Hazard(s)</td><td colspan="5">H002: Progress in SSP implementation assessment (SSPIA)
H003: Progress in SSP implementation</td></tr>
<tr><td>Objective/
Description</td><td colspan="5">As regards the implementation and maintenance of the SSP, Member States shall in particular:
ensure the effective implementation of the authority requirements and address deficiencies in oversight capabilities, as a prerequisite for the effective SSP implementation;
ensure the effective coordination among State authorities that have a role to play in safety management;
ensure that inspectors have the appropriate 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 the 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 the other Member States and EASA;
ensure that the SSP is regularly reviewed and that its effectiveness is regularly assessed.</td></tr>
<tr><td>SIs (EPAS)</td><td colspan="5">SI-0041 Effectiveness of safety management</td></tr>
<tr><td>SRs (EPAS)</td><td colspan="5">n/a</td></tr>
<tr><td>Reference(s)</td><td colspan="5">ICAO Annex 19 and GASP 2023–2025 Goal 3 ‘Implement effective State Safety Programmes’
ICAO Doc. 10161 Appendix A ‘ORG Roadmap’:
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</td></tr>
<tr><td>Owner</td><td>Affected stakeholders</td><td>Status</td><td>Dependencies</td><td>Deliverable(s)</td><td>Timeline</td></tr>
<tr><td rowspan="2">Member States</td><td rowspan="2">All</td><td rowspan="2">Ongoing</td><td rowspan="2">MST.0028</td><td>SSP document made available</td><td>2021</td></tr>
<tr><td>SSP effectively implemented</td><td>2025</td></tr>
<tr><td colspan="6">Actions (low-level tasks)</td></tr>
<tr><td>Number</td><td colspan="4">MST.0001-001</td><td rowspan="2"></td></tr>
<tr><td>Headline</td><td colspan="4">The effective implementation of the authority requirements and addressing deficiencies in oversight capabilities</td></tr>
<tr><td>Type of task</td><td colspan="5">SI</td></tr>
<tr><td>Objective/
Description</td><td colspan="5">Ensure the effective implementation of the authority requirements and address deficiencies in oversight capabilities, as a prerequisite for the effective SSP implementation.</td></tr>
<tr><td>Status</td><td colspan="5">Ongoing</td></tr>
<tr><td>Due date for completing</td><td colspan="5">Continuous</td></tr>
<tr><td>Number</td><td colspan="4">MST.0001-002</td><td rowspan="2"></td></tr>
<tr><td>Headline</td><td colspan="4">The effective coordination among State authorities</td></tr>
<tr><td>Type of task</td><td colspan="5">SI</td></tr>
<tr><td>Objective/
Description</td><td colspan="5">Ensure the effective coordination among State authorities that have a role to play in safety management.</td></tr>
</table>

Status	Ongoing	
Due date for completing	Continuous	
Number	MST.0001-003	
Headline	Inspector`s competencies	
Type of task	CP	
Objective/ Description	Ensure that inspectors have the appropriate competencies to support the evolution towards risk- and performance based oversight.	
Status	Ongoing	
Due date for completing	Continuous	
Number	MST.0001-004	
Headline	Risk- and performance-based oversight	
Type of task	OS	
Objective/ Description	Ensure that policies and procedures are in place for risk- and performance-based oversight, including a description of how an SMS is accepted and regularly monitored.	
Status	Ongoing	
Due date for completing	Continuous	
Number	MST.0001-005	
Headline	Civil-military coordination	
Type of task	SI	
Objective/ Description	Consider civil-military coordination aspects where relevant for State safety management activities, with a view to identifying where civil-military coordination and cooperation will need to be enhanced to meet the SSP objectives.	
Status	Ongoing	
Due date for completing	Continuous	
Number	MST.0001-006	
Headline	Occurrence reporting	
Type of task	SI	
Objective/ Description	Establish policies and procedures for safety data collection, analysis, exchange and protection, in accordance with Regulation (EU) No 376/2014.	
Status	Ongoing	
Due date for completing	Continuous	
Number	MST.0001-007	
Headline	SPIs at State level	
Type of task	SI	
Objective/ Description	Establish a process to determine SPIs at State level addressing outcomes and processes.	
Status	Ongoing	
Due date for completing	Continuous	

Number	MST.0001-008	
Headline	SSP shall be available and shared	
Type of task	SI	
Objective/ Description	Ensure that an approved SSP document is made available and shared with the other Member States and EASA.	
Status	Ongoing	
Due date for completing	Continuous	
Number	MST.0001-009	
Headline	SSP shall be regularly reviewed and effective	
Type of task	RM	
Objective/ Description	Ensure that the SSP is regularly reviewed and that its effectiveness is regularly assessed.	
Status	Ongoing	
Due date for completing	Continuous	

<table>
<tr><td>MST.0002</td><td colspan="5">Promotion of SMS</td></tr>
<tr><td>Hazard(s)</td><td colspan="5">H018: Effective SMS (AOC)
H019: Effective SMS (ATO)
H020: Effective SMS (ANSP)
H021: Effective SMS (ADR)
H022: Effective SMS (CAMO)
H023: Occurrence reports/reporting culture</td></tr>
<tr><td>Objective/
Description</td><td colspan="5">Member States should encourage the dissemination and implementation of safety promotion material developed by the European Safety Promotion Network, the SMICG and other relevant sources of information as regards safety management.
The latest SMICG deliverables[5] include:
• Updated Safety Management Terminology
• State Safety Programme (SSP) brochure
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- and Risk-based Oversight
• SMS Flyer on Design, Manufacturing and Production Organisations
Latest EASA material:
• Effective SMS implementation: SMS Q&A webinar[6]
• 2022 EASA safety week: recordings[7] and material[8]
• EASA Covid-19 Resources[9], including the aviation safety issues arising from the Covid-19 pandemic and the role of operators’ management systems in the Covid-19 recovery phase (with new scenarios)[10]
• Guide for compliance with Part-145 as amended by Regulation (EU) 2021/1963 (revision June 2022)[11]
Forthcoming EASA material:
• SMS in Part-145 and Part-21: practical implementation
• Upgraded EASA Management System assessment tool[12], including Part-CAMO, Part-145 and Part-21</td></tr>
<tr><td>SIs (EPAS)</td><td colspan="5">SI-0041 Effectiveness of safety management
SI-8044 Ineffective safety management systems</td></tr>
<tr><td>SRs (EPAS)</td><td colspan="5">n/a</td></tr>
<tr><td>Reference(s)</td><td colspan="5">GASP SEI-5 (industry) Improvement of industry compliance with the applicable SMS requirements</td></tr>
<tr><td>Owner</td><td>Affected stakeholders</td><td>Status</td><td>Dependencies</td><td>Deliverable(s)</td><td>Timeline</td></tr>
<tr><td>Member States</td><td>All</td><td>Ongoing</td><td>MST.0001
SPT.0057</td><td>Guidance / training material / best practices</td><td>Continuous</td></tr>
<tr><td colspan="6">Actions (low-level tasks)</td></tr>
<tr><td>Number</td><td colspan="4">MST.0002-001</td><td rowspan="2"></td></tr>
<tr><td>Headline</td><td colspan="4">Safety Management International Collaboration Group (SMICG) promotion materials – review and distribution</td></tr>
<tr><td>Type of task</td><td colspan="5">SP</td></tr>
<tr><td>Objective/
Description</td><td colspan="5">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.</td></tr>
</table>

[5] https://skybrary.aero/enhancing-safety/sm-icg-safety-management-products/sm-icg-guidancetools
[6] https://www.easa.europa.eu/community/topics/effective-sms-implementation
[7] https://www.youtube.com/playlist?list=PLYhk72r7SyLJYRwD-J-yCeA5MJHZ3cXUY
[8] https://www.easa.europa.eu/community/content/stronger-safer-together
[9] https://www.easa.europa.eu/the-agency/coronavirus-covid-19
[10] https://www.easa.europa.eu/document-library/general-publications/guidelines-role-operators-management-systems-covid-19#group-easa-downloads
[11] https://www.easa.europa.eu/downloads/136744/en
[12] https://www.easa.europa.eu/document-library/general-publications/management-system-assessment-tool

Status	Ongoing	
Due date for completing	Continuous	
Number	MST.0002-002	
Headline	EASA Safety Promotion Network materials	
Type of task	SP	
Objective/ Description	CAA Slovenia has a representative in the EASA Safety Promotion Network therefore the group has access to the materials and insight into the anticipated activities/events. When new materials are provided, the head of this group contacts the applicable division 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	
Due date for completing	Continuous	
Number	MST.0002-003	
Headline	CAA Aviation Safety Conference (CAA as a relevant source of safety related information)	
Type of task	SP	
Objective/ Description	CAA will organize and host a two-day safety 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	
Due date for completing	2023 Q3	
Number	MST.0002-004	
Headline	Annual plan of CAA safety promotion activities	
Type of task	SI	
Objective/ Description	The head of this group will formulate a plan for the current year, which will include safety promotion activities related to various domains (air operations, drones, rotorcraft, general aviation, safety management). This plan will primarily focus on CAA's own activities; however, SMICG and EASA Safety Promotion Network's materials will be included in the plan once they are received.	
Status	Ongoing	
Due date for completing	2023 Q2	
Number	MST.0002-005	
Headline	Effective communication in the transfer of safety related messages and the CAA website	
Type of task	SI	
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. Short and clear safety promotion feedback evaluation form will be created. Format: that can be printed or filled out electronically and submitted via email. Safety promotion part of the website needs a reformulation. Certain materials have already been 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	Ongoing	
Due date for completing	Continuous	

MST.0026	**SMS assessment**				
Hazard(s)	H018: Effective SMS (AOC) H019: Effective SMS (ATO) H020: Effective SMS (ANSP) H021: Effective SMS (ADR) H022: Effective SMS (CAMO) H023: Occurrence reports/reporting culture				
Objective/ Description	Without affecting any of the obligations stemming from the SES ATM Performance Scheme, Member States should make use of the EASA management system assessment tool to support risk- and performance-based oversight. Member States should provide feedback to EASA on how the tool is used for the purpose of standardisation and continual improvement of the assessment tool. Member States should regularly inform EASA about the status of their compliance with the SMS requirements and about the SMS performance of their industry. *Note 1: The EASA management system assessment tool is undergoing revision; a draft version including continuing airworthiness management organisations (CAMOs) and Part-145 approved maintenance organisations (AMOs) is available on request. A new version, which will include Part-21, will be available during the 2nd half of 2023; an editable version will follow.* *Note 2: The use of the tool and the need for updates are discussed with the SM TeB.*				
SIs (EPAS)	SI-0041 Effectiveness of safety management				
SRs (EPAS)	n/a				
Reference(s)	• EASA Management system assessment tool[13] • EASA BIS 'Safety Management' • GASP SEI-5 (industry) Improvement of industry compliance with the applicable SMS requirements				
Owner	Affected stakeholders	Status	Dependencies	Deliverable(s)	Timeline
Member States	Air operators - CAT and NCC CAMOs ATOs AeMCs ADR operators MOs (Part-145) DOA holders POA holders	Ongoing	MST.0001 MST.0032	Feedback on the use of the management system assessment tool Feedback on the status of SMS compliance	Continuous with annual reporting
Actions (low-level tasks)					
Number	MST.0026-001				
Headline	Revision of SMS Assessment Tool				
Type of task	SI				
Objective/ Description	As a member of the EASA expert group for the Management System assessment tool Slovenia continues to participate in the revision of the SMS Assessment Tool, which will in addition to CAMOs and Part-145 include Part-21 organisations. During year 2023 regular (monthly) meetings are organized. In parallel revision of the SMS Assessment Tool, guidelines for this second edition are being prepared.				
Status	Ongoing				
Due date for completing	31.12.2023				
Number	MST.0026-002				
Headline	Promotion of the SMS Assessment Tool and feedback on the use of the tool				

[13] https://www.easa.europa.eu/document-library/general-publications/management-system-assessment-tool

Type of task	SI	
Objective/ Description	The second edition of the SMS Assessment tool will be published on the CAA website https://www.caa.si/letalska-varnost.html after its release. 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 the EASA.	
Status	Ongoing	
Due date for completing	Continuous	
Number	MST.0026-003	
Headline	Feedback on the status of SMS compliance and performance	
Type of task	AN	
Objective/ Description	CAA will provide the status of SMS compliance and performance within EASA's Standardisation Information System in April and October 2023. 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	
Due date for completing	Continuous with bi-annual reporting (April/October)	
Number	MST.0026-004	
Headline	Support industry in SMS implementation	
Type of task	SP	
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 the CAA webpage, presenting at conferences etc. This support will be based on analysis from MST.0026-003.	
Status	Ongoing	
Due date for completing	Continuous	

<table>
<tr><td>MST.0028</td><td colspan="5">Establishment and maintenance of the Slovenian Plan for Aviation Safety</td></tr>
<tr><td>Hazard(s)</td><td colspan="5">H002: Progress in SSP implementation assessment (SSPIA)
H003: Progress in SSP implementation
H050: Safety of helicopter operations
H063: Safety of CAT and NCC operations
H064: Safety of GA/NCO operations
H065: Safety of GA/sailplanes operations
H066: Safety of GA/balloons operations</td></tr>
<tr><td>Objective/
Description</td><td colspan="5">Member States shall ensure that a State Plan for Aviation Safety (SPAS) is maintained and regularly reviewed. Member States shall identify in their 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 European safety risk areas identified in the 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, the SPAS shall also consider how to measure their effectiveness. Member States shall justify why action is not taken for a certain risk area identified in the EPAS.

The top key risk areas as determined through the EU SRM, currently are the following[14]:
• for CAT and NCC aeroplanes: airborne collision, runway excursion, and runway collision;
• for rotorcraft operations:
○ CAT: airborne collision, obstacle collision in flight, and aircraft upset;
○ SPO: aircraft upset, obstacle collision in flight and other injuries;
○ NCO: aircraft upset, obstacle collision in flight and terrain collision.
• for GA/NCO aeroplanes: aircraft upset, terrain collision, and airborne collision;
• for GA/sailplanes: aircraft upset, terrain collision, and obstacle collision in flight;
• for GA/balloons: obstacle collision in flight, balloon landings, and aircraft upset.

Member States shall also consider in their SPAS, as applicable, top safety issues from the European safety risk portfolios. EPAS Volume I may be consulted for the key risk areas, and EPAS Volume III may be consulted for safety issues.

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

Member States shall ensure that their SPAS is made available to the relevant stakeholders and are invited to share it with the other Member States and EASA.</td></tr>
<tr><td>SIs (EPAS)</td><td colspan="5">SI.0041 Effectiveness of safety management</td></tr>
<tr><td>SRs (EPAS)</td><td colspan="5">n/a</td></tr>
<tr><td>Reference(s)</td><td colspan="5">• ICAO Annex 19 and GASP 2023–2025 Goal 3 ‘Implement effective State Safety Programmes’

• ICAO Doc. 10161 Appendix A ‘ORG Roadmap’:
○ 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
○ GASP SEI-18 (States) - Establishment of safety risk management at the national level
○ 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.</td></tr>
<tr><td>Owner</td><td>Affected stakeholders</td><td>Status</td><td>Dependencies</td><td>Deliverable(s)</td><td>Timeline</td></tr>
<tr><td rowspan="2">Member States</td><td rowspan="2">All</td><td rowspan="2">Ongoing</td><td rowspan="2">MST.0001</td><td>SPAS established</td><td>2021-Q4</td></tr>
<tr><td>SPAS reviewed</td><td>2024-Q1</td></tr>
<tr><td colspan="6">Actions (low-level tasks)</td></tr>
<tr><td>Number</td><td colspan="4">MST.0028-001</td><td rowspan="2"></td></tr>
<tr><td>Headline</td><td colspan="4">Continuous improvement of the Slovenian Plan for Aviation Safety</td></tr>
<tr><td>Type of task</td><td colspan="5">SI</td></tr>
</table>

[14] Cf. Annual Safety Review 2022 | EASA (europa.eu)

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 to identify new national safety risks, implementing mitigation measures and monitoring their effectiveness.	
Status	Ongoing	
Due date for completing	Continuous	
Number	MST.0028-002	
Headline	Safety objectives, goals, indicators and targets	
Type of task	SI	
Objective/ Description	Objectives, goals, indicators and targets shall be established and included in SPAS.	
Status	Ongoing	
Due date for completing	Continuous	
Number	MST.0028-003	
Headline	CAT and NCC aeroplanes: airborne collision, runway excursion, and runway collision	
Type of task	SP	
Objective/ Description	CAA will continue with safety promotion regarding approaches to LJLJ airport. New arrival charts have been published and will be presented at CAA Aviation Safety Conference with message to 'keep situational awareness at high level', due to possible interference with GA which may cross borders of TMA's. Safety promotion material will be presented to Slovenian operators.	
Status	Ongoing	
Due date for completing	2023 Q4	
Number	MST.0028-004	
Headline	Rotorcraft operations (CAT, SPO, NCO)	
Type of task	SP	
Objective/ Description	Different information about useful web pages (ESPN-R, VAST and other relevant) of safety promotion material will be presented to Slovenian operators and Slovenian registered helicopter owners. More attention will be on top four key risk areas: helicopter upset in flight (loss of control), terrain collision, airborne collision and obstacle collision.	
Status	Ongoing	
Due date for completing	2023 Q4	
Number	MST.0028-005	
Headline	GA/NCO aeroplanes: aircraft upset, terrain collision, and airborne collision	
Type of task	SP	
Objective/ Description	CAA will present on the CAA Aviation Safety Conference rules of flying in uncontrolled airspace and possible risks especially when not using transponder and communication. Part of the presentation will be pilot`s discipline with top key risk low flying.	
Status	Ongoing	
Due date for completing	2023 Q4	
Number	MST.0028-006	
Headline	GA/Sailplanes: aircraft upset, terrain collision, and obstacle collision in flight	
Type of task	SP	

Objective/ Description	CAA will continue with safety promotion based on the near miss incident of towing airplane and GA airplane, which happened in May 2022 in the vicinity of LJBL. Case will be presented at the CAA Aviation Safety Conference.	
Status	Ongoing	
Due date for completing	2023 Q4	
Number	MST.0028-007	
Headline	GA/balloons: obstacle collision in flight, balloon landings, and aircraft upset	
Type of task	SP and SI	
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 this identified risk following actions are proposed to mitigate risks: • 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 include topics of emergency situations and shall describe how to train pilots in order to expose trainee to such situation (incorporating safety recommendations issued by SIA relating to investigation of balloon accident (ref.: 37200-3/2022/17, May 2022, Beltinci); • operators conducting Balloon Passenger Ballooning shall include items from risk areas in their recurrent training (simulation of various circumstances); • sharing promotion material from several sources (CASA, FAA, SIA etc.).	
Status	Ongoing	
Due date for completing	2023 Q4	

<table>
<tr><td>MST.0037</td><td colspan="5">Foster a common understanding and oversight of human factors</td></tr>
<tr><td>Hazard(s)</td><td colspan="5">H058: Human factors</td></tr>
<tr><td>Objective/
Description</td><td colspan="5">The task includes some preparatory activities which will be performed by EASA with the support of the Human Factors Collaborative Analysis Group (HF CAG) in terms of:
• development of guidance and tools for the assessment of competence of regulatory staff before and after training;
• guidance for the appropriate level of human factors competence for human factors trainers;
• development of promotion material to be provided as guidance to Member States and encourage its implementation.
Such guidance and tools will be provided to the Member States’ NCAs to organise the implementation of the competence framework, and plan and deliver the training to the regulatory staff concerned.</td></tr>
<tr><td>SIs (EPAS)</td><td colspan="5">• SI-3003 Human factors competence for regulatory staff
• SI-3004 Integration of HF/HP principles into the organisation’s management</td></tr>
<tr><td>SRs (EPAS)</td><td colspan="5">n/a</td></tr>
<tr><td>Reference(s)</td><td colspan="5">• ICAO Human Performance Manual (ICAO Doc 10151)
• ICAO Safety Management Manual (ICAO Doc 9859)
• EASA BIS ‘Human Factors competence for regulatory staff’</td></tr>
<tr><td>Owner</td><td>Affected stakeholders</td><td>Status</td><td>Dependencies</td><td>Deliverable(s)</td><td>Timeline</td></tr>
<tr><td>Member States</td><td>CAA</td><td>Ongoing</td><td>SPT.0115</td><td>Guidance for assessing the competence of regulatory staff
Guidance for assessing the competence of trainers</td><td>2023</td></tr>
<tr><td colspan="6">Actions (low-level tasks)</td></tr>
<tr><td>Number</td><td colspan="4">MST.0037-001</td><td rowspan="2"></td></tr>
<tr><td>Headline</td><td colspan="4">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</td></tr>
<tr><td>Type of task</td><td colspan="5">SI</td></tr>
<tr><td>Objective/
Description</td><td colspan="5">Competence of personnel is a strategic priority. As new technologies and 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 important for regulatory staff to have specific HF competencies to be able to perform their duties.
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.</td></tr>
<tr><td>Status</td><td colspan="5">Ongoing</td></tr>
<tr><td>Due date for completing</td><td colspan="5">2023 Q4</td></tr>
<tr><td>Number</td><td colspan="4">MST.0037-002</td><td rowspan="2"></td></tr>
<tr><td>Headline</td><td colspan="4">Study the content of ICAO Human Performance Manual (ICAO Doc 10151) and EASA BIS ‘Human Factors competence for regulatory staff’</td></tr>
<tr><td>Type of task</td><td colspan="5">SI</td></tr>
<tr><td>Objective/
Description</td><td colspan="5">Implement the conclusions from above mentioned documents to the greatest extent possible.</td></tr>
<tr><td>Status</td><td colspan="5">Ongoing</td></tr>
<tr><td>Due date for completing</td><td colspan="5">2023 Q4</td></tr>
</table>

MST.0034	**Oversight capabilities / focus area: flight time specification schemes**				
Hazard(s)	H025: CAA oversight plan H056: Flight time specification schemes				
Objective/ Description	Member States shall ensure that NCAs have the required competence to approve and oversee the operators' flight time specification schemes; in particular, those that include fatigue risk management. NCAs should focus on the verification of the effective implementation of processes established to meet the requirements on operators' responsibilities and to ensure the adequate management of fatigue risks. NCAs should consider the latter when performing audits of the operators' management systems. Feedback from Member States on the implementation of this action is normally obtained via EASA standardisation activities.				
SIs (EPAS)	SI-0039 Fatigue (FTL)				
SRs (EPAS)	n/a				
Reference(s)	GASP SEI-5 - Qualified technical personnel to support effective safety oversight				
Owner	Affected stakeholders	Status	Dependencies	Deliverable(s)	Timeline
Member States	AOC holders (CAT) Aircrew	Ongoing	n/a	Report on actions implemented to foster NCAs oversight capabilities	2022/2023
Actions (low-level tasks)					
Number	MST.0034-001				
Headline	Training of CAA inspectors				
Type of task	CP				
Objective/ Description	Inspector JZ needs to attend recurrent Fatigue risk management training until June 2024. CAA is arranging attendance of inspector ŽP to JAA FRM training course. There are two available dates: 16.05.23 and 06.11.2023. At this moment there are 9 AOC operators in Slovenia. None of them is using Fatigue risk management. In addition, 4 new operators are requesting AOC issue. Again, all of them would like to introduce basic flight time limitation scheme. For certification and oversight, FRM training is required for inspectors involved in such processes. Therefore CAA needs to have the second inspector trained as soon as possible.				
Status	Ongoing				
Due date for completing	Continuous				
Number	MST.0034-002				
Headline	Focused oversight				
Type of task	OS				
Objective/ Description	In 2023 implementation of SIB No.: 2022-06 – Risks Emerging During Ramp-up of Aviation Activities (addressing FTL and significant delays in flight operation due to Covid period resulting in lack of aerodrome, ATC, operator staff) will be inspected and therefore included in the operator's oversight plan. In addition, checklist for Flight time limitation will be updated since there is no tool to certificate and oversight operators that are using Article 8 of Regulation (EU) No 965/2012 that allows operators to derogate from ORO.FTL and therefore use Subpart Q flight time limitation requirements.				
Status	Ongoing				
Due date for completing	Continuous				

MST.0033	**Language proficiency requirements - sharing best practices, to identify areas for improvement for the uniform and harmonised language proficiency requirements implementation**				
Hazard(s)	H055: Language proficiency				
Objective/ Description	Member States should provide feedback to EASA on how LPRI is performed, including the delivery of training in English by ATOs, for the purpose of harmonised and uniform implementation. *Note: EASA will collect such feedback at the opportunity of the various standardisation and oversight activities.*				
SIs (EPAS)	SI-0054 Poor language proficiency causing communication breakdown				
SRs (EPAS)	n/a				
Reference(s)	n/a				
Owner	Affected stakeholders	Status	Dependencies	Deliverable(s)	Timeline
Member States	Member States ANSPs ATCOs ATOs Pilot licence holders and students	Ongoing	SPT.0105	Feedback on the implementation status	Continuous
Actions (low-level tasks)					
Number	MST.0033-001				
Headline	Feedback to EASA on the implementation of LPRs				
Type of task	AN				
Objective/ Description	Supplement and update feedback to EASA on how LPRs are implemented in Slovenia to include foreseen changes and improvements in 2023.				
Status	Ongoing				
Due date for completing	At the request of EASA				
Number	MST.0033-002				
Headline	Use of the English language during training in ATOs				
Type of task	SI				
Objective/ Description	Advise ATOs at regular intervals to deliver training for respective licences (IR, CPL, ATPL and ATC) in English or find other ways of fostering English language learning during theoretical and practical training for the acquisition of licences. ATOs should be called on to organise English language training for less proficient users of the language.				
Status	Ongoing				
Due date for completing	Continuous				
Number	MST.0033-003				
Headline	Raising awareness on the implementation of language proficiency requirements				
Type of task	SP				
Objective/ Description	Closely follow the progress of EASA regarding SPT.0105 - Language proficiency requirements - together with ICAO, the industry and the Member States, raise awareness on the implementation of language proficiency requirements. CAA will share deliverables prepared by EASA and, if needed, develop a good practices document on LPRI to cope with operational safety and standardisation needs, and to share lessons learned.				
Status	New				
Due date for completing	2023				

<table>
<tr><td>MST.0036</td><td colspan="5">PPL/LAPL learning objectives in the ‘Meteorological Information’ part of the PPL/LAPL syllabus</td></tr>
<tr><td>Hazard(s)</td><td colspan="5">H057: Learning objectives in the ‘Meteorological Information’ - PPL/LAPL syllabus</td></tr>
<tr><td>Objective/
Description</td><td colspan="5">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 should address key learning objectives in relation to:
• the practical interpretation of ground-based weather radar, and strengths and weaknesses;
• the practical interpretation of meteorological satellite imagery, and strengths and weaknesses;
• forecasts from numerical weather prediction models, and strengths and weaknesses.</td></tr>
<tr><td>SIs (EPAS)</td><td colspan="5">n/a</td></tr>
<tr><td>SRs (EPAS)</td><td colspan="5">n/a</td></tr>
<tr><td>Reference(s)</td><td colspan="5">• EASA BIS ‘Weather Information to Pilots (GA and Rotorcraft)
• EASA ‘Weather Information to Pilots’ Strategy Paper</td></tr>
<tr><td>Owner</td><td>Affected stakeholders</td><td>Status</td><td>Dependencies</td><td>Deliverable(s)</td><td>Timeline</td></tr>
<tr><td>Member States</td><td>CAA
PPL/LAPL holders
ATOs</td><td>Ongoing</td><td>n/a</td><td>Learning objectives, with related question bank</td><td>2023-Q4</td></tr>
<tr><td colspan="6">Actions (low-level tasks)</td></tr>
<tr><td>Number</td><td colspan="4">MST.0036-001</td><td rowspan="2"></td></tr>
<tr><td>Headline</td><td colspan="4">Development of learning objectives</td></tr>
<tr><td>Type of task</td><td colspan="5">SI</td></tr>
<tr><td>Objective/
Description</td><td colspan="5">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.
Background: The meeting between MST group and representatives of Slovenian Environment Agency has been organized with a purpose to prepare learning objectives with knowledge from meteorology experts. The meteorologists have proposed learning objectives on the basis of which the instructions of implementation of new learning objectives to training syllabuses of ATO´s and DTO´s will be prepared. The task will be based on the Aviation Act (article 179i, paragraph 5).</td></tr>
<tr><td>Status</td><td colspan="5">Ongoing</td></tr>
<tr><td>Due date for completing</td><td colspan="5">2023 Q3</td></tr>
<tr><td>Number</td><td colspan="4">MST.0036-002</td><td rowspan="2"></td></tr>
<tr><td>Headline</td><td colspan="4">Promotion of safety – weather related</td></tr>
<tr><td>Type of task</td><td colspan="5">SP</td></tr>
<tr><td>Objective/
Description</td><td colspan="5">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. In addition, a leaflet similar to EASA Sunny Swift will be prepared, which will focus on recognition and detection of icing and quick execution of right solutions to prevent incidents and accidents.</td></tr>
<tr><td>Status</td><td colspan="5">Ongoing</td></tr>
<tr><td>Due date for completing</td><td colspan="5">2023 Q3</td></tr>
</table>

MST.0035	**Oversight capabilities / focus area: fraud cases in Part-147**				
Hazard(s)	H025: CAA oversight plan				
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 fraud cases. They may exchange and share information as part of the collaborative oversight.				
SIs (EPAS)	n/a				
SRs (EPAS)	n/a				
Reference(s)	EVT.0002 Evaluation report related to the EASA maintenance licensing system and maintenance training organisations				
Owner	Affected stakeholders	Status	Dependencies	Deliverable(s)	Timeline
Member States	AMTOs (Part-147) CAA	Ongoing	SPT.0106	Feedback on the implementation status	Continuous
Actions (low-level tasks)					
Number	MST.0035-001				
Headline	Preparation for oversight in organisations				
Type of task	SI				
Objective/ Description	CAA will continuously check and amend (if necessary) the checklists specific items to prevent the risk of fraud cases Part-147 organisations.				
Status	Ongoing				
Due date for completing	Continuous				
Number	MST.0035-002				
Headline	Oversight of organisations				
Type of task	OS				
Objective/ Description	During ongoing 24 months' surveillance cycles in Part-147 organisations CAA will try to discover possible fraud cases and investigate them. CAA will in addition to that pay attention to examination procedures in organisations.				
Status	Ongoing				
Due date for completing	Continuous				
Number	MST.0035-003				
Headline	Assessment of results of oversight and implementing actions, if necessary.				
Type of task	AN				
Objective/ Description	Assessment of possible fraud cases and measures performed. If necessary actions from CAA will be imposed and implemented.				
Status	Ongoing				
Due date for completing	Continuous				

MST.0040	**Safety and security reporting coordination mechanism**				
Hazard(s)	H061: Management of security risks				
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.				
SIs (EPAS)	n/a				
SRs (EPAS)	n/a				
Reference(s)	n/a				
Owner	Affected stakeholders	Status	Dependencies	Deliverable(s)	Timeline
Member States	All	Ongoing	RMT.0720	Coordination mechanism established	2022-2023
Actions (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				
Type of task	SI				
Objective/ Description	To establish a procedure of coordination between CAA-SI and URSIV, 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.				
Status	Ongoing				
Due date for completing	2023 Q3				
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				
Type of task	SI				
Objective/ Description	In addition to CAA-SI and URSIV coordination procedure, we will follow the objectives and supporting material of NoA AVSEC group and implement in our procedures: • amendments to the Annex 1 of the Regulation (EU) No 376/2014 and Regulation (EU) No 1018/2015; • standardisation of ERCS for security occurrences; • revised security taxonomy. The document Practical guidelines on the reporting, analysis and follow-up of security occurrences with safety relevance was adopted at the end of 2022. The group will examine the possibilities of incorporating these additional reporting requirements into existing incident reporting systems. The Supporting material facilitating the implementation of EPAS MST.0040 issued by EASA recommends that appropriate coordination structures (between safety and security sides of the NAAs and / or other bodies) are established and clearly defined at national level with objective to ensure that: • security occurrences reported through the Regulation (EU) No 376/2014 are available to aviation security inspectors / experts of the NAAs so that appropriate analysis and follow-up action could be taken; • analysis and follow-up actions are implemented for occurrences and consider both safety and security elements and their impact on each domain. We will include identified security risks with safety relevance in the Annual Safety Review				
Status	Ongoing				
Due date for completing	Continuous				
Number	MST.0040-003				
Headline	Raising awareness of security risks and promotion of occurrence reporting				

Type of task	SP	
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 promote occurrence reporting of such events (e.g. prepare a safety promotion material, presentation at conferences).	
Status	Ongoing	
Due date for completing	Continuous	
Number	MST.0040-004	
Headline	Implementation of Regulation (EU) 2023/203	
Type of task	SI	
Objective/ Description	The group will prepare the gap analysis and the roadmap for the implementation of Commission Implementing Regulation (EU) 2023/203 of 27 October 2022 laying down rules for the application of Regulation (EU) 2018/1139 of the European Parliament and of the Council, as regards requirements for the management of information security risks with a potential impact on aviation safety for organisations covered by Commission Regulations (EU) No 1321/2014, (EU) No 965/2012, (EU) No 1178/2011, (EU) 2015/340, Commission Implementing Regulations (EU) 2017/373 and (EU) 2021/664, and for competent authorities covered by Commission Regulations (EU) No 748/2012, (EU) No 1321/2014, (EU) No 965/2012, (EU) No 1178/2011, (EU) 2015/340 and (EU) No 139/2014, Commission Implementing Regulations (EU) 2017/373 and (EU) 2021/664 and amending Commission Regulations (EU) No 1178/2011, (EU) No 748/2012, (EU) No 965/2012, (EU) No 139/2014, (EU) No 1321/2014, (EU) 2015/340, and Commission Implementing Regulations (EU) 2017/373 and (EU) 2021/664. See Regulatory Requirements Change RCNG-68.	
Status	New	
Due date for completing	2023 Q4	

<table>
<tr><td>MST.0032</td><td colspan="5">Oversight capabilities/focus areas:
• availability of adequate personnel in the CAA
• cooperative oversight in all sectors
• organisations Management System in all sectors</td></tr>
<tr><td>Hazard(s)</td><td colspan="5">H018: Effective SMS (AOC)
H019: Effective SMS (ATO)
H020: Effective SMS (ANSP)
H021: Effective SMS (ADR)
H022: Effective SMS (CAMO)
H025: CAA oversight plan
H034: Published processes, checklists...
H045: Adequate staff in the CAA</td></tr>
<tr><td>Objective/
Description</td><td colspan="5">(a) Availability of adequate personnel at CAA
Member States shall ensure that adequate personnel are available to discharge their safety oversight responsibilities.
(b) Cooperative oversight in all sectors
Member States shall ensure that the applicable authority requirements are complied with 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.
Note: EASA will continue to support NCAs in the implementation of cooperative oversight, e.g. benefitting from the outcome of the pilot projects conducted between the United Kingdom, Norway, France, the Czech Republic, as well as with the exchange of best practices and guidance.
(c) Organisations’ management system in all sectors
Member States shall foster the ability of NCAs 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, and consider inspection findings and safety information such as occurrences, incidents, and accidents and, where applicable, flight data monitoring (FDM). This should allow NCAs to adapt and improve their oversight systems.</td></tr>
<tr><td>SIs (EPAS)</td><td colspan="5">• SI-3003 Human factors competence for regulatory staff
• SI-3004 Integration of HF/HP principles into the organisation’s management
• SI-3011 Training effectiveness and competence</td></tr>
<tr><td>SRs (EPAS)</td><td colspan="5">n/a</td></tr>
<tr><td>Reference(s)</td><td colspan="5">• ICAO Annex 19 and GASP 2023–2025 Goal 2 ‘Strengthen States’ safety oversight capabilities’
• ICAO Doc. 10161 Appendix A ‘ORG Roadmap’:
• 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
• EASA Aviation Inspector Competencies Report[15]</td></tr>
<tr><td>Owner</td><td>Affected stakeholders</td><td>Status</td><td>Dependencies</td><td>Deliverable(s)</td><td>Timeline</td></tr>
<tr><td rowspan="2">Member States</td><td rowspan="2">All</td><td rowspan="2">Ongoing</td><td rowspan="2">n/a</td><td>Initial SPAS issued</td><td>2021-Q4</td></tr>
<tr><td>SPAS reviewed</td><td>2024-Q1</td></tr>
<tr><td colspan="6">Actions (low-level tasks)</td></tr>
<tr><td>Number</td><td colspan="3">MST.0032-001</td><td rowspan="2" colspan="2"></td></tr>
<tr><td>Headline</td><td colspan="3">Availability of adequate personnel at the CAA</td></tr>
<tr><td>Type of task</td><td colspan="5">CP</td></tr>
<tr><td>Objective/
Description</td><td colspan="5">• 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.</td></tr>
<tr><td>Status</td><td colspan="5">Ongoing</td></tr>
</table>

[15] https://www.easa.europa.eu/en/document-library/general-publications/easa-aviation-inspector-competencies-report

Due date for completing	Continuous	
Number	MST.0032-002	
Headline	Cooperative oversight in all sectors	
Type of task	OS	
Objective/ Description	• Compliance with applicable authority requirements in the CAA especially in the area of certification and oversight (adequate oversight planning including risk-based performance, adequate realisation of oversight plan; sharing best practices among divisions, 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	
Due date for completing	Continuous	
Number	MST.0032-003	
Headline	Assessment of organisations management system in all sectors	
Type of task	OS	
Objective/ Description	• Promotion of use of the Management System Assessment Tool (see also MST.0026); • Assessment of safety culture at air operators (see also MST.0042); • Use of common checklist for occurrence reporting; • Unification of procedures where possible (e.g. integrated management system oversight / 1 management system – 1 assessment).	
Status	Ongoing	
Due date for completing	Continuous	

<table>
<tr><td>MST.0042</td><td colspan="5">Assessment of safety culture at air operators</td></tr>
<tr><td>Hazard(s)</td><td colspan="5">H023: Occurrence reports/reporting culture</td></tr>
<tr><td>Objective/
Description</td><td colspan="5">A strong safety and reporting culture is an essential enabler of an effective management system. This task aims to improve the Member States' capacity to assess the safety culture at air operators involved in CAT operations, and complements EPAS action RES.0053 'Mapping the socio-economic impact on aviation safety'.

In a first phase (2023), in order to support national competent authorities (NCAs), EASA will develop guidance and practical tools to measure safety culture at air operators. As soon as finalised, such guidance and tools will be made available to the Member States. This phase will be an interactive phase where contributions/feedback from MS and industry stakeholders will be sought.

In a second phase (2024), the task for Member States will consist in including in their oversight programmes the assessment of safety culture of air operators with the support of the EASA guidance and practical tools. Based on the outcome of the first phase, the scope and details of the second phase will be further discussed and adjusted in EPAS 2024-2026.</td></tr>
<tr><td>SIs (EPAS)</td><td colspan="5">SI-0041 Effectiveness of safety management</td></tr>
<tr><td>SRs (EPAS)</td><td colspan="5">n/a</td></tr>
<tr><td>Reference(s)</td><td colspan="5">• EASA Article 89 Report Edition 2021
• Regulation (EU) No 376/2014
• SMICG Industry Safety Culture Evaluation Tool and Guidance</td></tr>
<tr><td>Owner</td><td>Affected stakeholders</td><td>Status</td><td>Dependencies</td><td>Deliverable(s)</td><td>Timeline</td></tr>
<tr><td rowspan="2">Member States</td><td rowspan="2">AOC holders (CAT)</td><td rowspan="2">NEW</td><td rowspan="2">MST.0026</td><td>Guidance and practical tools to measure safety culture at air operators</td><td>2023-Q4</td></tr>
<tr><td>Oversight programme for air operators includes the assessment of safety culture</td><td>2024-Q2</td></tr>
<tr><td colspan="6">Actions (low-level tasks)</td></tr>
<tr><td>Number</td><td colspan="3">MST.0042-001</td><td rowspan="2"></td></tr>
<tr><td>Headline</td><td colspan="3">Acquaintance with EASA guidance and tools and feedback</td></tr>
<tr><td>Type of task</td><td colspan="5">SI</td></tr>
<tr><td>Objective/
Description</td><td colspan="5">The group will thoroughly study the EASA's guidance and practical tools to measure safety culture at air operators. In addition, we will provide potential contribution and feedback to EASA. Materials will be also distributed among AOC holders with request for active participation. Contributions/feedback from their side will be also provided to EASA.</td></tr>
<tr><td>Status</td><td colspan="5">New</td></tr>
<tr><td>Due date for completing</td><td colspan="5">31.12.2023</td></tr>
</table>

SIT.0007	**Safety issues arising from the war in Ukraine**				
Hazard(s)	H036: The impact of emergency situations on the work process (e.g. Covid-19, energy crisis) H052: Civil/state operations				
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.				
SIs (EPAS)	n/a				
SRs (EPAS)	n/a				
Reference(s)	n/a				
Owner	Affected stakeholders	Status	Dependencies	Deliverable(s)	Timeline
Member States	Commercial aviation	Ongoing	n/a	Completed actions (low-level tasks)	2022 Q4
Actions (low-level tasks)					
Number	SIT.0007-001				
Headline	Continuous following of safety issues arising from the war in Ukraine				
Type of task	AN				
Objective/ Description	Collecting and following safety issues from an EASA and European Commission perspective (e.g. Review of Aviation Safety Issues Arising from the Russian Federation's Invasion of Ukraine) and appropriate implementation with regard to the situation in the Republic of Slovenia and to different aviation domains.				
Status	Ongoing				
Due date for completing	Continuous (as long as restrictive measures will be applicable)				
Number	SIT.0007-002				
Headline	Information to stakeholders				
Type of task	SI				
Objective/ Description	Providing all relevant information to stakeholders via e-mail or as a special task in DNA system.				
Status	Ongoing				
Due date for completing	Continuous (as long as restrictive measures will be applicable)				
Number	SIT.0007-003				
Headline	Continuous monitoring of provided data by EASA SAFA Coordination Group				
Type of task	SI				
Objective/ Description	Periodical review of EASA SAFA Coordination emails with update on Russian owned aircraft registrations and/or other relevant information.				
Status	Ongoing				
Due date for completing	Continuous (as long as restrictive measures will be applicable)				

Operational Safety – Commercial Air Transport (CAT) Aeroplane Operations and NCC

<table>
<tr><td>MST.0024</td><td colspan="5">‘Due regard’ for the safety of civil traffic</td></tr>
<tr><td>Hazard(s)</td><td colspan="5">H052: Civil/state operations</td></tr>
<tr><td>Objective/
Description</td><td colspan="5">Member 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 have reported an increase in incidents involving close encounters between civil and military aircraft, and more particularly an increase in non-cooperative international military traffic.

Considering such a situation and the possible hazard to civil aviation safety, the European Commission mandated EASA to perform a technical analysis of the reported occurrences. The technical analysis resulted in the issue of 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 continues to monitor occurrences reported by Member States, with a view to considering the development of specific actions (e.g. Conflict zone SIB).

In addition, the military invasion by the Russian Federation into the territory of Ukraine triggered aviation safety risks affecting commercial aviation. For those risks EASA, in close cooperation with the Member States and industry developed, a dedicated safety risk portfolio ‘Review of Aviation Safety Issues arising from the war in Ukraine’. Where already available, the portfolio provides mitigating actions alongside the corresponding safety issue. Member States are invited to assess the relevance of those safety risks and related actions within their SSPs.

Member States should also encourage organisations under their oversight to assess the relevance of the safety issues listed in this safety risk portfolio to their own operations and, where appropriate, capture them in their management systems so that any associated risks can be mitigated effectively.</td></tr>
<tr><td>SIs (EPAS)</td><td colspan="5">SI-5514 Separation with unidentified aircraft</td></tr>
<tr><td>SRs (EPAS)</td><td colspan="5">n/a</td></tr>
<tr><td>Reference(s)</td><td colspan="5">• ICAO Doc 10088 ‘Manual on Civil-Military Cooperation in Air Traffic Management’
• Safety Risk Portfolio – Review of Aviation Safety Issues arising from the war in Ukraine (EASA, Version 1 – April 2022)</td></tr>
<tr><td>Owner</td><td>Affected stakeholders</td><td>Status</td><td>Dependencies</td><td>Deliverable(s)</td><td>Timeline</td></tr>
<tr><td>Member States</td><td>AOC holders (CAT)
Aircraft operators (NCC)
ATC providers</td><td>Ongoing</td><td>MST.0001</td><td>Report to EASA on related incidents and actions taken</td><td>2023-Q4</td></tr>
<tr><td colspan="6">Actions (low-level tasks)</td></tr>
<tr><td>Number</td><td colspan="4">MST.0024-001</td><td rowspan="2"></td></tr>
<tr><td>Headline</td><td colspan="4">Analysing the ICAO Manual on Civil-Military Cooperation in Air Traffic Management (Doc 10088)</td></tr>
<tr><td>Type of task</td><td colspan="5">AN</td></tr>
<tr><td>Objective/
Description</td><td colspan="5">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 national legislation in the Republic of Slovenia.

After the adoption of new Aviation act and it`s implementing rules, the gap analysis between existing regulation and ICAO Manual on Civil-Military Cooperation in Air Traffic Management (Doc 10088) requirements will be done. National Regulation is in preparation and it is planned to be adopted in 2023.</td></tr>
<tr><td>Status</td><td colspan="5">Ongoing</td></tr>
</table>

Due date for completing	2023 Q4	
Number	MST.0024-002	
Headline	Operational requirements and instructions for state aircraft	
Type of task	RM	
Objective/ Description	Coordinate and 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 in 2023. In the meantime, the separation of civil and military aircraft in airspace controlled by civil air navigation service provider is done in accordance with civil regulation. Additionally, all military activities such as military training or major military exercises are done in specific allocated airspace so called TRA (temporary reserved airspace) or TSA (temporary segregated airspace). The process for allocation such airspace is done in accordance with CAA airspace change process (ANS.PRC-15 version 2/ valid from 24.02.2020).	
Status	Ongoing	
Due date for completing	2023 Q4	
Number	MST.0024-003	
Headline	Support the development and harmonisation of civil-military coordination procedures for ATM at EU level	
Type of task	SI	
Objective/ Description	Development of civil/military procedures regarding separation of civil and military aircraft in airspace controlled by civil air navigation service provider. Implementation of Commission Implementing Regulation (EU) No 2021/116 requirements in line with implementation target dates.	
Status	Ongoing	
Due date for completing	2027	
Number	MST.0024-004	
Headline	Report relevant occurrences to EASA	
Type of task	AN	
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 E2.	
Status	Ongoing	
Due date for completing	Continuous	
Number	MST.0024-005	
Headline	Make primary surveillance radar data available in military ATC centres to civil ATC units	
Type of task	SI	
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	
Due date for completing	Continuous	

<table>
<tr><td>MST.0030</td><td colspan="5">Implementation of the SESAR solutions aiming to reduce the risk of mid-air collisions en-route and in terminal manoeuvring areas (TMA)</td></tr>
<tr><td>Hazard(s)</td><td colspan="5">H054: Mid-air collisions en-route and in terminal manoeuvring areas (TMA)</td></tr>
<tr><td>Objective/
Description</td><td colspan="5">Member States should, as part of their State safety management activities, evaluate together with the ANSPs that are delegated to provide services in their airspace the needs for implementing the SESAR solutions related to enhanced short-term conflict alerts (STCA) / enhanced safety nets[16] such as solutions #60[17] and #69[18].
These SESAR solutions, designed to improve safety, should be implemented as far as practically possible.
The results of such evaluation should be recorded in the SPAS.
Note: In the course of 2023 EASA will reassess the relevance and alignment of the EPAS with the SESAR programme, which may lead to changes regarding the SESAR related MSTs.</td></tr>
<tr><td>SIs (EPAS)</td><td colspan="5">n/a</td></tr>
<tr><td>SRs (EPAS)</td><td colspan="5">n/a</td></tr>
<tr><td>Reference(s)</td><td colspan="5">• ATM Master Plan Level 3 - Plan (2019): ATC02.9 - Enhanced STCA for TMAs
• SESAR Solutions Catalogue 2021 Fourth edition[19]</td></tr>
<tr><td>Owner</td><td>Affected stakeholders</td><td>Status</td><td>Dependencies</td><td>Deliverable(s)</td><td>Timeline</td></tr>
<tr><td rowspan="2">Member States</td><td rowspan="2">ANSPs</td><td rowspan="2">Ongoing</td><td rowspan="2">n/a</td><td>SPAS issued</td><td>2021-Q4</td></tr>
<tr><td>SPAS reviewed</td><td>2024-Q1</td></tr>
<tr><td colspan="6">Actions (low-level tasks)</td></tr>
<tr><td>Number</td><td colspan="4">MST.0030-001[20]</td><td rowspan="2"></td></tr>
<tr><td>Headline</td><td colspan="4">Implementation of SESAR solutions - ground system that support the STCA function in TMA</td></tr>
<tr><td>Type of task</td><td colspan="5">SI</td></tr>
<tr><td>Objective/
Description</td><td colspan="5">a) The upgrade of ground systems to support the STCA function in TMA shall be procured by the ANSP.
The public procurement is completed. The equipment supplier is selected (FREQUENTIS COMSOFT)
b) The upgrade of ground systems to support the STCA function in TMA shall be tested & validated by the ANSP.
• The Factory acceptance test was done on September 12th 2022
• On-site installation, integration on test and development system was performed in December 2022. Site acceptance test was performed on December 14th 2022.
• The public tender for the safety net H/W procurement was completed in December 2022.
c) The upgrade of ground systems to support the STCA function in TMA shall be deployed & available for operational use by the ANSP.
• The public tender for the safety net H/W procurement is completed. H/W was delivered in January 2023 and will be installed on test environment till end of February 2023, on simulator till end of May 2023 and in the operational environment mid November 2023.
• ANSP provided NTP (Network Time Protocol) and DNS (Domain Name System) addresses for each environment.
• FCO (Frequentis Comsoft) will organize a MosaiX introduction course, most probably given by staff from Frequentis. The course shall take place shortly before the installation.
Status: Deployment of the new version of Safety Nets in operational environment is due complexity of the project and difficulty of obtaining adequate hardware planned after the summer season. Existing version of safety Nets are performing adequately, the rate of nuisance alarms is optimized and in acceptable quantity. Troubles with the existing version of the Safety Nets are not probable.</td></tr>
<tr><td>Status</td><td colspan="5">Ongoing</td></tr>
</table>

[16] More details about the related research projects can be found at https://www.atmmasterplan.eu/data/sesar_solutions.

[17] #60 Improving Conflict Alert for Controllers (Enhanced short-term conflict alert (STCA) for terminal manoeuvring areas (TMAs)

[18] #69 Better Conflict Detection Tools (Enhanced short-term conflict alerts (STCA) with downlinked parameters)

[19] https://www.sesarju.eu/sites/default/files/documents/reports/SESAR Solutions Catalogue 2021 small.pdf

[20] 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.

Due date for completing	a) 2022 Q1 - Completed b) 2022 Q3 – Completed c) 2022 Q4 – Ongoing Remark: The implementation of measure c)is likely to be delayed (final implementation is expected by February 2023 at the latest)

<table>
<tr><td>MST.0003</td><td colspan="5">Flight Data Monitoring</td></tr>
<tr><td>Hazard(s)</td><td colspan="5">H018: Effective SMS (AOC)</td></tr>
<tr><td>Objective/
Description</td><td colspan="5">(a) Making the professionals concerned aware of the European Operators FDM Forum (EOFDM):
Member States shall publish on their websites, as part of the SMS-related information, general information on the EOFDM activities.
(b) Promoting FDM good practices:
Member States that have 10[21] or more operators running an FDM programme should organise a workshop (physical meeting or teleconference) dedicated to the EOFDM good practice documents with the FDM specialists at these operators. This workshop does not need to be repeated.</td></tr>
<tr><td>SIs (EPAS)</td><td colspan="5">SI-0041 Effectiveness of safety management</td></tr>
<tr><td>SRs (EPAS)</td><td colspan="5">n/a</td></tr>
<tr><td>Reference(s)</td><td colspan="5">n/a</td></tr>
<tr><td>Owner</td><td>Affected stakeholders</td><td>Status</td><td>Dependencies</td><td>Deliverable(s)</td><td>Timeline</td></tr>
<tr><td rowspan="2">Member States</td><td>Aircraft Operators- CAT-Aeroplanes
Aircraft Operators- CAT-Helicopters-offshore</td><td rowspan="2">Ongoing</td><td rowspan="2">EVT.0009 (completed)</td><td>Information on the EOFDM published in the SMS section of the MSs’ websites</td><td>2024</td></tr>
<tr><td>Detailed report of the workshop</td><td>2024</td></tr>
<tr><td colspan="6">Actions (low-level tasks)</td></tr>
<tr><td>Number</td><td colspan="4">MST.0003-001</td><td rowspan="2"></td></tr>
<tr><td>Headline</td><td colspan="4">Making the professionals concerned aware of the European Operators FDM Forum (EOFDM)</td></tr>
<tr><td>Type of task</td><td colspan="5">SP</td></tr>
<tr><td>Objective/
Description</td><td colspan="5">CAA will publish on the website, as part of the SMS-related information, general information on the EOFDM activities:
• promotion document of SAFE 360° 2022 - Safety in aviation forum for Europe that offering an all-round perspective on aviation safety;
• document European Operators Flight Data Monitoring Forum (EOFDM), Working group C, Safety Promotion, Good practice document, Flight Data Monitoring, Analysis Techniques and Principles.</td></tr>
<tr><td>Status</td><td colspan="5">Ongoing</td></tr>
<tr><td>Due date for completing</td><td colspan="5">2023 Q3</td></tr>
</table>

[21] N/A for Slovenia as Slovenia has only 2 operators running an FDM programme.

MST.0019	**Better understanding of the operators' governance structure**				
Hazard(s)	H051: Oversight of group operations				
Objective/ Description	Member States' NCAs should foster a thorough understanding of the operators' governance structure. This should particularly apply in the area of group operations[22]. Aspects to be considered include: • the extensive use of outsourcing; • the influence of financial stakeholders; and • controlling management personnel, where such personnel are outside the scope of approval. EASA supported this MST with the publication of 'Guidance for the oversight of group operations' on 21/06/2022 and will publish further guidance in 2023. Member States are requested to implement the guidance to strengthen the standardised approach to the implementation of group operations.				
SIs (EPAS)	n/a				
SRs (EPAS)	n/a				
Reference(s)	Guidance for the oversight of group operations: https://www.easa.europa.eu/document-library/general-publications/guidance-oversight-group-operations				
Owner	Affected stakeholders	Status	Dependencies	Deliverable(s)	Timeline
Member States	AOC holders (CAT)	Ongoing	n/a	Guidance material	2022-Q2
				Guidance material	2023
Actions (low-level tasks)					
Number	MST.0019-001				
Headline	Monitoring of guidance materials prepared by EASA				
Type of task	SI				
Objective/ Description	Continuous monitoring of materials prepared by EASA ('further guidance) in order to receive and review any relevant information through possible surveys, newsletters, guidance materials.				
Status	Ongoing				
Due date for completing	Continuous				
Number	MST.0019-002				
Headline	Document: Guidance for the oversight of group operations				
Type of task	SI				
Objective/ Description	The group intends to review the document prepared by EASA and evaluate its applicability to Slovenian operators.				
Status	New				
Due date for completing	2023 Q3				
Number	MST.0019-003				
Headline	Guidelines on nominated personnel				
Type of task	SI				
Objective/ Description	The group intends to establish clear guidelines, eligibility criteria and FTE requirements for the nomination of personnel (will not be applicable just to group operations). This will apply also to cases when these natural persons are not citizens of the Republic of Slovenia. In addition to that, The Compliance Monitoring and Safety Management System Manual introduced chapter 5.4 titled Common oversight of management system in the organisations with multiple				

[22] The term 'group operations' refers to operations performed by a group of aircraft operators that share the same management system or that belong to the same 'mother company'.

	approvals issued by the CAA. By subchapters Scope, Purpose, planning of oversight, Designated inspectors, Single exit and entry point, Documents to be used, Formulation of findings, Management of findings and record keeping, the emerging need for a unified approach was successfully and systematically addressed as this was mandatory due to the evolving extent of the management system requirements through more approvals. The outlined results of such oversight revealed the emerging need to advocate, promote and encourage the integrated approach in management system requirements and the necessity to establish straightforward rules on nominated personnel requirements. It has been recognised as a priority, which will be worked on as part of this low-level task.
Status	New
Due date for completing	2023 Q4

<table>
<tr><td>MST.0041</td><td colspan="5">Harmonisation in Helicopter AOC approvals, procedures and documents</td></tr>
<tr><td>Hazard(s)</td><td colspan="5">H050: Safety of helicopter operations</td></tr>
<tr><td>Objective/
Description</td><td colspan="5">Member States should harmonise and, to the extent possible, simplify the application processes in the area of commercial operations with helicopters, including the use of common application forms and compliance lists with an indicative scope as follows:
• establish a harmonised process, a standardised checklist/guide for application for and changes to a helicopter AOC (Operations Specifications), with possible extension to CAMOs and ATOs;
• harmonise the process to add/remove a helicopter from the AOC;
• harmonise/standardise Member States' practices and development of a common application process (e.g. common application form for the removal of an item from the MEL);
• develop guidance on the implementation of the EFB provisions with regard to the versatility of helicopter operations.
The EASA will facilitate and support the development of this task with the Helicopter Expert Group, a Subgroup of the Air OPS TeB.</td></tr>
<tr><td>SIs (EPAS)</td><td colspan="5">n/a</td></tr>
<tr><td>SRs (EPAS)</td><td colspan="5">n/a</td></tr>
<tr><td>Reference(s)</td><td colspan="5">BIS 'Administrative Burden for Small Helicopter Operators'</td></tr>
<tr><td>Owner</td><td>Affected stakeholders</td><td>Status</td><td>Dependencies</td><td>Deliverable(s)</td><td>Timeline</td></tr>
<tr><td rowspan="5">Member States</td><td>Aircraft Operators – CAT – Helicopters
ATOs (aircrew)
CAMOs
CAA</td><td rowspan="5">NEW</td><td rowspan="5">n/a</td><td>Paper to harmonise the AOC issue/change process (with interface to CAMOs and ATOs)</td><td rowspan="5">2023-2024</td></tr>
<tr><td>Paper to harmonise the process to add/remove an aircraft from the AOC</td></tr>
<tr><td>Paper to harmonise the process of a common application form for approval/removal of an item from the MEL</td></tr>
<tr><td>Paper to promote the simplification processes, including the use of common application forms, compliance lists, etc.</td></tr>
<tr><td>Paper to harmonise the process in implementation of the EFB provisions</td></tr>
<tr><td colspan="6">Actions (low-level tasks)</td></tr>
<tr><td>Number</td><td colspan="4">MST.0041-001</td><td rowspan="2"></td></tr>
<tr><td>Headline</td><td colspan="4">Establishment and revision of application forms</td></tr>
<tr><td>Type of task</td><td colspan="5">SI</td></tr>
<tr><td>Objective/
Description</td><td colspan="5">CAA is in the process of revision of application forms for AOCs, changes and approvals including compliance statements and checklists in order to specify relevant requirements that are applicable to specific process. This will guide applicants; which relevant requirements are applicable for specific process. Application forms will also indicate whether additional process shall be initiated (f.e. CAMO approval, operating licence, etc).
CAA will also follow the work of the EASA, which will facilitate and support the development of this task with the Helicopter Expert Group, a Subgroup of the Air OPS TeB.</td></tr>
</table>

Status	New	
Due date for completing	2023 Q4	
Number	MST.0041-002	
Headline	Checklists	
Type of task	SI	
Objective/ Description	CAA will provide stakeholders checklist that are applicable for specific process. This will enable stakeholders to conduct self-assessment before obtaining any certificate or approval.	
Status	New	
Due date for completing	2024 Q4	

Operational Safety – Rotorcraft

MST.0015	**Helicopter safety events**				
Hazard(s)	H050: Safety of helicopter operations				
Objective/ Description	Develop safety promotion material for helicopter hoists. *Note: The deliverables for 2019 are already available and shared via the LinkedIn group. The group is called 'ESPN-R Hoist Operation Safety Promotion'.*				
SIs (EPAS)	n/a				
SRs (EPAS)	n/a				
Reference(s)	n/a				
Owner	Affected stakeholders	Status	Dependencies	Deliverable(s)	Timeline
Member States	Aircraft operators -helicopters CAA	Ongoing	n/a	Safety events	Continuous
Actions (low-level tasks)					
Number	MST.0015-001				
Headline	Helicopter Hoist Safety Promotion				
Type of task	SP				
Objective/ Description	CAA is a member of EASA Safety Promotion Network. We will closely follow and cooperate in the group with the aim to use and promote materials prepared in scope of the SPT.0099 (Helicopter Hoist Safety Promotion).				
Status	New				
Due date for completing	2023 Q4				
Number	MST.0015-002				
Headline	Presentation at CAA Safety Conference				
Type of task	SP				
Objective/ Description	Helicopter Hoist operations will be presented at CAA Aviation Safety Conference in cooperation with operators.				
Status	New				
Due date for completing	2023 Q3				

<table>
<tr><td>MST.0031</td><td colspan="5">Implementation of the SESAR solutions aiming to facilitate safe instrument flight rule operations</td></tr>
<tr><td>Hazard(s)</td><td colspan="5">H050: Safety of helicopter operations</td></tr>
<tr><td>Objective/
Description</td><td colspan="5">Member States together with their ANSPs and their flight procedure designers (if different from the ANSPs) should, as part of their State safety management activities, 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[23], which are designed to improve safety, should be implemented as far as it is feasible.
The results of such evaluation should be recorded in the SPAS.
Note: In the course of 2023 EASA will reassess the relevance and alignment of the EPAS with the SESAR programme, which may lead to changes regarding the SESAR related MSTs.</td></tr>
<tr><td>SIs (EPAS)</td><td colspan="5">n/a</td></tr>
<tr><td>SRs (EPAS)</td><td colspan="5">n/a</td></tr>
<tr><td>Reference(s)</td><td colspan="5">• ATM Master Plan (Level 3 Edition 2019) action NAV12 (ATS IFR Routes for Rotorcraft Operations)
• SESAR Solutions Catalogue 2021 Fourth edition[24]</td></tr>
<tr><td>Owner</td><td>Affected stakeholders</td><td>Status</td><td>Dependencies</td><td>Deliverable(s)</td><td>Timeline</td></tr>
<tr><td>Member States</td><td>Aircraft operators – helicopters
CAA</td><td>Ongoing</td><td>n/a</td><td>IFR routes/report</td><td>2025</td></tr>
<tr><td colspan="6">Actions (low-level tasks)</td></tr>
<tr><td>Number</td><td colspan="4">MST.0031 - 001</td><td rowspan="2"></td></tr>
<tr><td>Headline</td><td colspan="4">Implementation of low-level IFR routes in Slovenian airspace to facilitate safe helicopter operations</td></tr>
<tr><td>Type of task</td><td colspan="5">SI</td></tr>
<tr><td>Objective/
Description</td><td colspan="5">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.PRC-15 Version 2 / Valid from 24. 02. 2020). The annual consultation with airspace users by the High Level Airspace Body is also a forum where needs / initiatives for change can be expressed.</td></tr>
<tr><td>Status</td><td colspan="5">Ongoing</td></tr>
<tr><td>Due date for completing</td><td colspan="5">2025</td></tr>
</table>

[23] #113 – Enabling Rotorcraft Operations in Busy Airspace Surrounding Airports (Optimised low-level instrument flight rules (IFR) routes for rotorcraft)

[24] https://www.sesarju.eu/sites/default/files/documents/reports/SESAR Solutions Catalogue 2021 small.pdf

Operational Safety – General aviation

MST.0025	**Improvement in the dissemination of safety messages**				
Hazard(s)	H039: CAA safety promotion activities				
Objective/ Description	Member States should increase their engagement and dissemination of safety promotion and training material by their competent authorities, associations, flying clubs, and insurance companies, targeting flight instructors and/or pilots through means such as being part of the pan-EASA Member State GA Season Opener/ Closing by hosting local events/ workshops and promoting the material developing through the Safety Promotion Network (SPN) on the most important safety issues for General Aviation. This activity considers EASA safety promotion deliverables and content, whose timeline changes in return impact the timelines of the present task.				
SIs (EPAS)	n/a				
SRs (EPAS)	n/a				
Reference(s)	n/a				
Owner	Affected stakeholders	Status	Dependencies	Deliverable(s)	Timeline
Member States	GA	Ongoing	SPT.0125	Safety workshops and safety days/ evenings	2022-2023
Actions (low-level tasks)					
Number	MST.0025-001				
Headline	Establishing the GA part of CAA's website & Reach wider audience				
Type of task	SI				
Objective/ Description	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. "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	Ongoing				
Due date for completing	2023 Q2				
Number	MST.0025-002				
Headline	Planning of events and activities for GA				
Type of task	SI				
Objective/ Description	Safety promotion materials and activities will be included in the yearly plan. CAA will continue to organise safety workshops for GA.				
Status	Ongoing				
Due date for completing	Continuous				
Number	MST.0025-003				
Headline	Establishing contact with aero clubs with a view of a steady, long terms increase in cooperation and communication				
Type of task	SP				
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	Ongoing	
Due date for completing	2023 Q4	
Number	MST.0025-004	
Headline	Raising awareness of the public	
Type of task	SP	
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. In 2022 a poster was created titled "Is your flight legal?". We will review its content and distribute it.	
Status	Ongoing	
Due date for completing	2023 Q4	

MST.0027	**Promotion of safety culture in GA**				
Hazard(s)	H023: Occurrence reports/reporting culture H039: CAA safety promotion activities				
Objective/ Description	Member States' NCAs should include in their State safety management activities provisions to facilitate and promote safety culture (including just culture) in GA 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. Safety promotion video published in 2022 can be found on the EASA Youtube Channel: GA Season Opener Day 1 - Be Ready and Fly Safely Introduction - YouTube				
SIs (EPAS)	n/a				
SRs (EPAS)	n/a				
Reference(s)	n/a				
Owner	Affected stakeholders	Status	Dependencies	Deliverable(s)	Timeline
Member States	GA	Ongoing	n/a	Provisions to facilitate and promote safety culture as part of the SSP/SPAS	Continuous
Actions (low-level tasks)					
Number	MST.0027-001				
Headline	Promotion of safety culture (including just culture) in GA				
Type of task	SP				
Objective/ Description	In order for CAA to be able to plan the right and effective systemic activities /improvements in the field of GA, it is necessary to collect as much data as possible about risks / incidents that occur in the area of GA. The CAA is constantly including in the safety management activities provisions to facilitate and promote safety culture (including just culture) in GA in order to foster positive safety behaviours and encourage occurrence reporting. The group intends to produce materials for the newsletter related to the topic. In this way, we would like to explain complex topic in a simple way or small bits of 'aviation theory' together with some examples from our experience.				
Status	New				
Due date for completing:	2023 Q2				
Number	MST.0027-002				
Headline	EASA materials – review and distribution				
Type of task	SP				
Objective/ Description	EASA will support this MST by providing promotion material and guidance to support Member States in that task. We will review and distribute the materials to the extent applicable.				
Status	New				
Due date for completing:	2023 Q4				

MST.0038	**Airspace complexity and traffic congestion**				
Hazard(s)	H059: Airspace complexity (airspace infringement) H060: Airspace congestion				
Objective/ Description	Member States should consider 'airspace complexity' and 'traffic congestion' as safety-relevant factors in airspace changes affecting uncontrolled traffic, including the changes along international borders.				
SIs (EPAS)	• SI-2025 Airspace infringement • SI-0043/SI-4010 Deconfliction of IFR and VFR traffic • SI-4010 Airborne separation				
SRs (EPAS)	n/a				
Reference(s)	• European Action Plan for Airspace Infringement Risk Reduction (EAPAIRR) • BIS 'Airborne collision risk'				
Owner	Affected stakeholders	Status	Dependencies	Deliverable(s)	Timeline
Member States	Pilots Aircraft operators – all CAA ANSPs	Ongoing	SPT.0120 Promoting good practices in airspace design	Best practices	2023
Actions (low-level tasks)					
Number	MST.0038-001				
Headline	Occurrence reports review				
Type of task	AN				
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. As a result: • 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 web site, aimed to aero-clubs, examiners, ATOs and DTOs. • 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				
Due date for completing	Continuous				
Number	MST.0038-002				
Headline	Questionnaire to the PIC involved in an airspace infringement incident				
Type of task	AN				
Objective/ Description	Subjective questionnaire (focused on violations of controlled airspace rules and procedures) with the purpose of finding a root-cause of an incident; analysing possible improvements of flight instructor's standardisation system in flight training organisations, emphasizing standardisation of instructors and examiners conducting rating revalidations, encouraging analysis of available amendments in airspace characteristics or routes.				
Status	Ongoing				
Due date for completing	Continuous				
Number	MST.0038-003				
Headline	Monitoring effects of changes due to scheduled national border control to be lifted with LDZO FIR				
Type of task	AN				

Objective/ Description	The Schengen area extension among LDZO FIR is affecting South parts of the LJLA FIR boundaries, due to internal air border controls to be lifted in 2023. The group will monitor any effects on GA traffic in uncontrolled airspace, effects on safety occurrences related to the rules of air, FPL submission, transfers of traffic, or other occurrences of traffic from/to uncontrolled airfields between boundaries, combined with a feedback from ANSP.
Status	New
Due date for completing	2024 Q2

SIT.0004	**Parachuters, paragliders, hang gliders and microlights airplanes**				
Hazard(s)	H062: Drones				
Objective/ Description	Collected data on national level from 2004 to 2022 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.				
SIs (EPAS)	n/a				
SRs (EPAS)	n/a				
Reference(s)	n/a				
Owner	Affected stakeholders	Status	Dependencies	Deliverable(s)	Timeline
Member States	General aviation	Ongoing	n/a	Reduce the number of accidents, serious incidents and fatalities through effective regulation, training, safety promotion and oversight	Continuous
Actions (low-level tasks)					
Number	SIT.0004-001				
Headline	Inspection of the competitions/flying displays				
Type of task	OS				
Objective/ Description	Ensure effective and risk based inspection plan and conditions to provide inspections. Inspectors should also cooperate with organisation committee of competition flights and displays in constructive manner in order to facilitate and enhance the safety in general.				
Status	Ongoing				
Due date for completing	Continuous				
Number	SIT.0004-002				
Headline	Analysis of the incidents/accidents				
Type of task	AN				
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				
Due date for completing	Continuous				
Number	SIT.0004-003				
Headline	Safety promotion				
Type of task	SP				
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 that are done as described in SIT.0004-002. This task is partly connected with MST.0028-0005 (microlights).				
Status	Ongoing				
Due date for completing	Continuous				
Number	SIT.0004-004				
Headline	Publish a Slovenian map for general air traffic				

Type of task	SI	
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	
Due date for completing	Continuous	
Number	SIT.0004-005	
Headline	Improving safety for paragliders (especially in Alps)	
Type of task	SI	
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	
Due date for completing	Continuous	

Operational Safety – Aerodromes

<table>
<tr><td>MST.0029</td><td colspan="5">Implementation of the SESAR runway safety solutions</td></tr>
<tr><td>Hazard(s)</td><td colspan="5">H053: Runway safety</td></tr>
<tr><td>Objective/
Description</td><td colspan="5">Member States should, as part of their State safety management activities, evaluate, together with ADR operators, AOC holders and ANSPs, the need to implement the related SESAR solutions such as those related to ground situational awareness, airport safety net vehicles, and enhanced airport safety nets[25].
The results of such evaluation should be recorded in the SPAS.
These SESAR solutions (solutions #01[26], #02[27], #04[28], #26[29], #47[30], #48[31], #70[32]), designed to improve runway safety, should be considered as far as it is feasible.
Note: In the course of 2023 EASA will reassess the relevance and alignment of the EPAS with the SESAR programme, which may lead to changes regarding the SESAR related MSTs.</td></tr>
<tr><td>SIs (EPAS)</td><td colspan="5">n/a</td></tr>
<tr><td>SRs (EPAS)</td><td colspan="5">n/a</td></tr>
<tr><td>Reference(s)</td><td colspan="5">• GASP SEIs (States) — Mitigate contributing factors to the risks of RE and RI
• SESAR Solutions Catalogue 2021 Fourth edition[33]</td></tr>
<tr><td>Owner</td><td>Affected stakeholders</td><td>Status</td><td>Dependencies</td><td>Deliverable(s)</td><td>Timeline</td></tr>
<tr><td rowspan="4">Member States</td><td>ADR operators</td><td rowspan="4">Ongoing</td><td rowspan="4">n/a</td><td rowspan="2">SPAS</td><td rowspan="2">2021-Q4</td></tr>
<tr><td>AOC holders</td></tr>
<tr><td>ANSPs</td><td rowspan="2">SPAS reviewed</td><td rowspan="2">2024-Q1</td></tr>
<tr><td>CAA</td></tr>
<tr><td colspan="6">Actions (low-level tasks)</td></tr>
<tr><td>Number</td><td colspan="3">MST.0029-001</td><td rowspan="2" colspan="2"></td></tr>
<tr><td>Headline</td><td colspan="3">Analysis and choice of appropriate SESAR runway safety solutions for implementation (if applicable)</td></tr>
<tr><td>Type of task</td><td colspan="5">AN</td></tr>
<tr><td>Objective/
Description</td><td colspan="5">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.</td></tr>
<tr><td>Status</td><td colspan="5">Ongoing</td></tr>
<tr><td>Due date for completing</td><td colspan="5">2023 Q4</td></tr>
</table>

[25] https://www.atmmasterplan.eu/exec/operational-changes

[26] #01 – Visual Signals to Safeguard Runway Users (Runway status lights)

[27] #02 – Enhancing Safety at Busy Airports (Airport safety nets for controllers: conformance monitoring alerts and detection of conflicting ATC clearances)

[28] #04 – Providing Vehicle Drivers with Enhanced Visual Tools (Enhanced traffic situational awareness and airport safety nets for vehicle drivers)

[29] #26 – Taxi Route Display for Pilots (Manual taxi routing function)

[30] #47 – Follow-the-Greens (Guidance assistance through airfield ground lighting)

[31] #48 – Enhancing Safety with Virtual Stop Bars (Virtual block control in low-visibility Procedures)

[32] #70 – Surface Safety in all Weather Conditions (Enhanced ground controller situational awareness in all weather conditions)

[33] https://www.sesarju.eu/sites/default/files/documents/reports/SESAR Solutions Catalogue 2021 small.pdf

Safe integration of new technologies and concepts - Unmanned aircraft systems

SIT.0005	**Drones**				
Hazard(s)	H062: 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.				
SIs (EPAS)	n/a				
SRs (EPAS)	n/a				
Reference(s)	n/a				
Owner	Affected stakeholders	Status	Dependencies	Deliverable(s)	Timeline
Member States	All	Ongoing	n/a	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.	Continuous
Actions (low-level tasks)					
Number	SIT.0005-001				
Headline	Sharing of information and safety promotion				
Type of task	SP				
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				
Due date for completing	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)	
Type of task	SP	
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	
Due date for completing	Continuous	
Number	SIT.0005-003	
Headline	Effective implementation of new EU regulation	
Type of task	SI	
Objective/ Description	In 2023, 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 clubs/ associations. CAA participation as member in taskforce groups: TeB TF on Harmonization of UAS regulation, TeB TF UAS Training member, TeB TF UAS Airworthiness. All relevant activities (approvals and on-site inspections) regarding standard scenarios, operational authorisation and cross border operations will be held.	
Status	Ongoing	
Due date for completing	Continuous	
Number	SIT.0005-004	
Headline	U-Space development and implementation	
Type of task	AN	
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	Ongoing	
Due date for completing	2024	
Number	SIT.0005-005	
Headline	Counter UAS measures and UAS incident management at aerodromes	
Type of task	SI	
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	Ongoing	
Due date for completing	Continuous	
Number	SIT.0005-006	
Headline	Modeller aircraft clubs and associations	
Type of task	SI	
Objective/ Description	Implementation and monitoring of solutions for modelling clubs and associations within the framework of Article 16 of the Implementing Regulation of the EU Commission 2019/947. Preparation of effective AMC and standardized operational manual for Modelling Clubs and related applications.	

Status	New
Due date for completing	Continuous

Appendix 2 – Risk register

Note: Some hazard numbers are missing because Appendix 2 is a part of the CAA's internal risk register. Hazards that are not applicable at the national level are deleted.

Hazard Registration Number	Date Reported	Hazard or Safety Issue Title	Performance Indicator	Hazard Area	Initial Risk Analysis Probability	Initial Risk Analysis Severity	Initial Risk Assessment in Terms of Tolerability	Mitigating Measures	Residual Risk Analysis Probability	Residual Risk Analysis Severity	Residual Risk Assessment in Terms of Tolerability	Link with SPAS
H001	11.10.2022	Universal Safety Oversight Audit Programme Continuous Monitoring Approach (USOAP-CMA)	USOAP EI Scores overall (in %) USOAP EI Scores by technical area (in %) USOAP EI Scores by critical element (in %) Validated SSP foundation score (in %) Overall (validated + completed) SSP foundation score (in %)	Safety/Compliance	4	B	Unacceptable	Constant monitoring of ICAO activities at the global and regional level Implementation of ICAO SARPs Regular completion of OLF Participation in NCMC meetings and other related meetings and trainings Constant communication and cooperation with MoI and SIA Consistent certification and continuous oversight	3	C	Monitor	SPAS - ORG
H002	11.10.2022	Progress in SSP implementation assessment (SSPIA)	SSPIA Overall maturity level above 3 (in %) SSPIA Maturity level above 3 by area (in %)EC	Safety/Compliance	4	B	Unacceptable	Constant monitoring of ICAO activities at the global and regional level Implementation of ICAO SARPs Regular completion of OLF Participation in ICAO meetings and trainings Constant communication and cooperation with MoI and SIA Constant monitoring and updating of the SSP (SPAS) Consistent certification and continuous oversight See low level task(s) in SPAS 2023–2025	3	C	Monitor	MST.0001 MST.0028 SPAS - ORG
H003	11.10.2022	Progress in SSP implementation	Implemented gap analysis questions overall (in %) Implemented gap analysis questions by element (Safety Policy and Objectives and Resources, State Safety Risk Management, State Safety Assurance, State Safety Promotion) (in %)	Safety/Compliance	4	B	Unacceptable	Constant monitoring and updating of the SSP (SPAS) Regular completion of ICAO SSP gap analysis Regular meeting with all SSP stakeholders See low level task(s) in SPAS 2023–2025	3	C	Monitor	MST.0001 MST.0028 SPAS - ORG

Hazard Registration Number	Date Reported	Hazard or Safety Issue Title	Performance Indicator	Hazard Area	Initial Risk Analysis Probability	Initial Risk Analysis Severity	Initial Risk Assessment in Terms of Tolerability	Mitigating Measures	Residual Risk Analysis Probability	Residual Risk Analysis Severity	Residual Risk Assessment in Terms of Tolerability	Link with SPAS
H004	11.10.2022	Universal Security Audit Programme Continuous Monitoring Approach (USAP-CMA)	USAP EI Score overall (in %) USAP EI Scores by critical element (in %)	Security	4	B	Unacceptable	Constant monitoring of ICAO activities at the global and regional level Implementation of ICAO SARPs Participation in ICAO meetings and trainings Constant communication and cooperation with MoI Consistent certification and continuous oversight	3	C	Monitor	SPAS - ORG
H005	20.05.2019	Significant safety concern (SSC/ICAO)	Unresolved ICAO significant safety concerns (number and duration)	Safety/Compliance	3	A	Unacceptable	Constant monitoring of ICAO activities at the global and regional level Implementation of ICAO SARPs Regular completion of OLF Participation in ICAO meetings and trainings Constant communication and cooperation with MoI and SIA Consistent certification and continuous oversight	2	A	Monitor	SPAS - ORG
H006	11.10.2022	Significant security concern (SSecC/ICAO)	Unresolved ICAO significant security concerns (number and duration)	Security	3	A	Unacceptable	Constant monitoring of ICAO activities at the global and regional level Implementation of ICAO SARPs Participation in ICAO meetings and trainings Constant communication and cooperation with MoI Consistent certification and continuous oversight	2	A	Monitor	SPAS - ORG
H007	11.10.2022	EC non-compliances (Security)	EC non-compliances (Security) (number)	Security	4	B	Unacceptable	Implementation of EU regulations Consistent certification and continuous oversight CAA compliance monitoring (internal audits, internal review of procedures) CAA internal reports	3	C	Monitor	SPAS - ORG
H008	20.05.2019	EASA non-compliances	EASA non-compliances overall (number) EASA non-compliances by area (number)	Safety/Compliance	4	B	Unacceptable	Implementation of EU legislative framework Consistent certification and continuous oversight CAA compliance monitoring (internal audits, internal review of procedures) CAA internal reports	3	C	Monitor	SPAS - ORG

Hazard Registration Number	Date Reported	Hazard or Safety Issue Title	Performance Indicator	Hazard Area	Initial Risk Analysis Probability	Initial Risk Analysis Severity	Initial Risk Assessment in Terms of Tolerability	Mitigating Measures	Residual Risk Analysis Probability	Residual Risk Analysis Severity	Residual Risk Assessment in Terms of Tolerability	Link with SPAS
H009	20.05.2019	Immediate Safety Concern (ISC/EASA)	Unresolved Immediate Safety Concern (ISC/EASA) (number)	Safety/Compliance	3	A	Unacceptable	Constant monitoring of EASA activities Implementation of EU legislative framework Participation in EASA and EC meetings and trainings Constant communication and cooperation with MoI and SIA Consistent certification and continuous oversight	2	A	Monitor	SPAS - ORG
H011	20.05.2019	Aviation accident (CAT)	Aviation accidents (CAT) (number)Fatalities in aviation accidents (CAT) (number)Aviation accidents per number of movements/flight hours (CAT) (rate)	Safety/Compliance	3	A	Unacceptable	Consistent certification and continuous oversightEncouraging occurrence reportingSafety promotion	2	A	Monitor	SPAS - ORG
H012	20.05.2019	Serious incident (CAT)	Serious incidents (CAT) (number) Serious incidents per number of movements/flight hours (CAT) (rate)	Safety/Compliance	4	B	Unacceptable	Consistent certification and continuous oversight Encouraging occurrence reporting Safety promotion	3	C	Monitor	SPAS - ORG
H013	20.05.2019	Aviation accident (GA)	Aviation accidents (GA) (number) Fatalities in aviation accidents (GA) (number)	Safety/Compliance	3	A	Unacceptable	Consistent certification and continuous oversight Encouraging occurrence reporting Safety promotion	2	A	Monitor	SPAS - ORG
H014	20.05.2019	Serious incident (GA)	Serious incidents (GA) (number)	Safety/Compliance	4	B	Unacceptable	Consistent certification and continuous oversight Encouraging occurrence reporting Safety promotion	3	C	Monitor	SPAS - ORG
H015	11.10.2022	Aviation accident (parachuters, paragliders, hang-gliders)	Aviation accidents (parachuters, paragliders, hang-gliders) (number) Fatalities in aviation accidents (parachuters, paragliders, hang-gliders) (number)	Safety/Compliance	3	A	Unacceptable	Consistent certification and continuous oversight Encouraging occurrence reporting Safety promotion See low level task(s) in SPAS 2023–2025	2	A	Monitor	SIT.0004 SPAS - ORG
H016	11.10.2022	SIA safety recommendations implementation	Safety recommendations addressed to CAA (number) Safety recommendations implemented by CAA (in %)	Safety/Compliance	4	C	Tolerable	Establishing and following internal procedure Discussing safety recommendations at PSAG and SB (if necessary) Monitoring of safety recommendation implementation See low level task(s) in SPAS 2023–2025	2	D	Accept	SIT.0004 SPAS - ORG

Hazard Registration Number	Date Reported	Hazard or Safety Issue Title	Performance Indicator	Hazard Area	Initial Risk Analysis Probability	Initial Risk Analysis Severity	Initial Risk Assessment in Terms of Tolerability	Mitigating Measures	Residual Risk Analysis Probability	Residual Risk Analysis Severity	Residual Risk Assessment in Terms of Tolerability	Link with SPAS
H018	11.10.2022	Effective SMS (AOC)	Organisations with level 1 SMS finding(s) (number) Level 1 SMS findings (number) Organisations with level 2 SMS finding(s) (number) Level 2 SMS findings (number) Overdue level 2 SMS findings (in %) Organisations for which an extended SMS oversight planning cycle is applied (number) Organisations for which a reduced SMS oversight planning cycle is applied (number)	Safety/Compliance	4	B	Unacceptable	Consistent certification and continuous oversight Safety promotion activities Recommendations for organisation`s manuals (e.g. integrated management system) Establishing professional criteria and conditions for certifying responsible persons in organizations Using of (EASA) MS assessment tool as organisations' self assessment tool See low level task(s) in SPAS 2023–2025	3	C	Monitor	MST.0002 MST.0003 MST.0026 MST.0032
H019	11.10.2022	Effective SMS (ATO)		Safety/Compliance	4	B	Unacceptable	Consistent certification and continuous oversight Safety promotion activities Recommendations for organisation`s manuals (e.g. integrated management system) Establishing professional criteria and conditions for certifying responsible persons in organizations Using of (EASA) MS assessment tool as organisations' self assessment tool See low level task(s) in SPAS 2023–2025	3	C	Monitor	MST.0002 MST.0026 MST.0032
H020	11.10.2022	Effective SMS (ANSP)		Safety/Compliance	4	B	Unacceptable	Consistent certification and continuous oversight Safety promotion activities Recommendations for organisation`s manuals (e.g. integrated management system) Establishing professional criteria and conditions for certifying responsible persons in organizations Using of (EASA) MS assessment tool as organisations' self assessment tool See low level task(s) in SPAS 2023–2025	3	C	Monitor	MST.0002 MST.0026 MST.0032

Hazard Registration Number	Date Reported	Hazard or Safety Issue Title	Performance Indicator	Hazard Area	Initial Risk Analysis Probability	Initial Risk Analysis Severity	Initial Risk Assessment in Terms of Tolerability	Mitigating Measures	Residual Risk Analysis Probability	Residual Risk Analysis Severity	Residual Risk Assessment in Terms of Tolerability	Link with SPAS
H021	11.10.2022	Effective SMS (ADR)		Safety/Compliance	4	B	Unacceptable	Consistent certification and continuous oversight Safety promotion activities Recommendations for organisation`s manuals (e.g. integrated management system) Establishing professional criteria and conditions for certifying responsible persons in organizations Using of (EASA) MS assessment tool as organisations' self assessment tool See low level task(s) in SPAS 2023–2025	3	C	Monitor	MST.0002 MST.0026 MST.0032
H022	11.10.2022	Effective SMS (CAMO)		Safety/Compliance	4	B	Unacceptable	Consistent certification and continuous oversightSafety promotion activitiesRecommendations for organisation`s manuals (e.g. integrated management system)Establishing professional criteria and conditions for certifying responsible persons in organizationsUsing of (EASA) MS assessment tool as organisations' self assessment toolSee low level task(s) in SPAS 2023–2025	3	C	Monitor	MST.0002 MST.0026 MST.0032
H023	20.05.2019	Occurrence reports/reporting culture	Occurrence reports (number) Level 1 OR findings (number) Level 2 OR findings (number)	Safety/Compliance	4	C	Tolerable	Consistent certification and continuous oversight Promoting the objectives of Regulation (EU) 376/2014 and other safety promotion activities Implementation of just culture principles in organizations Publication of Annual Aviation Safety Review See low level task(s) in SPAS 2023–2025	2	D	Accept	MST.0002 MST.0027 MST.0042 SPAS - ORG
H025	11.10.2022	CAA oversight plan	CAA oversight plan realisation by area (in %)	Safety/Compliance	4	B	Unacceptable	Reporting at the SB (realisation of the plan and possible revisions) Discussions at Divisions meetings (realisation of the plan and possible revisions) See low level task(s) in SPAS 2023–2025	3	C	Monitor	MST.0032 MST.0034 MST.0035 SPAS - ORG

Hazard Registration Number	Date Reported	Hazard or Safety Issue Title	Performance Indicator	Hazard Area	Initial Risk Analysis Probability	Initial Risk Analysis Severity	Initial Risk Assessment in Terms of Tolerability	Mitigating Measures	Residual Risk Analysis Probability	Residual Risk Analysis Severity	Residual Risk Assessment in Terms of Tolerability	Link with SPAS
H026	11.10.2022	Foreign operator safety assessment programmes (RAMP)	Safety score by operator (foreign operators flying in and out of RS) (SAFA/SACA ratio) (31.12.YYYY)	Safety/Compliance	4	C	Tolerable	Informing competent authority of the operator and operator about findings Issuing of safety report in SAFA database Participation at RICS and ASC meetings	2	D	Accept	SPAS - ORG
H027	11.10.2022	National operator safety assessment programmes (RAMP)	Safety score by operator (national) (SACA ratio) (31.12.YYYY)	Safety/Compliance	4	B	Unacceptable	Consistent certification and continuous oversight Safety promotion Establishing and following internal procedure (dissemination of safety relevant information at PSAG)	3	C	Monitor	SPAS - ORG
H028	11.10.2022	Certification of aerodromes	Certified international aerodromes overall (in %)	Safety/Compliance	4	C	Tolerable	Implementation of ICAO and EU legislative framework	2	D	Accept	SPAS - ORG
H029	11.10.2022	Age of aircraft fleet	Age of all S5 registered aircraft (average) Age of all S5 registered aircraft by SI operator (average) Age of all operated aircraft by SI operator (average)	Safety/Compliance	4	C	Tolerable	ACAM inspections Maintenance organisation oversight Continuing airworthiness organisation oversight	2	D	Accept	SPAS - ORG
H031	11.10.2022	Industry certification (external validations)	Operators holding industry certificates (e.g. IOSA) (in %)	Safety/Compliance	4	C	Tolerable	Industry certification benefits promotion	2	D	Accept	SPAS - ORG
H032	20.05.2019	Implementation of legislation	Regulatory change forms (number) Internal Compliance and Safety Reports regarding legislation (number) Internal CE-1, CE-2 findings (number) EASA CE-1, CE-2 findings (number) ICAO CE-1, CE-2 findings (number)	Safety/Compliance	4	B	Unacceptable	Establishing and following the precise change management process to monitor regulatory changes Identification of necessary activities: assessment of the impact of legislation, change of national legislation, implementation of training, necessary human resources, informing the industry	3	C	Monitor	SPAS - ORG
H033	11.10.2022	SIB implementation	SIBs registered and discussed (in %) Implemented SIBs (in %)	Safety/Compliance	4	C	Tolerable	Establishing and following the SIB procedure	2	D	Accept	SPAS - ORG
H034	20.05.2019	Published processes, checklists...	Management of change forms connected with hazard (number) Internal Compliance and Safety Reports connected with hazard (number) Internal CE-5 findings (number) EASA CE-5 findings (number) ICAO CE-5 findings (number)	Safety/Compliance	4	B	Unacceptable	Publishing processes, checklists and other documents in the DNA CAA compliance monitoring (internal audits, internal review of procedures) See low level task(s) in SPAS 2023–2025	3	C	Monitor	MST.0032 SPAS - ORG

Hazard Registration Number	Date Reported	Hazard or Safety Issue Title	Performance Indicator	Hazard Area	Initial Risk Analysis Probability	Initial Risk Analysis Severity	Initial Risk Assessment in Terms of Tolerability	Mitigating Measures	Residual Risk Analysis Probability	Residual Risk Analysis Severity	Residual Risk Assessment in Terms of Tolerability	Link with SPAS
H036	11.10.2022	The impact of emergency situations on the work process (e.g. Covid-19, energy crisis)	CAA oversight plan realisation (in %) CAA training plan realisation (in %)	Safety/Compliance	4	B	Unacceptable	Desktop certification and continuous oversight Online training Working from home See low level task(s) in SPAS 2023–2025	3	C	Monitor	SIT.0007 SPAS - ORG
H039	11.10.2022	CAA safety promotion activities	MST/SIT SP tasks realisation (in %)	Safety/Compliance	4	C	Tolerable	Establishing and following the procedure Establishing of the annual plan of safety promotion activities and its implementation See low level task(s) in SPAS 2023–2025	2	D	Accept	MST.0025 MST.0027 SPAS - ORG
H045	20.05.2019	Adequate staff in the CAA	Deviation from the approved personnel plan (in %) Deviation from FTE calculation (in %) Training plan realisation (in %)	Human resources/Training	3	A	Unacceptable	Contractual cooperation with external experts Transfer of powers to other public bodies/private organizations Change of CAA status CAA informs the CAA Council, MoI and Government of the RS about the situation and requests additional employees Information to the Agency in accordance with BR See low level task(s) in SPAS 2023–2025	2	A	Monitor	MST.0032 SPAS - ORG
H050	6.03.2023	Safety of helicopter operations	Number of: CAT: airborne collisions, obstacle collisions in flight, and aircraft upsets; SPO: aircraft upsets, obstacle collisions in flight and other injuries; NCO: aircraft upsets, obstacle collisions in flight and terrain collisions. Number of analysed relevant SESAR solutions Number of implemented relevant SESAR solutions Common application forms and compliance lists with the aim to harmonise helicopter AOC approvals established	Operational	3	A	Unacceptable	See low level task(s) in SPAS 2023–2025	2	A	Monitor	MST.0015 MST.0028 MST.0031 MST.0041
H051	6.03.2023	Oversight of group operations	Number of cooperative oversight agreements (when applicable)	Safety/Compliance	4	C	Tolerable	See low level task(s) in SPAS 2023–2025	2	D	Accept	MST.0019

Hazard Registration Number	Date Reported	Hazard or Safety Issue Title	Performance Indicator	Hazard Area	Initial Risk Analysis Probability	Initial Risk Analysis Severity	Initial Risk Assessment in Terms of Tolerability	Mitigating Measures	Residual Risk Analysis Probability	Residual Risk Analysis Severity	Residual Risk Assessment in Terms of Tolerability	Link with SPAS
H052	6.03.2023	Civil/State operations	Number of Civil/State encountersNumber of risks stemming from 'Ukraine Safety Risk Portfolio' relevant for Slovenia	Operational	4	C	Tolerable	See low level task(s) in SPAS 2023–2025	2	D	Accept	MST.0024 SIT.0007
H053	6.03.2023	Runway safety	Number of RE/RI occurrences (taking into account contributing factors) Number of analysed relevant SESAR solutions Number of implemented relevant SESAR solutions	Operational	3	A	Unacceptable	See low level task(s) in SPAS 2023–2025	2	A	Monitor	MST.0029
H054	6.03.2023	Mid-air collisions en-route and in terminal manoeuvring areas (TMA)	Number of occurrences categorized as MAC Number of STCAs Number of analysed relevant SESAR solutions Number of implemented relevant SESAR solutions	Operational	3	A	Unacceptable	See low level task(s) in SPAS 2023–2025	2	A	Monitor	MST.0030
H055	6.03.2023	Language proficiency	Number of occurrences connected with poor language proficiency	Operational	4	C	Tolerable	See low level task(s) in SPAS 2023–2025	2	D	Accept	MST.0033
H056	6.03.2023	Flight time specification schemes	Number of occurrences connected with fatigue Number of qualified technical personnel to support effective safety oversight	Operational	4	C	Tolerable	See low level task(s) in SPAS 2023–2025	2	D	Accept	MST.0034
H057	6.03.2023	Learning objectives in the 'Meteorological Information' - PPL/LAPL syllabus	Implementation of Learning objectives in syllabuses in all ATOs Implementation of questions at CAA PPL/LAPL exams	Human resources/Training	4	C	Tolerable	See low level task(s) in SPAS 2023–2025	2	D	Accept	MST.0036
H058	6.03.2023	Human factors	Competence framework established Number of regulatory staff and trainers trained	Human resources/Training	4	C	Tolerable	See low level task(s) in SPAS 2023–2025	2	D	Accept	MST.0037
H059	6.03.2023	Airspace complexity (airspace infringement)	Number of airspace infringements Number of occurrences categorized as MAC Number of airspace changes	Operational	3	A	Unacceptable	See low level task(s) in SPAS 2023–2025	2	A	Monitor	MST.0038
H060	6.03.2023	Airspace congestion	Number of airspace closures (in hours) Number of restrictions	Operational	4	C	Tolerable	See low level task(s) in SPAS 2023–2025	2	D	Accept	MST.0038
H061	6.03.2023	Management of security risks	Number of security occurrences Number of security occurrences with effect on safety	Security	4	B	Unacceptable	See low level task(s) in SPAS 2023–2025	3	C	Monitor	MST.0040

Hazard Registration Number	Date Reported	Hazard or Safety Issue Title	Performance Indicator	Hazard Area	Initial Risk Analysis Probability	Initial Risk Analysis Severity	Initial Risk Assessment in Terms of Tolerability	Mitigating Measures	Residual Risk Analysis Probability	Residual Risk Analysis Severity	Residual Risk Assessment in Terms of Tolerability	Link with SPAS
H062	6.03.2023	Drones	Number of occurrences connected with drones	Operational	4	B	Unacceptable	See low level task(s) in SPAS 2023–2025	3	C	Monitor	SIT.0005
H063	6.03.2023	Safety of CAT and NCC operations	Number of: airborne collisions runway excursions runway collisions	Operational	3	A	Unacceptable	See low level task(s) in SPAS 2023–2025	2	A	Monitor	MST.0028
H064	6.03.2023	Safety of GA/NCO operations	Number of: aircraft upset terrain collisions airborne collisions	Operational	4	A	Unacceptable	See low level task(s) in SPAS 2023–2025	3	B	Monitor	MST.0028
H065	6.03.2023	Safety of GA/sailplanes operations	Number of: aircraft upset terrain collisions	Operational	4	A	Unacceptable	See low level task(s) in SPAS 2023–2025	3	B	Monitor	MST.0028
H066	6.03.2023	Safety of GA/balloons operations	Number of: obstacle collisions in flight balloon landings aircraft upset	Operational	4	A	Unacceptable	See low level task(s) in SPAS 2023–2025	3	B	Monitor	MST.0028

Appendix 3 – Performance indicators and targets

Note: Some performance indicators and hazard numbers are missing because Appendix 3 is a part of the CAA's internal risk register. Hazards that are not applicable at the national level are deleted.

PI No	Performance Indicator	Hazard Number	Target
PI001	USOAP EI Scores overall (in %)	H001	= ↑
PI002	USOAP EI Scores by technical area (in %)		= ↑
PI003	USOAP EI Scores by critical element (in %)		= ↑
PI004	Validated SSP foundation score (in %)		= ↑
PI005	Overall (validated + completed) SSP foundation score (in %)		= ↑
PI006	SSPIA Overall maturity level above 3 (in %)	H002	↑
PI007	SSPIA Maturity level above 3 by area (in %)		↑
PI008	Implemented gap analysis questions overall (in %)	H003	= ↑
PI009	Implemented gap analysis questions by element (Safety Policy and Objectives and Resources, State Safety Risk Management, State Safety Assurance, State Safety Promotion) (in %)		= ↑
PI010	USAP EI Score overall (in %)	H004	= ↑
PI011	USAP EI Scores by critical element (in %)		= ↑
PI012	Unresolved ICAO significant safety concerns (number and duration)	H005	=
PI013	Unresolved ICAO significant security concerns (number and duration)	H006	=
PI014	EK non-compliances (Security) (number)	H007	↓
PI015	EASA non-compliances overall (number)	H008	↓
PI016	EASA non-compliances by area (number)		↓
PI017	Unresolved Immediate Safety Concern (ISC/EASA) (number)	H009	=
PI020	Aviation accidents (CAT) (number)	H011	=
PI021	Fatalities in aviation accidents (CAT) (number)		=
PI022	Aviation accidents per number of movements/flight hours (CAT) (rate)		=
PI023	Serious incidents (CAT) (number)	H012	↓
PI024	Serious incidents per number of movements/flight hours (CAT) (rate)		TBD
PI025	Aviation accidents (GA) (number)	H013	TBD
PI026	Fatalities in aviation accidents (GA) (number)		TBD
PI027	Serious incidents (GA) (number)	H014	TBD
PI028	Aviation accidents (parachuters, paragliders, hang-gliders) (number)	H015	TBD
PI029	Fatalities in aviation accidents (parachuters, paragliders, hang-gliders) (number)		TBD
PI030	Safety recommendations addressed to CAA (number)	H016	TBD
PI031	Safety recommendations implemented by CAA (in %)		TBD
PI033	Organisations with level 1 SMS finding(s) (number)	H018 H019 H020 H021 H022	TBD
PI034	Level 1 SMS findings (number)		TBD
PI035	Organisations with level 2 SMS finding(s) (number)		TBD
PI036	Level 2 SMS findings (number)		TBD
PI037	Overdue level 2 SMS findings (in %)		TBD
PI038	Organisations for which an extended SMS oversight planning cycle is applied (number)		TBD
PI039	Organisations for which a reduced SMS oversight planning cycle is applied (number)		TBD
PI040	Occurrence reports (number)	H023	TBD
PI041	Level 1 OR findings (number)		TBD
PI042	Level 2 OR findings (number)		TBD
PI044	CAA oversight plan realisation by area (in %)	H025	TBD
PI045	Safety score by operator (foreign operators flying in and out of RS) (SAFA/SACA ratio) (31.12.YYYY)	H026	TBD
PI046	Safety score by operator (national) (SACA ratio) (31.12.YYYY)	H027	TBD
PI047	Certified international aerodromes overall (in %)	H028	↑
PI048	Age of all S5 registered aircraft (average)	H029	TBD
PI049	Age of all S5 registered aircraft by SI operator (average)		TBD
PI050	Age of all operated aircraft by SI operator (average)		TBD

PI No	Performance Indicator	Hazard Number	Target
PI052	Operators holding industry certificates (e.g. IOSA) (in %)	H031	TBD
PI053	Regulatory change forms (number)	H032	TBD
PI054	Internal Compliance and Safety Reports regarding legislation (number)		TBD
PI055	Internal CE-1, CE-2 findings (number)		TBD
PI056	EASA CE-1, CE-2 findings (number)		TBD
PI057	ICAO CE-1, CE-2 findings (number)		= ↓
PI058	SIBs registered and discussed (in %)	H033	TBD
PI059	Implemented SIBs (in %)		TBD
PI060	Management of change forms connected with hazard (number)	H034	TBD
PI061	Internal Compliance and Safety Reports connected with hazard (number)		TBD
PI062	Internal CE-5 findings (number)		TBD
PI063	EASA CE-5 findings (number)		TBD
PI064	ICAO CE-5 findings (number)		= ↓
PI068	CAA oversight plan realisation (in %)	H036	TBD
PI069	CAA training plan realisation (in %)		TBD
PI073	MST/SIT SP tasks realisation (in %)	H039	TBD
PI081	Deviation from the approved personnel plan (in %)	H045	TBD
PI082	Deviation from FTE calculation (in %)		TBD
PI083	Training plan realisation (in %)		TBD
PI089	Number of CAT(H) airborne collisions, obstacle collisions in flight, and aircraft upsets	H050	TBD
PI090	Number of SPO(H) aircraft upsets, obstacle collisions in flight and other injuries		TBD
PI091	Number of NCO(H) aircraft upsets, obstacle collisions in flight and terrain collisions		TBD
PI092	Number of analysed relevant SESAR solutions (H)		TBD
PI093	Number of implemented relevant SESAR solutions (H)		TBD
PI094	Common application forms and compliance lists with the aim to harmonise helicopter AOC approvals established		TBD
PI095	Number of cooperative oversight agreements (when applicable)	H051	TBD
PI096	Number of Civil/State encounters	H052	TBD
PI097	Number of risks stemming from 'Ukraine Safety Risk Portfolio' relevant for Slovenia		TBD
PI098	Number of RE/RI occurrences (taking into account contributing factors)	H053	TBD
PI099	Number of analysed relevant SESAR solutions		TBD
PI100	Number of implemented relevant SESAR solutions		TBD
PI101	Number of occurrences categorized as MAC	H054	TBD
PI102	Number of STCAs		TBD
PI103	Number of analysed relevant SESAR solutions		TBD
PI104	Number of implemented relevant SESAR solutions		TBD
PI105	Number of occurrences connected with poor language proficiency	H055	TBD
PI106	Number of occurrences connected with fatigue	H056	TBD
PI107	Number of qualified technical personnel to support effective safety oversight		TBD
PI108	Implementation of Learning objectives in syllabuses in all ATOs	H057	TBD
PI109	Implementation of questions at CAA PPL/LAPL exams		TBD
PI110	Competence framework established	H058	TBD
PI111	Number of regulatory staff and trainers trained		TBD
PI112	Number of airspace infringements	H059	TBD
PI113	Number of occurrences categorized as MAC		TBD
PI114	Number of airspace changes		TBD
PI115	Number of airspace closures (in hours)	H060	TBD
PI116	Number of restrictions		TBD
PI117	Number of security occurrences	H061	TBD
PI118	Number of security occurrences with effect on safety		TBD
PI119	Number of occurrences connected with drones	H062	TBD
PI120	Number of airborne collisions (CAT, NCC)	H063	TBD
PI121	Number of runway excursions (CAT, NCC)		TBD
PI122	Number of runway collisions (CAT, NCC)		TBD

PI No	Performance Indicator	Hazard Number	Target
PI123	Number of aircraft upset (GA/NCO)	H064	TBD
PI124	Number of terrain collisions (GA/NCO)		TBD
PI125	Number of airborne collisions (GA/NCO)		TBD
PI126	Number of aircraft upset (GA/sailplanes)	H065	TBD
PI127	Number of terrain collisions (GA/sailplanes)		TBD
PI128	Number of obstacle collisions in flight (GA/balloons)	H066	TBD
PI129	Number of balloon landings (GA/balloons)		TBD
PI130	Number of aircraft upset (GA/balloons)		TBD