State Safety Programme of the Czech Republic

Second edition – Effective as of 16 June 2022

Czech Republic
Ministry of Transport

CIVIL AVIATION AUTHORITY
of the Czech Republic

This document presents the objectives, the framework, and the system of implementation of the State Safety Programme of the Czech Republic (SSP). The State Safety Programme presents a system for regulation and control of civil aviation safety at national level.

Issued by the Ministry of Transport of the Czech Republic in collaboration with the Civil Aviation Authority.

This English version serves only as a translation of the text – the Czech version is applicable.

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Foreword

Aviation has a very long tradition in the Czech Republic and its importance is persistently very high. In the former Czechoslovakia, aviation industry, thanks to the production of aeronautical structures, engines, and auxiliary devices, has achieved a leading position among other industries. One of the oldest state airlines in the world was established, and civilian air traffic within our territory concentrated mainly to the Ruzyně airport in Prague. Through this, the "heart of Europe" formed an important transit corridor for international flights. With an increasing intensity of air traffic and advent of modern technologies, the complexity of the entire system grew and required even stricter regulations to ensure safe operations. As part of harmonization, aviation safety requirements have been progressively set at a global level; nowadays the regulations within the European Union continue to develop towards stricter and tighter rules which are then implemented into national legislation.

Maintaining a high level of civil aviation safety across the entire industry remains our paramount concern. Process safety begins with the manufacturers and maintenance organisations, reflects onto airport operators and providers of air navigation services, and ends with the actual air carriers. All of these high-risk areas concern the Czech Republic, hence the importance of regulatory compliance, which is required by the authorities of the state. Aviation organisations are subject to certification, licensing, and compliance with state oversight to ensure safety of aircraft operations.

The Czech Republic takes a proactive approach to civil aviation safety, looks for possible operation hazards that endanger human health, property, or the environment, and strives to successfully face new challenges encountered in the dynamically developing industry. This responsible approach is also confirmed by the statistics of aviation accidents: in the modern history of the Czech Republic, no fatal accidents have been recorded in commercial air transport.

Another step to increase the level of safety in aviation is the creation and revision of the State Safety Programme of the Czech Republic (SSP), which updates the SSP from 2013 issued as Attachment N to the L 19 aviation regulation. The State Safety Programme is an independent document serving to present the activities leading to an increased safety and distribution of responsibilities across organisations and bodies of the state. The SSP also summarizes the requirements for ensuring safe operations and promotes activities leading to the improvement of safety culture.

The plan for the future is to publish the State Plan for Aviation Safety of the Czech Republic (SPAS), which shall be issued as a separate document referred to in the SSP. The content of the SPAS will be the formulation of a specific state strategy for controlling safety, determining goals for monitored safety performance indicators (SPI) and identification of key risk areas in civil aviation including the relevant mitigation measures for maintaining safety of operations. SPAS is currently in the phase of preparation and is planned to be issued every five years with annual updates.

I do believe that these documents will help to clarify the basic principles, strategy and comprehensive approach, including the determination of rules to be observed for the maintenance of high degree of safety in civil aviation.

Zdeněk Jelínek
Director of Civil Aviation Department, Ministry of Transport

Introduction

The State Safety Programme (SSP) is an integrated set of rules and activities aimed at increasing safety. Implementation of the SSP principles should be appropriate to the size and complexity of the civil aviation system of each country, and requires coordination between all organisations involved in public administration in this area. In the Czech Republic, organisations involved in public administration of civil aviation include the Ministry of Transport (MoT), in particular its Civil Aviation Department, the Civil Aviation Authority of the Czech Republic (CAA) as an authority performing state administration in all affairs concerning civil aviation, the Light Aircraft Association of the Czech Republic (LAA CR), which is a designated organisation for the performance of public administration in affairs concerning sport flying devices, the Air Accidents Investigation Institute (AAII), and Air Navigation Services of the Czech Republic (ANS CR) as a designated state organisation that maintains the database of terrain and obstacles and operates the Aeronautical Information Management (AIM).

Under the coordination of SSP in the Czech Republic, other organisations in civil aviation outside the state administration must be also taken into account, for instance the Ministry of Defence, the Ministry of the Interior, the Ministry of Justice, the Ministry for Regional Development for the sphere of travel and tourism, the Ministry of Foreign Affairs, the Czech Hydrometeorological Institute (CHMI), and others. As the Czech Republic is a member of many international bodies and organisations, harmonisation and coordination of SSP implementation between the member countries and these organisations is required. Some of the key collaborations include mainly the International Civil Aviation Organisation (ICAO), the European Commission (EC), the European Union Aviation Safety Agency (EASA), and collaboration under the FAB CE airspace functional block as part of the Single European Sky programme.

This document presents the State Safety Programme of the Czech Republic in line with the four components of the SSP that ICAO requires and specifies as fundamental for a functioning SSP.

Each component of the SSP is then divided into several parts that describe the processes and actions accepted by the Czech Republic for the purpose of managing safety. These eleven parts combine both the classical approach of safety oversight by means of demonstrating compliance, as well as safety oversight based on performance, and supports implementation of safety management systems (SMS) by service providers.

Fundamental components and parts of the SSP

a) State safety policy and objectives
   - Safety legislation
   - Safety-related duties and responsibilities of the state
   - Investigation of the causes of air accidents and incidents
   - Implementation of Just Culture policy

b) Safety risk management at state level
   - Requirements for internal safety management systems of subjects involved in civil aviation
   - Safety management performance agreement with service providers in civil aviation

c) Safety assurance at state level
   - State safety oversight
   - Collection, analysis, and dissemination of safety data
   - Oversight focusing on areas of increased interest or needs based on safety data

d) Promoting safe operation at state level
   - Internal training, communication, and dissemination of safety information
   - External training, communication, and dissemination of safety information

List of significant acronyms and abbreviations

Acronym	Meaning
AAII	Air Accidents Investigation Institute
AIM	Aeronautical Information Management
ALoSP	Acceptable Level of Safety Performance
AMO	Approved Maintenance Organisation
ANS CR	Air Navigation Services of the Czech Republic, State Enterprise
ANS	Air Navigation Services
ATM	Air Traffic Management
ATO	Approved Training Organisation
CAA	Civil Aviation Authority of the Czech Republic
CAMO	Continuous Airworthiness Management Organisation
CR	Czech Republic
EASA	European Union Aviation Safety Agency
ECAC	European Civil Aviation Conference
EPAS	European Plan for Aviation Safety
EU	European Union
FSTD	Flight Simulation Training Device
ICAO	International Civil Aviation Organisation
LAA CR	Light Aircraft Association of the Czech Republic
MoT	Ministry of Transport
POA	Production Organisation Approval
SAG	Safety Action Group
SARPs	ICAO Standards and Recommended Practises
SES	Single European Sky
SMS	Safety Management System
SPAS	State Plan for Aviation Safety
SPI	Safety Performance Indicator
SPT	Safety Performance Target
SSP	State Safety Programme

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Definitions

The following definitions based on the valid regulations shall be used for the purposes of this document:

Safety

State in which the risks connected with aviation activities related to aircraft operation or directly supporting them are reduced and managed on an acceptable level. In some documents the term “operational safety” is used for this purpose to distinguish between protection of civil aviation from illegal acts, which is also often referred to as “security”. However, in this document, safety always stands for operational safety.

Safety risk

Predicted likelihood and severity of the consequences or outcomes of a hazard.

Safety performance target

Planned or intended safety performance indicator target per specified period.

Incident

An occurrence other than air accident, related to aircraft operation, which affects or could affect safety of operations.

Aircraft

A device capable of deriving the forces carrying it in the atmosphere from the reactions of air that are not the reactions to the Earth’s surface.

Air accident

An occurrence related to aircraft operation, which, in case of a manned aircraft, occurred between a time when any individual boarded the aircraft with an intent of performing a flight, and a time when all such individuals disembarked from the aircraft, or which, in case of an unmanned aircraft, occurred between a time when the aircraft is ready for motion for flight purposes, and a time when it stops at the end of that flight and when the main propulsion system is off, and during which:

a) any individual is lethally or seriously injured due to their presence inside the aircraft, or through direct contact with any part of the aircraft, including the parts that separated from the aircraft, or through direct action of gas stream (created by the aircraft), with the exception of cases when the injury occurred by natural means, or if caused by the individual herself or if caused by another individual, or if it was a stowaway hiding outside the spaces normally used for passengers and the crew; or

b) the aircraft is destroyed or damaged so that the damage adversely affected the structural strength, performance, or flight characteristics of the aircraft, and shall require a major repair or replacement of the affected parts, except a malfunction or damage to the engine if this damage is limited to only one engine (including its accessories or engine housing); propellers (rotor blades), edge parts of the wings, aerials, sensors, blades, tyres, brakes, undercarriage, aerodynamic fairings, instruments, landing gear fairings, windscreens, aircraft skin (such as small scratches or punctures) or insignificant damage to the main rotor blades, tail rotor blades, landing gear, and those types of damage caused by hailstorm and bird strikes (including damage to the radar aerial on the wing); or

c) the aircraft is missing, or in a completely inaccessible place.

Aeroplane

Power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.

Operating personnel

Personnel involved in aviation operations present in positions where they report on information related to safety. Such personnel includes, without limitation, flight crews, air traffic controllers, aeronautical station operators, maintenance technicians, flight attendants, air dispatchers, and apron personnel.

State of operator

The country in which the operator has its headquarters or country in which it is registered if having no headquarters.

State of design

Country under whose jurisdiction falls the organisation responsible for a Type design.

State of manufacture

Country under whose jurisdiction falls the organisation responsible for the final assembly of the aircraft.

State Safety Programme (SSP)

Integrated set of rules and activities aimed at increasing safety.

Safety Management System (SMS)

Systematic approach to safety management covering essential organisation structures, responsibilities, principles, and procedures.

Severe injury

Injuries suffered by an individual during an air accident and which:

a) requires hospitalisation exceeding 48 hours, initiated within 7 days from the injury; or

b) has caused fracture of any bone (except simple fractures of fingers, toes, or the nose); or

c) has caused laceration with heavy bleeding, damage to the nerves, muscles, or tendons; or

d) has caused an internal injury to any of the organs; or

e) has caused second- or third- degree burns, or any burns covering more than 5 % of the body surface; or

f) has caused a provable exposure to infectious substances or dangerous radiation.

Safety Performance Indicator

Data-based parameter used for monitoring and evaluation of safety performance.

Safety Performance

Achieved results of the state or service provider by defined safety performance targets and indicators.

Helicopter

Heavier-than-air aircraft capable of flight primarily by the action of aerodynamic forces acting on one or more powered rotors whose axes are essentially vertical. Some countries use the term “rotor aircraft” as an alternative term for a “helicopter”.

Chapter 1
System of civil aviation regulation in the Czech Republic

1.1 National framework

The state controls civil aviation through government bodies, in particular the Ministry of Transport (hereinafter as MoT) and the Civil Aviation Authority of the Czech Republic (hereinafter as CAA) whose responsibilities are laid down in Act No 49/1997 Coll., on Civil Aviation, as amended. Upon the mentioned Civil Aviation Act, investigation of air accident causes has been entrusted to the specialised Air Accidents Investigation Institute (hereinafter as AAII). The performance of state administration in all matters concerning sport flying devices has been, based on the same act, delegated to the Light Aircraft Association of the Czech Republic (hereinafter as LAA CR). Aeronautical operation services in the airspace of the Czech Republic and at selected airports (Praha-Ruzyně, Brno-Tuřany, Ostrava-Mošnov, Karlovy Vary) are delivered directly by the Air Navigation Services of the Czech Republic, State Enterprise (hereinafter as ANS CR). Based on the Civil Aviation Act, the CAA is also entitled to entrust air traffic operation services to other legal or physical entities, as it is in the case of Vodochody, Kunovice, and other airports.

MoT, as a central body of state administration developing national transport policies, is also responsible for civil aviation. It has the general duty to organise, deliver, and enforce measures aimed at the development of civil aviation, as well as measures aimed at increasing the level of its safety and efficiency. MoT prepares amendments to laws that materially fall within its scope of activities, and issues implementing legislation for them. The ministry also functions as a formal interface for the contact of the Czech Republic with the International Civil Aviation Organisation (hereinafter as ICAO) and with the European Commission.

CAA, as the main executive body of the state administration in civil aviation, executes the entrusted rights based on the Civil Aviation Act. Safety depends mainly on all its rights pertaining to regulation and oversight in the main areas of civil aviation.

Within the scope of its actions, CAA issues approvals, licences and certificates, it may also withhold or withdraw granted certificates if needed, carries out administrative control and supervises the fulfilment of obligations of the entities active in civil aviation. CAA delivers the tasks of an National Supervisory Authority and acts as a formal interface for the contact of the Czech Republic with the European Union Aviation Safety Agency (hereinafter as EASA) or with National Supervisory Authorities within the framework of functional airspace blocks.

In close cooperation with the Military Aviation Authority of the Czech Republic as a part of the Ministry of Defence, CAA also coordinates supervision and activities related to the airspace management of the Czech Republic.

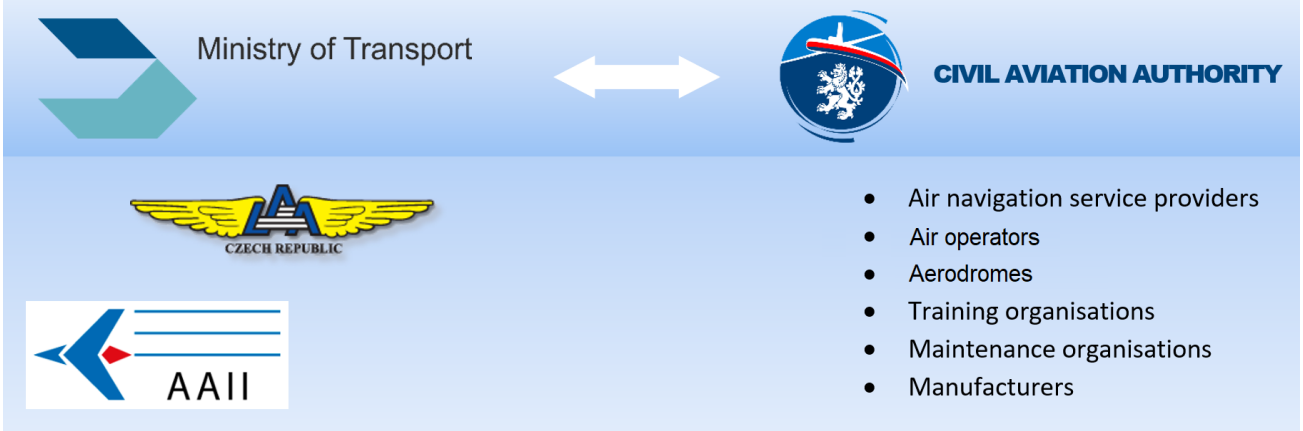

Figure 1 – State administration of civil aviation in the Czech Republic

1.2 International framework

ICAO is a specialised organisation of the United Nations that unites 193 member states. Its central body is the ICAO Council, which has 36 members.

European Civil Aviation Conference (hereinafter as ECAC) is an independent regional organisation of ICAO. It has currently 44 members including the Czech Republic. ECAC functions as a platform for discussing further development and new concepts mainly in the areas of air traffic management, protection from illegal acts, and environmental protection. The outputs of ECAC are often later implemented also within the European regulatory framework. ECAC also fulfils the function of a body connecting EU member states and other states of Central and Eastern Europe.

Eurocontrol is an organisation delivering many functions in monitoring and development of ATM network under ECAC. Although since 2009 some responsibilities in the preparation of ATM/ANS regulation have been included under the framework covered by the Regulation of the European Parliament and Council (EU) 2018/1139 and thus delegated the EASA agency, Eurocontrol continues to deliver specific expert support to the member states in this area. Eurocontrol also continues to provide assistance to EASA and collaborates with the European Commission in the technical issues of the Single European Sky programme. Eurocontrol currently has 41 members, including the Czech Republic.

Within the EU the regulatory framework is covered mainly on the level of the European Commission and EASA, which has been entrusted by the Commission to deliver many actions related to civil aviation safety. Representatives of MoT and CAA take part in numerous meetings both on strategic and working level, and through this they also participate in the defining of the future course of development in the sphere of civil aviation in the Czech Republic.

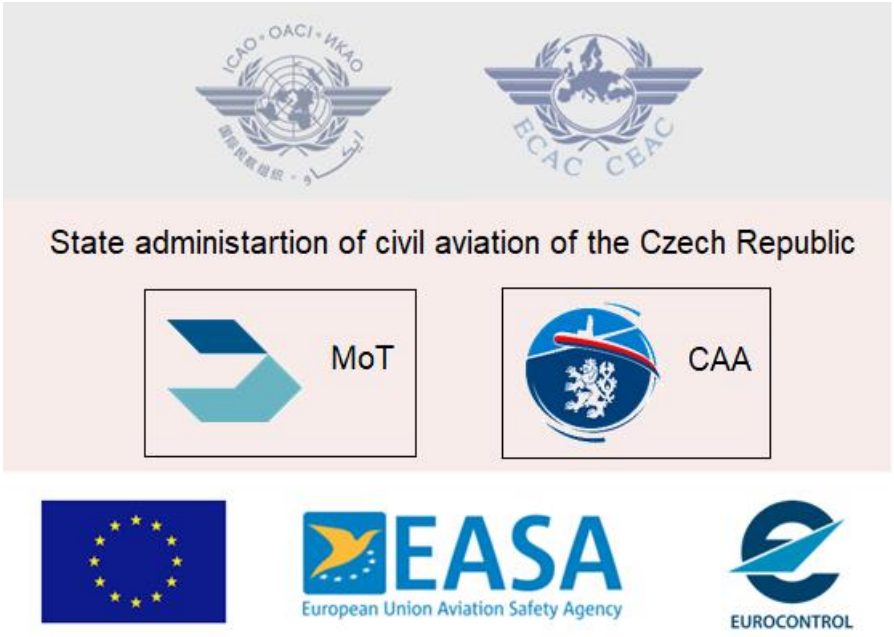

Figure 2 – The international framework of civil aviation administration

Chapter 2
State safety policy and objectives

2.1 Safety legislation

2.1.1 Basic legislation

Legal framework – a general view

The Czech Republic as an independent state was constituted on 1 January 1993 after the break-up of Czechoslovakia, and since that date the current Constitution has been in place. According to this Constitution, the Czech Republic is a parliamentary democratic rule of law with a liberal state regime. The head of the state is the president of the republic, while the supreme and only legislative body is the two-chamber Parliament of the Czech Republic.

The Constitution is the fundamental law, and no other law may conflict with it. From the point of view of the applicable law, the membership of the Czech Republic in the EU is essential, which implies the application priority of the Regulations of the European Parliament and Council and the implementing regulations of the European Commission. In addition, the Czech Republic is obliged to implement EU directives into its national legislation.

Legal framework in civil aviation

The national rules regulating the individual aspects of civil aviation are mainly laws and respective regulations. The most important national law that comprehensively regulates civil aviation is Act No 49/1997 Coll. on Civil Aviation, and on the change and amendment of Act No 455/1991 Coll. on Trade (Trade Act), as amended (hereinafter as the Civil Aviation Act). In a defined scope the Civil Aviation Act relates also to the flying operations of military, police, and customs aircraft.

The Civil Aviation Act is implemented by the regulation of the Ministry of Transport and Communications No 108/1997 Coll., which lays down a more detailed specification of the individual aspects of civil aviation (hereinafter as the Implementing Regulation).

Some safety aspects of civil aviation are regulated also by the regulation of the Ministry of Transport No 466/2006 Coll., on Flight Safety Standard.

The international organisation ICAO issues and regularly updates standards and recommended practices (hereinafter as SARPs) that are covered by nineteen Annexes to the Convention on International Civil Aviation (the Chicago Convention), whereby they are formulated so that they provide the minimum requirements to be fulfilled by each ICAO member state regardless of their size and complexity of the respective actions of their civil aviation. Each ICAO member state is responsible for developing equal national regulations and rules that contain enough details to ensure the required level of safety.

ICAO Annexes provide detailed instructions pertaining to individual aspects of civil aviation, in particular of technical and operational character. The Czech Republic has pledged to implement, within the maximum scope possible, the changes and amendments accepted under their changes and notify (report) potential deviations from the national regulatory framework from the standards stipulated in the above mentioned Annexes.

The **set of binding EU legislation** comprises regulations and directives that are published in the Official Journal of the EU. The regulations are directly binding in the Czech Republic and there is no need to transform them into the legal framework. On the other hand, the content of the regulations that are binding in terms of their required result must be transposed into national laws.

By their content, European laws regulating civil aviation may be divided into several thematic areas.

Basic Regulation		
Initial Airworthiness	Continuing Airworthiness	Occurrence Reporting
Aircrew	Air Operations	Aerodromes (ADR)
Air Traffic Management/Air Navigation Services (ATM/ANS)	Air Traffic Controllers (ATCO)	Standardised European Rules of the Air (SERA)
Fees and Charges	Fines and Penalties	Standardisation Inspections
Unmanned Aircraft Systems (UAS)	Air Accident Investigation	Other

Figure 3 – Areas partly or fully covered by EU regulations

2.1.2 Operating regulations / requirements

Based on the provision of § 102, Art. 2 of the Civil Aviation Act the operators of airports and aeronautical facilities, entities entrusted with the operation of air services, operators of aviation activities, as well as other entities involved in civil aviation, are obliged to observe the aviation regulations that are issued in compliance with international agreements, that are parts of the national legislation, in the wording adopted by the Czech Republic on behalf of the Ministry of Transport.

In the Czech Republic, the so-called L-series aviation regulations are those that publish transformed standards and recommended procedures (SARPs) of the ICAO Annexes. Some ICAO documents (especially PANS status documents – Air Navigation Procedures) are also issued in the Czech Republic like the L-series regulations (e.g. the L 4444, L 7030, L 8168, L 8400, L 10066 regulations). Within the Czech Republic, these regulations, both in printed and electronic form, are published upon the order of the state by the ANS CR through its organisational units – Aeronautical Information Management (AIM).

The fundament of European regulation in civil aviation is the regulation of the European Parliament and Council (EU) 2018/1139 on the Common rules in civil aviation and on the constitution of EASA (hereinafter as the Basic Regulation) and its implementing regulation. The European regulatory framework has thus already implemented many SARPs from the ICAO Annexes.

The scope of action of the Basic Regulation is limited by its Annex I, which contains an overview of aircraft (weight limits, experimental aircraft, etc.) not covered by the European regulatory framework which further fall fully within the national regulation (so-called Annexed aircraft). For the Czech Republic it is thus necessary to continue maintaining a comprehensive national system of regulation (through using the L-series regulations) to enable the operation of this aircraft as well. The national system of regulation controls, for instance, also the delivery of information to known traffic at unregulated airports where air traffic services are not provided.

2.1.3 Management of the regulatory framework

The Czech Republic creates, maintains, and disseminates the national legislative framework and specific regulations in compliance with international and European standards. Changes necessary for the effectiveness of this regulation are processed upon a continuous evaluation of impacts of the regulation including safety analyses. Continuous changes to ICAO SARPs and the EU regulatory framework are also investigated in terms of impacts on the existing legislation, the defined procedures, and the advisory material. The Ministry of Transport determines the way/procedure of reviewing such impacts with the specific changes and identifies the subjects which will be invited for a review. If needed, the Ministry may also authorise the Civil Aviation Authority to carry out investigation procedure and request the organisations concerned to carry out a regulation change impact safety analysis with a proposal for its proper and effective implementation. For such procedure, CAA shall use a list of relevant organisations and contact persons (generated and updated by CAA). The Civil Aviation Department of the Ministry of Transport assists the Civil Aviation Authority in evaluating safety analyses. The Ministry of Transport and CAA manage the list of adopted measures in their competence and monitor their implementation.

The Czech Republic is bound by an obligation to report to ICAO any deviations of the regulatory frame effective in the Czech Republic from the standards published in the ICAO Annexes.

The L-series regulations valid in the Czech Republic are available on the website of the Aeronautical Information Service of ANS CR:

https://aim.rlp.cz/predpisy/predpisy/index.htm

The European regulations are available through the Official Journal of the European Union at:

https://eur-lex.europa.eu/homepage.html?locale=en

The national legislation is available from the Collection of Laws.

2.1.4 Management of SSP-related documentation

All records necessary for documentation and support of activities issuing from the State Safety Programme (hereinafter as SSP) are maintained in compliance with documentation management system of each organisation involved. These documentation management systems include requirements for the identification of a document, its legibility, retention, accessibility, retention period, shredding, or archiving.

2.2 Safety-related duties and responsibilities of the state

2.2.1 Responsibilities in SSP

The subject primarily responsible for developing and publishing SSP is the Ministry of Transport. CAA is responsible for a significant number of tasks related to safety oversight and preparation of regulation related to civil aviation; therefore it actively participates in the preparation of this document and is, within the entire scope of its competence, responsible for the implementation of actions issuing from this document.

Within the European Union, many activities issuing from the safety management principles on the level of state described in ICAO advisory materials are delegated to the EASA agency and the European Commission. The description of these activities and division of responsibilities are stated in the European European Aviation Safety Programme, which is issued by the European Commission.

2.2.2 Responsibilities and essential sources pertaining to SSP

Accountable manager for the SSP is the director of the Civil Aviation Department of the Ministry of Transport, who is responsible for setting the policy and strategy in order to ensure correct functioning of the SSP.

Activities related to implementation and application of SSP have been delegated to CAA and the manager responsible for these purposes is the director of the CAA. Within an approved budget, the CAA's director controls the allocation of the budget and the human resources of the CAA. Through this he is able to ensure, to the maximum degree possible, that the aforementioned resources are allocated so as to support the activities issuing from the SSP.

The person responsible for the everyday operation of the activities issuing from the implementation and application of the SSP is the management system manager of the CAA control system who, in these issues, directly reports to CAA's director. The CAA management system manager and CAA director take part in coordination meetings with the MoT (in particular with the accountable manager for the SSP) in order to deal with issues based on SSP-related activities and the implementation of the SSP.

As the statutory representative of the CAA, the CAA director holds a final responsibility for the setting, maintaining, and control of the system for issuing all certificates and licences, for a continuous supervision over these certificates and licences, and for dealing with issues related to safety within the CAA.

2.2.3 Safety management at CAA

Within CAA there is a Safety Action Group (hereinafter as SAG) established for dealing with safety issues, which deals with specific issue of implementing the company management principles, and presents to the CAA director and the managing board proposals for measures aimed at increasing safety based on the SSP. The main activity of the SAG group is a continuous assessment of safety risks, classification of these risks, preparation of related measures and evaluation of their effectiveness. In relation to this the SAG delivers outputs for the CAA director and the managing board, including an analysis of safety performance in civil aviation.

The SAG also acts as part of the SSP implementation team in order to steer its further development. In this role the SAG delivers continuous identification of the shortcomings of the SSP e.g. through difference analysis and presents them for a review and further approval, initially to the managing board, and then through the CAA director also to the accountable manager for the SSP, along with a plan of implementation of changes aimed at the elimination of the shortcomings. The head of the SAG action group is the CAA safety inspector.

Based on the outputs of the SAG group and the meetings of the Committee (see Provision 2.2.4), CAA in cooperation with AAII formulates the State Plan for Aviation Safety (hereinafter as SPAS), in which it evaluates the efficiency of previously adopted measures issuing from the application of the SSP, evaluates safety performance in civil aviation per the previous year, and introduces new measures adopted for the identified portfolio of safety risks. Under SPAS, CAA considers also the risk portfolio published on European and global level. The European Plan for Aviation Safety (EPAS) is annually updated with the regional plan formulated by EASA for the next five years.

2.2.4 Coordination Committee of the Czech Republic for Civil Aviation Safety Issues

The Coordination Committee of the Czech Republic for Civil Aviation Safety Issues (hereinafter as the Committee) consists of nominated officers responsible for the safety of civil aviation from all the subject of the state administration active in civil aviation, representatives of leading operators and providers of services

from the Czech Republic and representatives of other associations and groups active in civil aviation. The actual composition of the Committee is the competence of the accountable manager for the SSP (director of the Civil Aviation Department of the Ministry of Transport), who also chairs the Committee. The manager responsible for the implementation and practical application of the SSP (CAA director) is also involved in the organisation and ensuring of the Committee's activities.

The meetings of the Committee usually comprise a part where only the representatives of the state administration are present, and a part that is open also to other nominated representatives. The meetings take place regularly, typically once per year. Relevant conclusions may be also accepted during the meeting of the Committee, and tasks assigned. Accountable manager for the SSP remains the responsible person for the approval of the conclusions and allocation of the tasks within the scope of the Committee's activity.

The output of the Committee's meeting is mainly the identification of Safety Performance Indicators (SPI), acceptable Level of Safety Performance - ALoSP, associated alert levels and goals set in the past. The list of the possible SPI is provided in Annex No 4 of this document and a list of applied SPI shall be published in the forthcoming SPAS, where the SPI will be monitored and continuously updated.

The outputs of the Committee's activity are used mainly by the CAA for the targeting of the SAG group's activities, during the processing of the SPAS, and also for the purposes of a continuous supervision over the implementation of effective safety management systems (hereinafter as SMS) and individual organisations active in civil aviation.

2.2.5 State safety policy

The Ministry of Transport has processed a declaration of state policy of operational safety in civil aviation. This declaration forms the Annex No 1 to this document.

The commitment of the accountable manager for the SSP and the manager responsible for the implementation of this programme through the State Safety Policy is established in the Annex No 2 of this document.

2.2.6 Acceptable level of safety performance defined by the state

Acceptable levels of safety performance (ALoSP) are currently established throughout all areas of civil aviation following the requirements of Annex 19, and in the Czech Republic similarly also upon the requirements of the L 19 aviation regulation in compliance with the related advisory material published in the ICAO Doc 9859 (Safety Management Manual).

The ALoSP levels have been identified by the European regulation framework for the area of air navigation services (ANS) as part of the performance plan following the Commission Regulation (EU) 2019/317. The European regulatory framework also defines a system of evaluating occurrences in ANS, and in the Czech Republic, in collaboration with the ANS providers to whom pertains the monitoring of performance following this regulation, CAA and AAII deliver the application of a standardized RAT (Risk Assessment Tool) methodology for assessing risks of each prescribed occurrence. Individual reporting to assess seriousness is required for occurrences from the Separation Minima Infringement category, Runway Incursion category, and specific technical occurrences in air traffic management (ATM-specific occurrences). Outside the framework of the obligatory requirements, the Czech Republic uses also a unified format for the cases of unauthorized Airspace Infringement category of occurrences.

Acceptable levels of safety performance (ALoSP) exceeding the framework of the above stated areas from the ATM/ANS and for other domains and related safety performance indicators (SPI) are processed and shall be continuously published under the forthcoming SPAS and at the same time coordinated with the activities of

the EASA Network of Analysts group in order to ensure compliance with the framework of these indicators on EU level. The Czech Republic actively participates in the activities of the Network of Analysts; the Czech Republic is represented by the AAII with the support of the CAA. To determine appropriate SPI and to focus on current risks in aviation operations, the European Plan for Aviation Safety (EPAS) is the main baseline source for the formulation of the strategy.

Under all the safety management processes, AAII, with the support of CAA, delivers an Analysis of Air Accidents and Incidents, and an Annual Report on Operational Safety, which provides input data for the forthcoming SPAS in order to ensure the monitoring of the key safety indicators and a follow-up implementation of relevant measures to reduce the identified key risks.

2.2.7 SSP revisions and improvement

CAA is the entity responsible for the monitoring of the effectiveness of the SSP and for the presentation of proposals towards its continuous improvement to achieve the defined goals of the Czech Republic in safety. The SSP itself and the actions issuing thereof are subject to continuous reviewing within the entire state administration system in civil aviation. The report on the SSP performance presented by CAA is the subject of the Committee's meetings. To ensure this monitoring, CAA has adopted procedures for monitoring performance in civil aviation safety.

The continuous improvement of the procedures depends on the identification of the relevant SPI, on data collection, on an analysis of actual own performance in the safety area based on these indicators, on the planning and implementation of measures towards the dealing with the identified weak points in safety and adverse trends, and also on the monitoring of the effectiveness of these measures.

The selected SPI are continuously subject to reviewing whether they are still relevant in terms of the set goals and whether they comprise also the newly identified hazards and risks.

This document will be further modified as required to encompass any changes of the SSP that will be required by the above mentioned process of reviewing their efficiency.

2.3 Aviation accident investigation

The fundamental principles for investigating the causes of air accidents and incidents in EU member states are stipulated in the requirements laid down in Annex 13 to the Chicago Convention and in the provisions of the European Parliament and Council (EU) regulations No 996/2010 as of 20 October 2010, on the investigation and prevention of accidents and incidents in civil aviation, and on the abolition of Regulation No 94/56/ES. The essential goal during the collecting, processing, and evaluation of reported occurrences is also to continuously contribute to the improvement of services in aviation.

In the Czech Republic, upon the relevant provisions of the Civil Aviation Act, the information on air accidents and serious incidents are collected and analysed by an independent body – the Air Accident Investigation Institute in Prague (AAII), which also identifies the causes of such accidents and incidents and formulates statements and safety recommendations towards the mitigation and elimination of such occurrences. The AAII, based on the regulation of the European Parliament and Council (EU) No 376/2014 analyses a reported occurrence, classifies it upon the ECCAIRS taxonomy, assesses and evaluates the overall safety risk using the common European Risk Classification Scheme (ERCS) and reports the information to the European Central Repositary (ECR) managed by the European Commission. The AAII also collaborates with bodies or subjects from other EU member states in expert investigation of the causes of air accidents and incidents pertaining to civil aviation.

The AAII delivers expert investigation of the causes of air accidents and serious incidents independently, without any external interventions from the part of the MoT, CAA, or other bodies. Details on the activities of the AAII and its organisation structure are formulated in a statute approved by the government upon the proposal of the Minister of Transport. In compliance with the valid legislation, AAII as part of its expert investigation of the causes of air accidents and incidents may not deal with an assessment or evaluation of fault or liability.

The Civil Aviation Act also regulates the competence of the AAII in cases of other than serious incidents in identifying their causes and delivering conclusions and safety recommendations if such information and conclusions can be used to prevent them. With regards to the requirements of the practice, it determines the basic principles for authorising legal entities to collect and analyse information on air incidents and accidents involving death, determining their causes, and formulating conclusions and safety recommendations. The authorised entities include, in particular, the Light Aircraft Association of the Czech Republic (LAA CR) as an entity authorized to deliver state administration in matters of sport flying devices, or major air carriers, operators of airports, or operators of air traffic services who meet the identified conditions for the granting of an approval.

Investigation of the causes of air accidents and incidents involving state aircraft is delivered by competent bodies, which include the Ministry of Defence for military aircraft and Ministry of Interior for police aircraft. The AAII collaborates, in a necessary scope, with the Ministry of Defence or the Ministry of Interior during any expert investigation of air accidents and incidents involving state aircraft.

2.4 Implementation of Just Culture policy

The regulatory framework provides required authorizations for organisations of the state administration for an enforced fulfilment of regulatory requirements and imposing statutory penalties on entities, legal or physical, who breach these regulatory requirements.

There might be many reasons for violating aviation regulations. Beginning with misunderstanding of a requirement, through deliberate violation to security threat. The state may react differently to violation of regulations, conditions, and issued certificates and licences. The situations may be resolved without any enforcement measures only to clarify the circumstances and sort out any potential impacts on safety, raising the level of supervision over the entity in question, and initiation of remedial measures, withdrawal or limiting of an issued operation licence, initiation of misdemeanour proceedings, or, in extreme cases, if an occurrence is classified as a crime, referral of the case to law enforcement authorities.

The policy of applying these enforcement measures in civil aviation matters is based on the policy of just assessment (hereinafter as the Just Culture policy). The Just Culture policy is based on a framework stated in the regulation of the European Parliament and Council (EU) No 376/2014, which defines the Just Culture concept as a culture of a society in which workers, officers, and other individuals are not punished for acts, omissions, or decisions that correspond to their abilities, experience, and training, but in which no gross negligence, deliberate violation of rules, and deliberate damage are tolerated.

The policy of applying enforcement measures acknowledges the fact that aviation safety is improved through mechanisms for controlling safety, such as safety management systems (SMS) and systems of voluntary and mandatory reporting. In an effort to support good culture of reporting in the Czech Republic, the policy of applying enforcement measures reflects the need of the organisations and individuals involved in civil aviation having trust in that the reports submitted by them are not used for disciplinary proceedings of any kinds and shall not be made public. The Just Culture policy covers exceptions for the aforementioned cases of gross negligence, deliberate violation of rules, and deliberate damage.

The policy emphasizes the commitments of all the involved stakeholders, the applied enforcement measures, the impartiality of such measures, the proportionality and appropriateness of the reaction, natural justice, and responsibility. Implementation of the Just Culture principle in transport for the purposes of this document is delivered by MoT with the support of the CAA. More information is provided in Annex No 3 – Declaration of the State on the Implementation of the Just Culture Policy.

Chapter 3
Safety risk management at state level

3.1 Requirements for internal safety management systems of subjects involved in civil aviation

ICAO presents specific operational requirements for the SMS under the SARPs, which are contained in the Annexes to the Chicago Convention, introduced gradually from 2005. These requirements have been gradually transposed into the Czech regulatory framework through the relevant L-series regulations. The organisations, to which these requirements of the ICAO pertained, included the air operators, organisations authorised to deliver service and maintenance, air traffic services, and airport operators. These ICAO requirements and related advisory material were based on the ICAO handbook of safety management published as ICAO Doc 9859 – Safety Management Manual. The subject of the requirements was mainly the capacity of these organisations to identify danger and control related safety risk.

The requirements for the above mentioned organisations have mostly been already replaced by the EU regulatory framework, which had modified the legislative character of these requirements, which, however, remained essentially unchanged.

The following articles contain references to the requirements for the SMS systems applicable in the Czech Republic for the individual types of organisations.

3.1.1 Air operators

The requirements for air operator SMS are stated in the Commission (EU) Regulation No 965/2012 as of 5 December 2012, which stipulates the technical requirements and administrative procedures pertaining to air traffic following the Regulation of the European Parliament and Council (EU) 2018/1139, in particular its Annex No II, Part ARO, and Annex No III, Part ORO. The requirements for operators to whom the aforementioned regulation does not pertain, are stated in the aviation regulations L 6 - Volume I, L 6 – Volume II, and L 6 - Volume III depending on the type of operation, and are generally described in the L 19 regulation.

3.1.2 Organisations authorised to maintain and manage airworthiness

The requirements for the SMS of approved maintenance organisations (AMO) and continuous airworthiness management organisations (CAMO) are formulated in the Implementing Regulation of the Commission (EU) No 1321/2014, as amended (the regulations that relevantly regulate the Commission (EU) Regulation No 1321/2014 are provided below. In the continuous airworthiness management organisations (CAMO), safety management systems shall be used in compliance with the corrected Commission (EU) Regulation 2019/1383 (see corrigendum to Regulation 2019/1383 as of 4 September 2019) from 24 March 2020, and the organisations must implement them by 24 April 2022, at the latest (the original deadline “by 24 April 2021” had been postponed through Commission (EU) Regulation 2021/700 due to the Covid-19 pandemics). In the approved maintenance organisations (AMO), the safety management systems shall be used in compliance with Commission (EU) Regulation 2021/1963 from 2 December 2022 and the organisations must implement them by 2 December 2024 at the latest.

3.1.3 POA organisations

The requirements pertaining to SMS of organisations responsible for aircraft production (POA) have not yet been published on the EU level, and the framework for them is laid down only by the L 19 aviation regulation. Currently, under the RMT.0262 regulation task, EASA is processing an amendment of the Commission (EU) Regulation No 748/2012 and the annex thereto (Part 21), and is working on the related acceptable means of compliance and advisory material regarding requirements for authorities and organisations related to safety management systems.

The CAA shall continuously inform on its website about the anticipated date of acceptance of these amendments and on the impact of the changes.

3.1.4 Aerodrome operators

The requirements pertaining to SMS of airport operators are stated in the Commission (EU) Regulation No 139/2014 as of 24 February 2014 which stipulates the requirements and administrative procedures following the European Parliament and Council (EU) Regulation 2018/1139. Requirements pertaining to SMS of airports not covered by the above regulation are stated in the L 19 aviation regulation.

3.1.5 Air navigation service providers

Requirements pertaining to SMS of air navigation service providers are stated mainly in the Commission (EU) Implementing Regulation 2017/373 as of 1 March 2017, as amended. The issues of administrative procedures related to compliance and certifications of air traffic controllers are determined by Commission (EU) Regulation 2015/340 as of 20 February 2015.

Further safety requirements are defined for the field of ATM/ANS by European Parliament and Council (EU) Regulation 2018/1139, relevant regulations for SES, and their rules of implementation.

The CAA continuously informs on its website about the anticipated date of acceptance of these new requirements and on the impacts of the changes.

3.1.6 Approved training organisations

Requirements pertaining to SMS of approved training organisations are regulated by Commission (EU) Regulation No 1178/2011 as of 3 November 2011, as amended, which stipulates technical requirements and administrative procedures pertaining to crew personnel in civil aviation following European Parliament and Council (EU) Regulation No 216/2008.

Safety requirements for training of air traffic controllers are regulated by Commission Regulation (EU) 2015/340 as of 20 February 2015, which stipulates technical requirements and administrative procedures pertaining to certificates of compliance and air traffic controller licences following the European Parliament and Council (EU) Regulation 2018/1139, which amends the Commission (EU) Implementing Regulation No 923/2012, and which cancels the Commission (EU) Regulation No 805/2011.

These regulations contain the requirements for the SMS for approved training organisations, operators of training facilities using flight simulators (FSTD), and aviation medical facilities.

3.1.7 Apron management services

Requirements for SMS pertaining to apron traffic management service operators are regulated by Commission (EU) Delegated Regulation 2020/1234 as of 9 June 2020, which amends Regulation (EU) No 139/2014. This

regulation stipulates the conditions for declaration of organisations responsible for apron traffic management services and defines the implementing regulations formulating the requirements for providers pertaining to SMS. The Regulation (EU) 2020/1234 shall be used from 20 March 2022.

3.1.8 Ground handling service providers

Providers of ground handling services shall observe standards, recommended procedures, and manuals published by the International Association of Air Transport (IATA). Outside the scope of the recommendation, providers usually undergo IATA supervisory activities to ensure high level of safety of the ground handling process (IATA Safety Audit for Ground Operations - ISAGO).

To support the coordination of actions in the airport operation and with regards to the ensuring of operational safety it is recommended to introduce the principles of the ground handling service providers' safety management and take part in meetings of expert action and advisory groups active at airports.

3.2 Safety management performance agreement with service providers in civil aviation

Under the process of approving an organisation's SMS, the Civil Aviation Authority evaluates, and, possibly upon agreement, approves the SPI proposed by the organisation and the related targets (SPT) and alert levels. The proposed SPI must comply with the SPI published in Annex No 4 of this document and with the SPI that will be further detailed under the forthcoming SPAS. The organisation shall monitor the proposed SPI pertaining to the given area unless the operator proves that the given SPI are irrelevant for its purposes or those they do not pertain to it.

The Ministry of Transport and the Civil Aviation Authority acknowledge that the introduction of a safety management system differs between organisations and ranges between different levels per each of the organisations, and that the actual systems differ in their level of advancement. Due to this it is possible that the CAA may approve a plan of SMS implementation that considers an SPI approved by the CAA at a later phase of SMS implementation. However, for a full approval of the SMS it is required that the CAA is convinced that the proposed SPI are proportionate, adequate, and that they comply with the activities of the given operator.

3.3 Regular assessment of relevant organisations' SMS

In civil aviation areas where a safety management system is implemented, SMS is a part of oversight activities delivered by the CAA. These oversight duties are stated also in parts of the implementing European regulatory framework dealing with the requirements pertaining to official bodies (Authority Requirements).

This part of oversight ensures that the SMS systems and the relevant SPI and targets are the subject of regular assessments ensuring their proper implementation, effectiveness, and the fact that they remain appropriate and compliant with aviation activities of the given service provider.

Chapter 4
Ensuring civil aviation safety at state level

4.1 Safety oversight

Under the scope of this programme, delivery of oversight of safety of civil aviation in the Czech Republic is entrusted to the CAA; MoT is in the role of an appellate authority and a subject responsible for national legislation and for the overall concept of air transport at national level. As such, the CAA delivers mainly the initial certifications, licences, and authorizations including the necessary specifications of operating conditions and the follow-up supervision over the fulfilment thereof by the service providers.

The control mechanisms include inspections, audits, and other activities, such as e.g. surveys to ensure effective implementation of the applicable requirements. The EU regulatory requirements pertaining to safety oversight aimed at relevant authorities are implemented by the CAA.

The system of oversight developed in the Czech Republic aims towards the safety management requirements, including the process of hazard identification and safety risk management. CAA focuses on the implementation of these systems from the part of the individual service providers. Moreover it should ensure that these systems are implemented effectively and that they have the required effect on the safety risks.

The system of supervision over civil aviation has been, is, and will continue to be the subject of many audits and standardisation actions from the part of ICAO, European Commission, and the EASA agency. The Czech Republic fully supports these activities and strives for being one of the states with the best level of implementation of the relevant standards, and with the best level of control over its safety risks.

4.1.1 Initial authorization process

The process of initial authorization from the part of the state covers authorization of organisations, granting of licenses to pilots, air traffic controllers and other personnel, airport certification, authorization of facilities and devices for training using flight simulators (FSTD), authorization of entities providing flight procedure development services, etc.

EASA is responsible for the certification of products and parts within the scope of action of the Basic Regulation.

Continuous oversight activities ensure that the organisations and entities authorized by the state continuously deliver their duties. The state has a range of enforcement and enforcement measures that it may use in case of identifying non-compliance with the regulatory requirements (for more on the policy of using the enforcement measures, see Chapter 2.4).

The initial authorization processes specifying technical and administrative requirements are described in relevant directives and manuals of the respective CAA departments. CAA also publishes methods and advisory manuals available to the public on its website https://www.caa.cz/en/. The CAA procedures comply with ICAO requirements provided in the relevant annexes to the Civil Aviation Convention, to the requirements for the relevant authorities contained in the EU regulatory framework, and of course also with the applicable national legislation.

The authorization process includes specific procedures for approving operator's SMS upon the requirements stated in Chapter 3.1.

4.1.2 Safety oversight of manufacturers and service providers

Continuous oversight of authorized organisations is delivered by means of planned and unannounced inspections and audits intended to ensure acceptable level of the subject's compliance with the regulatory framework and to the verification that the activities delivered by the given organisation are delivered safely. The respective inspections delivered by the CAA cover also the effectiveness of the given SMS.

The CAA gradually implements systems and procedures supporting the collection of safety data during the actual audits, evaluates them, and allows for further monitoring. Besides other, this system allows for a more efficient and transparent implementation of principles of oversight based on performance and risk.

4.1.3 Internal review of SSP effectiveness and quality assurance

The CAA, as a body responsible for state safety oversight in civil aviation and for the practical implementation of this programme, has an established system of monitoring compliance of its management system and related requirements for this system. The compliance monitoring system is supported by the function of an internal audit, which, besides other things, aims to verify the fulfilment of set goals and ensure that all the relevant requirements for the civil aviation oversight system are properly delivered. The internal audits include also an inspection of this programme's implementation and performance.

The CAA appoints a compliance monitoring manager, who, in these activities, directly reports to the CAA director. The CAA also establishes a group of internal auditors comprising CAA personnel with adequate knowledge and skills, which allows the CAA to deliver internal audits independently, in required quality, and in all the necessary fields of expertise.

4.1.4 External review of the effectiveness of the SSP - standardisation

External standardisation inspections delivered by EASA agency

Part of the EASA authorization determined by the Basic Regulation is also the ensuring of standardised implementation of this regulation and its implementing regulations across all the EU member states. To ensure this standardisation, EASA delivers regular standardisation inspections of the EU member states in all areas of its competence. The aim of these inspections is to ensure uniform implementation of the implementing requirements and verify that the implementation of the requirements is effective, meets its purpose, and that they are correctly interpreted.

The inspections are delivered upon a published procedure that covers also a detailed system of keeping records about all the inspections, identified non-compliances, and agreed remedial measures.

External audits delivered as part of ICAO standardisation

ICAO delivers standardisation activities as part of its Universal Safety Oversight Audit Programme (USOAP) over all signatory countries of the International Civil Aviation Convention. The first general auditing cycle took place between 2005 and 2012 and currently ICAO moved on to a next phase of this activity, which is based on continuous collecting of data from the individual member countries. A comprehensive ICAO standardisation audit in the Czech Republic took place in 2005 and at the moment the public authorities fully collaborate with ICAO on delivering the continuous monitoring programme.

4.2 Collection, analysis, and dissemination of safety data

4.2.1 Mandatory reporting system

European Parliament and Council (EU) Regulation No 376/2014 as of 3 April 2014 on the reporting, analysis and follow-up of occurrences in civil aviation the reporting, analysis and follow-up of occurrences in civil aviation is directly applicable in the Czech Republic. This regulation entered into force on 15 November 2015, amended the European Parliament and Council (EU) Regulation No 996/2010 and replaced the European Parliament and Council (EU) Directive No 2003/42/EC, Commission Regulation (EC) No 1321/2007 and Commission Regulation (EC) No 1330/2007.

Upon the aforementioned regulation, the competent authority is the AAII and its responsibility is to introduce and maintain an effective mechanism for the selection, collecting, evaluation, and safekeeping of the relevant reports of occurrences in civil aviation.

The system of mandatory reporting is, even in a number of its implementing regulations, referred to the Basic Regulation, for which the CAA is identified as a competent authority by the Civil Aviation Act.

From 15 November 2015 the AAII introduced a system for mandatory reporting on its website https://reporting.uzpln.cz/. At the same time it manages also a system for reporting occurrences, to which the aforementioned regulation (EU) No 376/2014 does not apply (reporting following the L 13 aviation regulation). The reported information is saved in the ECCAIRS national database (European Co-ordination Centre for Accident and Incident Reporting Systems), where AAII saves also other information collected during the investigation of a reported occurrence, both obtained through the activity of the AAII, or through its authorised organisations, and also information obtained during the investigation by the organisations themselves (in case of occurrences not investigated by AAII) as part of their SMS.

On the basis of identified and described needs, the CAA has an ensured access to the national ECCAIRS database and uses the data store therein for the purposes of its own system for safety information management.

The system allows for processing analyses upon the saved data and grouping of information pertaining to the individual organisations, areas of aviation, and of the state as a whole. The information is then used both by CAA and AAII during collaboration on publishing the Annual Safety Report, for data exchange with the European Central Register, and for the updating of SPAS.

Regulation (EU) No 376/2014 also provides protection to those who report occurrences and circumstances of how the state may handle the reports.

4.2.2 Voluntary / confidential occurrence reporting system

Any entity or individual involved in aviation operations not covered by the mandatory occurrence reporting system is supported towards voluntary reporting of occurrence they witnessed, in the shortest time possible to the AAII, or CAA, and to providing other information about this occurrence if they shall be required.

Besides that, certain workers in certain situations must have full trust in the mandatory reporting system implemented by their employers and in the protection it offers to them. In such a case such an entity may file a confidential report directly to the AAII or CAA using the voluntary reporting system.

There is an AAII website established for filing these voluntary reports: https://reporting.uzpln.cz/, and CAA has established its website https://caa.cz/dokumenty/formulare/dobrovolne-hlaseni-udalosti-v-civilnim-letectvi/.

The form on the CAA website serves as an auxiliary form for enabling an alternative way of reporting. The AAII website serves as a primary form for filing voluntary reports; it contains a standard report form and it is linked also to other procedures and processes defined by AAII.

4.3 Surveillance focused on areas of increased concern or need based on safety data

Activities issuing from SSP provide a way of analysing and evaluating the performance of the entire civil aviation system in the Czech Republic. These include also the process for collecting information, process of their evaluation, identification of threats, and process of evaluating associated risks. A specific step is represented also by the formulation of relevant measures for mitigation of the identified risks and monitoring whether the respective measures have been implemented and whether they are effective.

The above described processes are delivered predominantly by the CAA and AAII, which closely collaborate on safety information exchange issues based on their Agreement of Mutual Coordination and Performance of Actions in Civil Aviation.

Risks are identified mainly upon received reports on occurrences in civil aviation, from supervisory activities delivered by CAA, from the output of apron inspections programme, as part of the oversight over the changes of functional systems and similar activities, from information on changes of intensity of air traffic, from information received from other subjects, etc. The outputs from the aforementioned analyses enable the state to flexibly react to identified safety threats, to effectively plan supervisory actions, and to identify areas of increased concern. Areas of the highest concern are managed through SPAS.

Chapter 5
Promoting safety operation at state level

5.1 Internal training, communication and dissemination of safety information

5.1.1 Internal training in SSP, SMS and safety

Training and programmes dealing with the development of staff involved in SSP implementation are documented and controlled through established management systems. Training programmes outline specific annual training plans pertaining to each individual employee.

State administration bodies have established management systems that cover a feedback system aimed at achieving efficiency of management. All procedures are subject to regular revision ensuring that information is up-to-date. Changes of regulations are assessed to ensure the implementation thereof into already established procedures, advisory materials, training programmes, and employee training plans. Inspectors receive trainings to achieve competence for assessing safety management systems, evaluation of risks, and supervisory engagement.

5.1.2 Internal communication and dissemination of safety information

Information about safety performance is disseminated typically by means of regular reports, final reports on the investigation of air accidents and incidents, dedicated safety bulletins containing detailed analyses, presentations focusing on safety as part of safety panels, and in comprehensive Annual reports.

Through the system of state administration the information then spreads through the interdepartmental groups and especially the Coordinating Committee of the Czech Republic for Civil Aviation Safety Issues.

5.2 External training, communication and dissemination of safety information

5.2.1 External training in SSP, SMS, and safety

In the Czech Republic, activities aiming towards dissemination of information on safety and activities supporting knowledge-building on safety management principles are supported. The everyday activities of the CAA inspectors include promotion and dissemination of information related to safety and performance in safety using established procedures and advisory materials issued by international activities.

External technical training takes place as required. Internal training of new/amended procedures is ensured by authorized qualified inspectors. On the level of state administration organisation in civil aviation, systems of record-keeping are established for the personnel, as well as systems of staff qualification and certificates issued to them.

CAA holds regular specialist seminars or conferences with the aim to enable sharing of established procedures in safety risk management.

5.2.2 External training in SSP, SMS and safety

The Czech Republic, in particular the CAA, disseminates and promotes updated information and supportive material pertaining to safety issues. For these matters it uses well-established communication channels, such as websites, expert periodicals, official notice boards, or personal meetings and dedicated occurrences. In this way the outputs of the CAA are disseminated along with the shared outputs of other aviation authorities of other countries, EASA, ICAO, etc. Besides that, materials published by dedicated subjects are also published, such as those by the Safety Management International Collaboration Group (SM ICG), European Strategic Safety Initiative (ESSI), etc.

For this purpose there are also many communication and coordination platforms of national supervisory bodies and certification authorities, both on EU level as well as on the level of airspace functional blocks aimed at sharing relevant experience and disseminating established procedures in safety oversight of civil aviation.

Annex 1

Declaration of State Safety Policy in Civil Aviation

Ministerstvo dopravy

MDCRX013QQZG

Prague, 16 November 2021

Ing. Jan Sechter
Deputy Minister

DECLARATION OF STATE SAFETY POLICY IN CIVIL AVIATION

Operational safety management (hereinafter "safety management") is one of the key responsibilities of the Czech Republic in civil aviation. The Czech Republic manages and continuously improves the State aviation safety programme, particularly using materials of ICAO and other international aviation organisations, which covers procedures for ensuring the highest possible level of safety and fulfilment of both national and international regulations in this area.

Holders of aviation licences issued by the respective bodies of the Czech Republic will be always required to prove that their organisation management systems relevantly cover the safety management elements. The aim of this approach is the improving of safety level, and not just in civil aviation, but also in the operation of state aircraft.

In the civil aviation of the Czech Republic, ensuring of a necessary level of performance in safety management is the responsibility of respective managers on all management levels.

The Czech Republic is ready to:

a) Based on an analysis of the aviation system of the state to update general regulatory and specific operational requirements reflecting safety management principles;

b) Consult with all segments of aviation the matters relating to the development of the regulatory requirements;

c) Support safety management in civil aviation through effective systems of both mandatory and voluntary reports, and open communication of safety issues;

d) In all spheres of aviation to promote the Just Culture policy that shall ensure that no information obtained from voluntary reports remains unused as a basis for penalty – with the exception of cases of gross negligence or intentional non-compliance with obligations;

e) Promote measures for the protection of the safety data collection and processing systems with the aim to motivate towards the delivery of information on hazards and risks and to ensure exchange of data for safety management between civil aviation subjects and state administration bodies;

f) Effectively cooperate with all civil aviation subjects on dealing with safety issues;

g) Adopt such measures that will allow the state bodies, responsible for safety surveillance, to facilitate the securing of sufficient resources and professionally competent personnel and possibilities of their further training to allow these bodies to fulfil the relevant tasks, not just in safety, but also in other areas;

h) Through these bodies to perform surveillance and monitoring based not just on the fulfilment of regulatory requirements, but also on the monitoring of trends of development of defined operational safety indicators;

i) Identify safety risks and adopt effective measures to eliminate them;

j) Promote concepts and principles of safety management (SMS) in all civil aviation organisations and supervise their implementation in line with the respective regulations.

This policy shall be understood, introduced, implemented, and observed by all personnel involved in all areas of state aviation oversight in the Czech Republic.

Jan Sechter

Deputy Minister

Annex 2

State Safety Policy

The Ministry of Transport in collaboration with the Civil Aviation Authority of the Czech Republic (CAA) promotes the principles of safe operation and delivers state safety oversight of civil aviation in the Czech Republic. It is committed to develop and implement effective strategies, regulatory framework and processes towards ensuring that aviation operations subject to state oversight achieve the highest possible level of safety. For this purpose, the Ministry of Transport and CAA devote necessary financial resources and strive for recruiting and keeping personal that is sufficiently experienced and capable of delivering actions required for a continuous state surveillance and activities issuing from the responsibilities of the state in safety management.

Civil aviation safety in itself is currently on a very high level thanks to long-term effort of all the involved individuals and organisations. The Ministry of Transport and CAA continue to support these efforts thanks to using and sharing established procedures published by the International Civil Aviation Organisation (ICAO) and European Union Aviation Safety Agency (EASA).

To ensure the highest possible safety of civil aviation in the Czech Republic it is necessary to continue following and using the current international standards and recommended practises. In compliance with the above standards, CAA gradually incorporates in its oversight processes the methods for processing and analysis of data and strives to plan the oversight and other activities through a system based on real performance and data processed. If the character of the analysed data requires it, the CAA also focuses its activities based on the risk on areas of increased concern.

The CAA shall continuously monitor performance in safety through indicators of this performance, which have been established at the level of state, and through indicators set by the service providers. These service providers will be subject to mutual cooperation and collaboration with the aim to identify further weak areas and increase safety.

The CAA shall apply the latest trends in proactive monitoring of performance in safety and shall support all the stakeholders in civil aviation in understanding what benefits similar strategies of proactive and predictive management offer and introduce. It shall assign great importance mainly to positive safety culture and an effective system of safety management. The CAA shall assist all the stakeholders in civil aviation in the issues of developing and maintaining safety management systems and shall support the efforts towards collecting, processing, and sharing of information relevant for safety under the implementation of the Just Culture principle.

In Prague, on the date of:

…….

David Jágr

Director
Civil Aviation Authority
of the Czech Republic

.....

Zdeněk Jelínek

Director
Civil Aviation Department
Ministry of Transport

Annex 3

State declaration on the implementation of Just Culture policy

Background

The Just Culture principle is firmly connected to the policy of adopting enforcement measures, which is applied by the Civil Aviation Authority (CAA), Ministry of Transport, and other concerned authorities and bodies of state. This policy aims towards the promotion of compliance with regulatory requirements linked to civil aviation safety in a way that is appropriate and adequate. Implementation of principles in safety management essentially requires that this policy supports activities and processes that are set under the State Safety Programme, especially those that pertain to the support of implementation of safety management systems (SMS) by the individual service providers and other subjects involved in civil aviation.

The policy of implementing the Just Culture policy allows the service providers to deal with certain situations and occurrences internally within the context of their own SMS without any other enforcement measures from the supervisory bodies. The Just Culture policy also supports systems of reporting occurrences by entities and organisations with a guarantee that such reports shall be used only for further improvement and increasing of safety level.

However, intentional violations of the regulatory requirements will be dealt with and may be, if necessary, the subject of conventional enforcement measures. The process of applying enforcement measures clearly distinguishes between intentional and deliberate violations and unintended mistakes or deviations from the processes.

Enforcement measures

Thanks to Act No 49/1997, Coll. On Civil Aviation, many enforcement measures are available mainly to the CAA. CAA performs analyses and investigations of the individual violations of the regulatory basis upon the character and severity thereof.

There might be many reasons for deviations from the regulations. From a mere misunderstanding of a regulation to intentional and deliberate violation of civil aviation safety. CAA has a number of tools available for enforcing regulatory compliance:

1. Controlled discussion with the holder of an authorization/licence/certificate in order to clarify the problem and agree on further solution of the situation.
2. Written notice from the part of the supervisory body towards the authorization/licence/certificate holder specifying the time period for resolving the situation (opening of the finding).
3. Imposition of a sanction in compliance with applicable legislation.
4. Restriction, suspension, or withdrawal of an operation licence, authorization, or certificate.

Other tools may be used e.g. by the prosecution authorities, which, upon an initiative, may also initiate criminal proceedings. The supervisory bodies apply mainly measures not involving sanctions and restrictions.

Anyway, it is not always suitable to use this policy in all cases. The ways how the most appropriate type of measure is selected and used, are described further in this declaration.

Enforcement and safety management

Special operational regulations require the entities and organisations to implement safety management principles, including: collecting and evaluation of safety information, evaluation of own performance in safety matters, and reporting of cases of non-compliance with the required level of safety to the supervisory body. Mechanisms enabling these functions include e.g. the following:

1. The SMS system, as it is required from many commercial organisations involved in civil aviation.
2. Mandatory reporting of selected cases when anticipated safety level has been reduced.
3. Voluntary of other cases when anticipated safety level has been reduced.

Protection of information provided in voluntary and mandatory reports is anchored particularly in the provisions of the European Parliament and Council (EU) Regulation No 376/2014 as of 3 April 2014 on reporting occurrences in civil aviation, analysis of these reports, and follow-up measures. The supervisory bodies use this information purely for the purposes of maintaining and increasing safety level, except individually judged cases stated in the aforementioned regulation.

In civil aviation matters, the state authority fully supports the SMS principles and their mechanisms and acknowledges their importance and contribution to the safety of the entire system of civil aviation. In accordance with the Just Culture principle the aim of the enforcement policy of the supervisory bodies is not to demotivate people and organisations in the matter of using these mechanisms, especially in the matter of reporting systems due to possible fear of the sanctions.

In the matter of enforcement, CAA applies the following principles upon information obtained by means of SMS mechanisms:

1. CAA shall not impose sanctions or other enforcement measures if the safety level violation is settled to the satisfaction of the respective CAA inspector under an approved SMS.
2. Information derived from collected data and from systems for the processing of such data under an approved SMS, and information announced under mandatory and voluntary reporting system shall not be used as a basis for enforcement measures imposed against an individual or organisation.

Impartiality of the enforcement measures

The decision on applying enforcement measures on the part of the supervisory bodies shall not be influenced by:

1. interpersonal conflicts;
2. personal profit;
3. circumstances such as race, gender, religion, or political views;
4. personal, political, or financial power of the parties involved.

Proportionality of the measures

Enforcement measures imposed by the supervisory bodies shall be proportionate to the circumstances – the severity of the violation and safety risk they pertain to. Proportionality shall correspond to the following principles:

1. The supervisory bodies shall adopt tough and vigorous enforcement action against those who repeatedly or deliberately violate safety regulations and procedures.
2. The reaction of the supervisory bodies shall be less vigorous in case of less severe violation of safety regulations and procedures and shall focus on providing relevant and established methods and raising awareness about the appropriateness of training, or on an appropriate supervision over those who demonstrate determination to deal with the given situation, rather than on sanctions and restrictions.
3. The supervisory bodies shall always consider whether the violation is an act of knowing and deliberate violation or damage, or an unintentional or thoughtless error.

Natural rights and responsibilities

The decision on the application of the enforcement measures shall:

1. be fair and based on relevant administrative procedures,
2. be fully transparent for all the parties involved,
3. take into account the circumstances of each individual case, stance, and actions of each holder of a licence/certificate/authorization,
4. internally and externally investigated in compliance with all the relevant regulations.

Rights of appeal

Neither the enforcement measures of the supervisory bodies nor this declaration on application of the Just Culture policy shall affect the rights of appeal of any individual or organisation. The relevant measures of appeal are a part of administrative procedures and relevant laws. Each individual who becomes the target of the enforcement measures shall be in each such case duly informed about their right to appeal and about the way how to file such appeal. Moreover, outside the framework of the appeal, it shall be always possible to file an official complaint against the procedure of a supervisory authority at any time.

In Prague, the date of:

……. .....……

David Jágr

Director
Civil Aviation Authority
of the Czech Republic

Zdeněk Jelínek

Director
Civil Aviation Department
Ministry of Transport

Annex 4

Safety performance indicators (SPI)

As part of the State Safety Programme (SSP) processes, information regarding safety performance is collected and evaluated. This information includes, in particular, information contained in reports on occurrences in civil aviation (mandatory and voluntary reporting systems), outputs from supervisory activities of the Civil Aviation Authority, information shared under the apron inspections programme, etc. An integral part of the set of information is also the information obtained from the European Union Aviation Safety Agency (EASA), International Civil Aviation Organisation (ICAO), Eurocontrol organisation, and other subjects.

On the basis of a continuous evaluation of this information, a list of **Safety Performance Indicators (SPI)** is constantly formulated and updated.

The SPI listed in this Annex are divided into three blocks:

Block 1 represents indicators related to the quality of the oversight system of civil aviation. The subject of this block is, in particular, the capacity of the Czech Republic to react to changes in transnational regulation, to meet international requirements for establishing an oversight system of civil aviation, and to successfully undergo standardisation actions of the European Union, EASA, ICAO, and other partners.

Block 2 represents indicators on the highest level, which are typically referred to as “safety indicators”. These are basic indicators without any specific operational overlap, and the measurement thereof does not require advanced analytic procedures.

Block 3 aims at specific areas of operation. It is a list of areas of increased concern and also of areas which the organisations involved in civil aviation must deal with as part of their approved safety management systems (SMS). The Czech Republic also evaluates the performance of the civil aviation system in the given areas and takes further necessary action on the basis of the results to achieve an acceptable level of safety. The outputs from the evaluations and the list of the approved risk management measures issuing from SPI Block 3, including an assessment of their effectiveness, shall be published as part of the forthcoming State Plan of Aviation Safety (SPAS).

Under SPI Block 3 it is distinguished whether the given SPI is dealt with under the European Plan for Aviation Safety (EPAS), or under the ICAO Regional Expert Safety Group (RESG EUR/NAT), etc. SPAS also states and deals with measures that are adopted on European or other transnational level.

As the systematic collecting and evaluation of the aforementioned information under SSP in the Czech Republic is at the beggining, not all the **Safety Performance Targets (SPT)** have been identified yet due to a lack of relevant data. These targets will continue to be published for the identified indicators when a sufficient quantity and quality of the data processed allow it.

The SPI and SPT are proposed by the Civil Aviation Authority to the Committee. After an approval by the Committee, the SPI and SPT are published in SPAS, under this Annex to the SSP, and separately also on the respective website of the CAA.

SPI and SPT Block 1

SPI	SPT
Number of raised findings from EASA standardisation inspections classified as immediate safety concern	0
Number of raised findings from EASA standardisation insections for which the supplementary report has been issued	0
Overall level of implementation of the civil aviation oversight system in the Czech Republic by ICAO EI indicator	85 %
Minimum value of the ICAO EI indicator per individual areas under the ICAO USOAP programme	60 %
Minimum fulfilment level of the ICAO EFOD system	95 %
Ratio of deviations from ICAO SARPs notified using the ICAO EFOD system	100 %

SPI and SPT Block 2

SPI	SPT
Number of air accidents per year in commercial air transport	0
Number of serious air accidents per year in commercial air transport	0
Number of fatal air accidents per year	not specified
Number of aircraft air accidents transferred to EASA regulation	not specified

SPI and SPT Block 3

SPI	Other source	SPT
Runway Incursion	EPAS	not specified
Loss of Control In Flight	EPAS	not specified
Airspace Infringement	EPAS	not specified
Mid Air Collision	EPAS	not specified
Controlled Flight Into Terrain	EPAS	not specified
Runway Excursion	EPAS	not specified
Ground Damage	EPAS	not specified
Fire, Smoke, and Fumes	EPAS	not specified