

The Ministry of Infrastructure and Construction



URZĄD LOTNICTWA CYWILNEGO

CIVIL AVIATION AUTHORITY (CAA)

The State Safety Programme

Warszawa, …………………..2016

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Introduction

Preface

Safety is a highest priority and a foundation of operations in civil aviation. In keeping with standards, we unceasingly cater for reaching an ever higher safety level and a balanced development of aviation industry both on national and global levels.

The State Safety Programme is a product of our striving to improve safety-related mechanisms. This document not only reflects the requirements which must be met within the framework of overseeing civil aviation but also depicts such goals which must be achieved by aviation community.

The publication of the Programme is a next stage on the path of continuous enhancement of Polish civil aviation and, as any program of the kind, it will undergo verification and assessment of its effects. Hence, this document should not be treated as a summary of the Government’s efforts to this day in the scope of overseeing the civil aviation in the Republic of Poland, but as the beginning of a new stage of evolution of safety management, through best practice and adherance to global requirements.



Andrzej Adamczyk, Minister of

Infrastructure and Construction

Introduction

Ladies and Gentlemen,

In the contemporary world, civil aviation plays an ever increasingly important role in the lives of citizens. It enables not only safe, comfortable traveling and fastest transport of freight, but also has a positive effect on development of business, thus contributing to the socio-economic development of countries. It is also an essential element of recreational activities. Confronting the challanges and needs of contemporary aviation, the Civil Aviation Authority wants to act in the best interest of the public, through monitoring the levels of safety, protecting passengers’ rights and overseeing aviation businesses. The mission of the President of the Civil Aviation Authority is to take all possible measures for the sake of security and sustainable development of civil aviation in Poland.

One of the staple objectives of the Civil Aviation Authority is to ensure a high level of safety in civil aviation, with implementation and development of the State Safety Programme (KPBwLC) contributing.

This assumption relates to the Transport Development Strategy until the year 2020, adopted by the Council of Ministers, which fact points to aviation safety as one of its goals and corresponds to the aforesaid strategic goal of the Civil Aviation Authority.

The State Safety Programme (Polish acronym KPBwLC) aims at integrating safety-related activities of the State, linked to the management of safety in the scope of legislation, policies and objectives of the State as well as promoting safety and supervision of the safety management systems at entities engaged in aviation business. Annex 19 "Security Management" to the Chicago Convention on International Civil Aviation, of 7 December 1944., set standards for the State Safety Programme and obliged Member States to implement such a program.

Although the most important elements of the Program have already been implemented on the way to fulfilling specific regulations, the CAA wants to continue work aimed to fully implement all elements of the Program and continue their enhancement.

In line with the dynamic development of civil aviation, its system of supervision must evolve continually. Therefore, as the CAA President, I will unceasingly work on updating this document and will be working out detailed solutions in its annexes, having in mind the changing legal environment and current challenges in the scope of safety management as well as comments and suggestions of the aviation community.

Piotr Samson, President of the Civil Aviation Authority

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SUMMARY ...................................................................................................

PART I - Regulations

1.1.Overseeing civil aviation safety

In the past, overseeing civil aviation safety was mainly based on State agencies’ verifying all aviation regulations and standards and their enforcement at aviation entities and at general aviation operators. Owing to the development of civil aviation, and taking modern approach to the management of safety, a concept emerged to supplement safety levels verification with activities undertaken by the management body of a given entity. On such presumption, the entity’s supplementary internal overseeing rounds off the State’s supervision.

The new approach to safety issues has therefore been based on two elements:

1. the safety management system, implemented internally and continually expanded by aviation organizations;
2. the State Safety Programme, under implementation and development by the State.

In keeping with the assumptions of the International Civil Aviation Organization, all ICAO member States have been bound to prepare and implement State Safety Programmes (SSP) and by doing so, adapt their own models of safety management to global standards. The primary role of aviation entities’ Safety Management Systems (SMS) is to draw attention of managers of entities’ resources (human, time, financial, and the like) to undesired, contingent occurrencies at the entities in the future (proactive approach). Identification of future hazards is supposed to be a form of management much more effective than taking actions of corrective nature (the so called reactive approach), time after some adverse occurrence of irrevocable aftermath.

Safety management

Adverse occurrance,

e.g. incident, accident, etc.

Reactive approach

Proactive approach

The system assumes that in a situation of possible endangerment, competent entities will take some preventive measures. Such measures entail individual assessment of probability and possible aftermath, based on one’s own and others’ experience.

Thus, in the new concept, ICAO, the European Parliament and the Council of the European Union propose a solution which consists in taking oversight of the entities’ SMS systems. Verification of the condition of safety through investigating into the entity’s SMS is supposed to be an effective form of assessment of the entity’s capability to assure safety of its operations.

* + 1. **ICAO Regulations on the Safety Management System**



Basic principles of an SMS can be found in Attachments 1, 6, 8, 11, 13, and 14 to the Convention on Civil Aviation, signed in Chicago on 7 December 1944 (published in *Dziennik Ustaw* journal of laws, no.35 at 212 and 214, with amendments, henceforth called ‘Chicago Convention’). However, at this point it should be noted that ICAO, due to its increasing role in the management of safety at aviation entities, undertook measures that consist in  consolidating SMS requirements  in a single document, viz. in Annex 19. Publication of Annex 19 to the Chicago Convention (of 7 December 1944) took place on the requisition of the President of this government authority on 16 April 2014 in the internal journal of laws Dz.Urz.ULC, at 28 and 77, as an enclosure to his Notice no.5.

Independently from the fact that Annexes to the Chicago Convention, particularly Annex 19 which was specially dedicated to this matter, comprise basic requirements for security management, SMS standards are being developed and expanded to include the best practices as identified in advisory ICAO SMM Doc.9859 (Safety Management Manual).

1) SMM version I – CAA President’s Guideline No. 6 of 24 May 2011 On Putting to Use the Requirements as Laid Down by the International Civil Aviation Organisation (ICAO) -Doc 9859 (published in Dz. Urz. ULC Nr 10, poz. 40);

2) SMM version II – CAA President’s Guideline No. 10, of 22 Sep.,2011, On Putting to Use the Requirements as Laid Down by the International Civil Aviation Organisation (ICAO)-Doc 9859 (published in Dz. Urz. ULC Nr 15, poz. 94);

3) SMM version III – CAA President’s Guideline No. 13, of 10 Dec.,2015, On Putting to Use the Requirements as Laid Down by the International Civil Aviation Organisation (ICAO) -Doc 9859 (published in Dz. Urz. ULC, poz. 66);

The aforesaid Annex 19 regulates not only the theme of SMS systems at aviation entities. The other element, described therein, is SSP. Both elements are interlaced. The State Safety Programme, hereinafter referred to as "KPBwLC", is a collection of regulations and activities aimed at improving security through managing all-nation safety in civil aviation as if in a single entity.

Prerequisite for ensuring effectiveness and efficiency of security management on the national level is implementation of an SMS into individual types of organizations. These are:

* aviation training organizations,
* aircraft operators,
* airworthiness managing organizations,
* maintenance organizations,
* design and production organizations,
* providers of air traffic services,
* certified aerodrome operators, and
* users of high-tech engine-powered aircraft.

It must therefore be assumed that the existance of an SMS at an aviation entity, as a security management tool on a micro level, is a prerequisite for the existance of a KPBwLC as security management on the macro level.

ICAO points out that every SMS should be created based on the following elements:

1. Policy and security goals;

2. Risk management;

3. Assuring safety; and

4. Promoting safety.

While developing the above mentioned items in accordance with ICAO’s concept, it should be borne in mind that:

1.The aim of the safety policy is to set methods and processes which the entities shall apply for the purpose of achieving desired safety outcome. The safety policy is to be a statement of principles and exposition of rules and directions underlying the culture of the safety organization. These principles are to be communicated to all personnel of the organization;

2. Management of risks, in the context of any SMS, comprises two main areas:

a) Processes that serve to identify hazards, i.e the entity prepares and conducts a formal process that assures identification of hazards to the entity’s businesses (mainly air operations). Such identification is based on a combination of reactive and proactive methods, also on forecasting;

b) Processes of risk assessment and mitigation - the formal process of analysing, assessing and controlling risks in the course of organization’s/ aviation entity’s activities.

3. Providing safety includes assessment of results obtained in the course of safety management, and it allows for their continual betterment. Out of safety assurance three elements stand out:

a) Monitoring, measuring and analysing the results obtained in the course of safety management - the organization prepares and provides means for checking internal level of safety as well as effectiveness of risk control. The safety level at a given organization is verified related to safety indicators and the goals of safety levels as preset in the SMS;

b) Management of change – the entity prepares and conducts a formal process aimed at identifying future changes in the organization that may have impact on the processes and operations. The purpose of such identification is to describe accurately the changes in question and their consequences, in order to adequately prepare risk control processes;

c) Continuous improvement of the safety system - the entity prepares and conducts a formal process aimed at evaluating performance of its SMS as well as undertakes activities for the sake of its development and improvement of effectiveness of preventive measures.

4. Promotion of safety comprises two aspects:

a) the necessity that the organization's aviation safety training programme asssures an adequate level of training and competence of the organization's staff to perform their SMS operation-related duties. The scope of such a training program should be bespoke with the role and position of the person within the organization,

b) within sefety promotig activities, the entity should contrive and maintain formal means of information exchange on issues related to civil aviation safety, ones which will ensure that:

i. all the personnel are fully aware of existence of such rules and SMS operation, also of the existance of safety culture in their organization,

1. information, critical from the security angle, is distributed throughout the organization,

iii. efforts towards betterment of safety are taken forthwith and effectively,

iv. efforts that are aimed at implementing or altering safety procedures have been explained to all the personnel of the organization.

Accountable Manager is accountable to the supervisory authority of aviation for establishing an SMS at the organization, and for allocating funds and resources necessary for its operation.

Safety Manager is responsible to the Manager in charge of implementation and operation of the SMS, as well as performs such functions which provide:

- identification of hazards and an analysis of risk management,

- monitoring implementation of measures undertaken to mitigate risks, as listed in the plan of security operations,

- periodic reports on safety performance,

- that documentation of safety management be kept and stored,

- availability of training events in safety management and their keeping acceptable standards,

- information on safety issues, and

- that the final effect of internal investigation into incidents / accidents may be verified.

Procedures for identification of hazards should include such information channels which enable their early identification by Safety Manager. Flow of information provides for account audits and inspections of internal cells, committee meetings or security committee meetings as well as reports of personnel identified risks.

I.1.2 European regulations on the Safety Management System

|  |  |
| --- | --- |
| EASA_Logo | The name ‘Management System’ and its meaning have been entered into safety management-related regulations and those governing aviation entities by the European Parliament and the Council of the European Union. |

The Management System is supposed to comprise, among other systems, a Compliance Monitoring System (CMS) and an SMS system. The CMS itself is a system based on the principles related to the Quality Management System (QMS).

While the requirements for QMS (presently CMS) are known and have been met in those aviation entities which are bound by this obligation, some elements of the SMS call for implementation and complete integration into the CMS.

The basic rules that relate to the Management System can be found in Regulation (EC) No.216/2008 of the European Parliament and the Council’s Regulation (EC) of 20 February 2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency; said Regulation also repealed the Council’s Directive 91/670/EEC as well as Regulation (EC) 1592/2002 and Directive 2004/36/EEC, (published in OJ under L 79, of 19.03.2008, page 1, as amended), henceforth referred to as Basic Regulation (BR).

The basic objective, depicted in the Basic Regulation, has been to establish and keep a uniform, high level of civil aviation safety in the European Union. The requirements for implementiation of the Management System have been described in the following annexes to the Regulation:

– Annex I stipulates basic requirements of airworthiness, in the part which is devoted to design-, manufacture- or maintenance organizations;

- Annex III – stipulates pilot licensing essential requirements:

a) in the section devoted to the requirements for organizing pilot training;

b) in the section devoted to aviation medicine.

Annex IV, in its section devoted to aircraft operators, stipulates basic requirements for air operations;

Annex Va, in its section devoted to airports operators, stipulates basic requirements for airports.

Annex Vb stipulates basic requirements for ATM/ANS and air traffic controllers:

1. in the section devoted to institutional providers of air navigation services,
2. in the section devoted to aviation training organizations which provide air navigation services.

The requirements which stem from the Basic Regulation are specified in executive regulations, the so-called Implementing Rules (IR) of the European Commission.

The Implementing Rules that relate to the SMS include:

- Commission Regulation (EU) No.1178/2011 of 3 November 2011 which laid down technical requirements and administrative procedures related to civil aviation aircrews, pursuant to Regulation (EC) No.216/2008 of the European Parliament and Council (EU) (OJ ref. L 311, of 25.11.2011, on Page 1, as amended);

* Commission Regulation (EU) No.965/2012, of 5 October 2012, which laid down technical requirements and administrative procedures related to aircraft operations pursuant to Regulation of the European Parliament and Council Regulation (EC) No.216/2008 as amended (OJ ref. L 296, 25.10.2012, p.1, as amended.);
* Commission Regulation (EU) No.1035/2011, of 17 October 2011, which laid down common requirements for the provision of air navigation services and amending Regulations (EC) No.482/2008 and (EU) No.691/2010,(OJ ref. L 271, of 18.10.2011, p.23, as amended).

- Commission Regulation (EU) No.139/2014, of 12 February 2014, which laid down requirements and administrative procedures related to aerodromes pursuant to Regulation (EC) of the European Parliament and of the Council (EC) No.216/2008 (OJ, ref.EU L44, of 14.2.2014, Page 1);

- Commission Regulation (EU) No.2015/340, of 20 February 2015, which laid down technical requirements and administrative procedures relating to air traffic controllers' licences and certificates pursuant to Regulation (EC) No. 216/2008 of the European Parliament and of the Council (EU), amending Commission Implementing Regulation (EU) No.923/2012 and repealing Commission Regulation (EU) No.805/2011 (OJ ref. EU L 63, 06.03.2015, Page 1) – shall enter into force in the territory of the Republic of Poland as of 1 January 2017.

Additionally, changes are being made to binding regulations, designed to implement an SMS in the existing regulations, i.e.:

- Commission Regulation (EU) No.1321/2014, of 26 November 2014, on continuous airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organizations and personnel involved in these tasks (OJ ref. EU L 362, of 17.12.2014, Page 1);

- Commission Regulation (EU) No.748/2012, of 3 August 2012, which laid down Implementing Rules for certification of aircraft and related products, parts and appliances in the scope of airworthiness and environmental protection as well as certification of design and production organizations (OJ ref. L 224, of 08.21.2012, p.1, as amended.).

Beside the Basic Regulation and the Implementing Rules as issued by the European Commission and representing the so-called *hard law* now binding, the EASA Executive Director puts in print, in the form of Executive Director’s Decision (ED Decision) the so called Acceptable Means of Compliance (AMC) as well as provides materials that constitute guidelines (Guidance Material - GM) called *soft law* - the provisions of non-binding nature (just supporting). AMC and GM can be used to obtain compliance with the requirements of the Basic Regulation and its Implementing Rules.

Obtaining compliance with the AMC stands for fulfillment of relevant regulatory requirements. However, nothing stands in the way of an entity to prepare and expose its own solutions, not necessarily those indicated in the AMC or GM (level of safety) and so long as they are not contrary to the Basic Regulation and Implementation Regulations. One’s own solutions go by the name of Alternative Means of Compliance (AltMoC). Prior to implementing such custom solutions, the entity shall obtain approval from the national supervising organ. Having given approval of the entity’s AltMoC, the organ shall notify EASA of such acceptance. Any AltMoC is binding only in the Member State wherein it has been approved. EASA publishes on websites such AltMoC compliances which have been approved in individual countries.

Beside the above mentioned documents, the European Commission and EASA have not created any manual of their own, one which would relate to the Management System or its basic component, viz. the manual of Safety Management.

The aviation standards, depicted in European Union’s regulations and the EASA Executive Director’s proposed AMC and GM practices, are based on ICAO proposed standard of SMS.

Thus, familiary with European regulations, without familiarity with ICAO SMS Manual (Doc 9859 SMM), may be insufficient to effectively and fully implement into aviation entities the requirements of the management system (SMS).

In the scope of air traffic management, safety management provisions in European regulations are modelled on the provisions laid down by the European Organisation for the Safety of Air Navigation (Eurocontrol). These requirements, named ESARR (European Safety Regulatory Requirements) are a basis for implementing an SMS at ANSP (Air Navigation Service Provider) and for carrying out the process of certification during 2006-2007.

Table of SMS elements and their sources in European regulations:

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Components/elements of the SMS | | BR | IR | AMC |
| Safety policy and its objectives | |  |  |  |
| 1.1 | Commitment and responsibilities of managerial staff |  |  |  |
| 1.2 | Responsibilities in the scope of safety |  |  |  |
| 1.3 | Appointment of key personnel for the safety system |  |  |  |
| 1.4 | Coordination of emergency response planning |  |  |  |
| 1.5 | SMS documentation |  |  |  |
| Management of risks to safety | |  |  |  |
| 2.1 | Identification of hazards |  |  |  |
| 2.2 | Risk levels rating and lowering |  |  |  |
| Assurance of safety | |  |  |  |
| 3.1 | Levels of safety measuring and monitoring |  |  |  |
| 3.2 | Management of changes |  |  |  |
| 3.3 | Continuous improvement of the SMS |  |  |  |
| Promotion of Safety | |  |  |  |
| 4.1 | Training and educating |  |  |  |
| 4.2 | Safety related communications |  |  |  |

I.1.3. National regulations and the Safety Management System

In the national legal system, matters of the SMS are handled at two levels.

As a signatory to the Chicago Convention, the Republic of Poland has been bound to implement Standards and Recommended Practices (SARPs), contained in Annexes to the aforesaid Convention;

Concurrently, as a member of the European Union, the Republic of Poland applies EU regulations directly, in accordance with Article 90 of the Constitution of the Republic.

As Article 3 Section 2 of Air Law provides, (published in Dz.U. journal of laws of 2013, section 1393, as amended), binding resolutions of international organizations, established under ratified international treaties and including Annexes to the Chicago Convention as adopted by ICAO, are announced without undue delay, together with governmental statements regarding their validity. The provision stipulates that said governmental statements be published in *Dziennik Ustaw Rzeczypospolitej Polskiej* (the journal of lawsof the Republic of Poland), indicating the place of publication of resolutions that are subject matter of each notice.

In keeping with the provisions of said Article, the CAA has published all Annexes to said Convention, in the Authority office’s gazette.

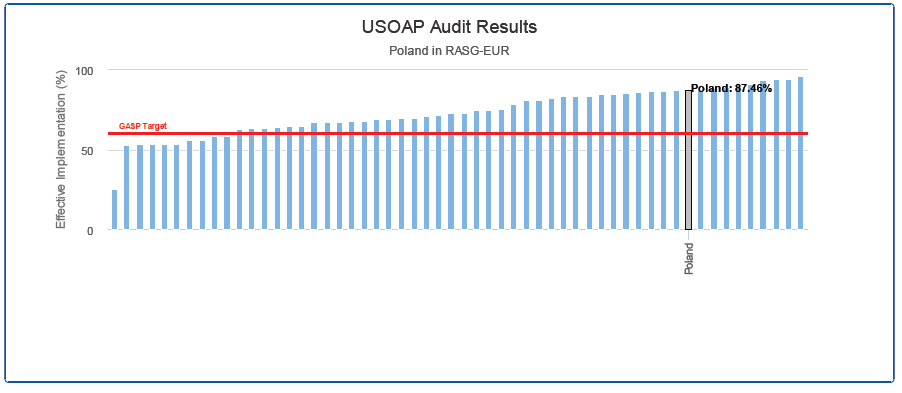
In the governmental statements of:

- 20 August 2003, On the binding force of Annexes to the Convention on International Civil Aviation, signed in Chicago on 7 December 1944 and published in the journal of laws (Dz. U. No. 146, item. 1413), of 22 August 2003, and,

- 7 April 2016, On the binding force of Annex 19 (‘Security Management’) to the Convention on International Civil Aviation, signed in Chicago on 7 December 1944, and published in the journal of laws (Dz. U. No.541) of 19 April 2016,

it was announced that the Republic of Poland was bound by the annexes to the Chicago Convention and that said Annexes’ texts should be published in Authority office’s gazette.

Of all the Chicago Convention’s annexes, contained in the Global Aviation Safety Plan (GASP), the suggested level of implementation of SARPs into national legal systems, is 60%. The world average of implementation of SARPs at State Signatories of the Chicago Convention is 62.81%. The Republic of Poland has achieved 87.46%, which score places our country in the 10th position among the 56 countries in the European Regional Aviation Safety Group (RASG-EUR).



In the process of implementation of KPBwLC it is essential to adhere to the ICAO proposed SARPs that directly relate to the SMSs and SSPs as pointed out to in Annex 19 to the Chicago Convention. ICAO expects that implementation of KPBwLC will be a four-level process. National States, as Parties to Chicago Convention, are supposed to obtain Level II by the end of 2015, appertained to conducting an analysis of gaps and deficiencies in their management systems (Gap Analysis). The Republic of Poland reached this level in May 2015. According to the ranking presented in the document entitled ‘State Safety Briefing’, prepared by ICAO in 2015, the Republic of Poland’s rating is as follows:

*Legend for* the number of ICAO Member States and their SSP levels

At the 12 o’clock position: Number of states in ICAO and their SSP levels.

At the 11 o’clock position: Number of states in ICAO and their SSPs below Level II: 155 i.e.81%.

At 1 o’clock:Number of states in ICAO and their SSPs at/or above Level II (incl.Poland):36 i.e.19%.

At the 4 o’clock position: At Level II or higher (including Poland).

At the 5 o’clock position: Below Level II.

Of the 191 ICAO associated States, only 36 have reached Level II or higher.

*Legend for* the number of European States and their SSP levels

At the 12 o’clock position: Number of states in ICAO and their SSP levels.

At the 11 o’clock position: Number of European states and their SSPss below Level II: 40 i.e.75%.

At 1:Number of European states and their SSPs at/or above Level II (including Poland):13 i.e.25%.

At the 4 o’clock position: At Level II or higher (including Poland).

At the 5 o’clock position: Below Level II.

Of 53 States in Europe, only 13 have reached Level II or higher.

*Legend* *for* the number of EASA associated States and their SSP levels

At the 12 o’clock position: Number of states in EASA and their SSP levels.

The pie (the brown part): Number of states in EASA and their SSPs at/or below Level II: 19 i.e.59%

(The blue part): Number of states in EASA and their SSPs at/above Level II (incl.Poland):13 i.e.41%

To the right of the pie (blue bullet): At Level II or higher (including Poland).

To the right of the pie (brown bullet): Below Level II.

Of 32 EASA associated states, only 13 reached Level II or higher.

*Legend* *for* the number of EU States and their SSP levels

At the 11 o’clock position:The number of UE States and their SSP levels below Level II: 19 (68%).

At 1 o’clock:The number of UE States & their SSP levels at/or above Level II (inc.Poland):9 (32%).

The pie (the brown part): At Level II or above (including Poland).

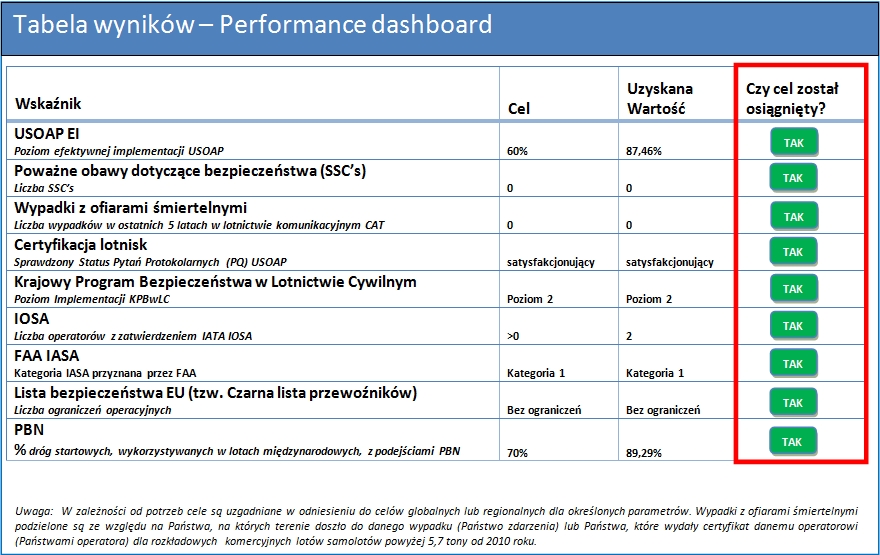
At 4 o’clock:The number of EASA States & their SSPs at/above Level II (incl.Poland):13 i.e. 41%.

At the 5 o’clock position: Below Level II.

Of 28 EU States, only 9 reached Level II or higher.

In order to reach subsequent levels of implementation of KPBwLC during next two years it will be necessary to plan a corrective action for the areas identified in the analysis of gaps and shortcomings that need support from the State, also to perform and complete all the planned and appertaining activities.

ICAO has presented the above results in the Performance dashboard below, according to which, the Republic of Poland has achieved positive scores in all 9 ICAO-monitored safety-related areas.



In addition to the rules that stem from the Chicago Convention, the Republic of Polish adheres to European rules. Unlike the ICAO regulations which have the character of recommendations, European regulations that stem from the Basic Regulation and from the Implementing Regulations are mandatory in the Republic of Poland straightforwardly and without any exceptions.

Member States may only extend the deadline for the entry into force of certain Implementing Regulations (temporary derogation from the application of the rules), assuming that such possibility was provided in said Implementing Regulations.

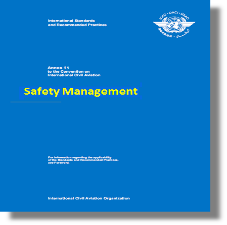
Accordingly, the SMS-related regulations that stem from EU Directives, listed in Chapter 1.1.2 (‘European regulations on Safety Management System’) have already been in force, with CAA President supervising their execution.

In the scope of SSP programmes, European assumptions provide for two elements:

1. The European Aviation Safety Programme (EASP);

2. The European Aviation Safety Plan (EASp -> EPAS).

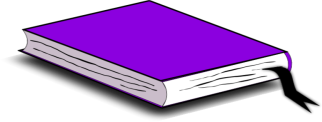
Annex 19



EASp (EPAS)

EASP



**

*(Legend)*

|  |  |
| --- | --- |
| The State Safety Programme | The State Safety Plan |

At the preparatory stage of KPBwLC an assumption was made that *(i)* the substantive part of the programme must be based on Annex 19 and *(ii)* its form must match European patterns, as contained in EASP and EASP. Thus, two documents will be compiled and named the State Safety Programme (this material) and the State Safety Plan, the latter as an appendix to the Programme.

At the moment there are no European rules as to what requirements must be contained in KPBwLC (as an equivalent of SSP). EASP itself has the status of a working document (Commision Staff Working Paper). Revision of the Basic Regulation is supposed to bring some binding regulations. On the basis of the existing methodology of creating European legislation in the scope of safety management, one may draw a conclusion that such new regulations will meet the requirements of ICAO SARPs, as indicated in Annex 19.

I.2. Supervision of State aviation’s safety

In the airspace of the Republic of Poland operate both aircraft of civil aviation and State aviation. As a rule, the scope of activities of KPBwLC does not cover State aviation. However, because both civil aviation and State-owned aircraft operate in the common airspace and from/to common airports, keeping and enhancing co-operation with State aviation is the question of civil aviation’s safety.

The concept of State aviation covers military aviation and that of public services.

In the scope of military aviation, the Air Law has attributed to the Minister of National Defence, to some extent, the duties which are connected with managing military aviation.

The Minister’s of National Defence supervision is, among others duties, connected with:

- keeping a register of military aircraft;

- keeping a register of airports and airstrips (including commonly used);

- removing obstacles from the whereabouts of military airstrips;

- keeping a register of military ground equipment;

- the use of airspace;

- establishing military air traffic services at airports, empowered to operate within the area assigned to a given airport;

- activities of the Commission for State-owned Aircraft Accidents Investigation;

- air search and rescue teams.

Adequate rules apply to operations of public services providers with regard to the Minister of Internal Affairs and Administration.

Due to the need to ensure co-operation in the scope of managing safety between all kinds of aviation, representatives of both Ministers will sit on meetings of the Council of the State Safety Program, referred to in Chapter II.5.4.KPBwLC.

I.3. Supervision of unmanned aircraft

Due to the dynamic development of the industry of unmanned aerial vehicles (UAV RPAS), ICAO introduced in the past few years a number of changes to Chicago Convention’s annexes, relating to the sphere of general regulations with regard to operations, registration and accidents.

The Basic Regulation has excluded the use of European regulations with regard to unmanned aerial vehicles (UAVs) weighing less than 150 kg. In this scope, national regulations of Member States apply. Currently, the European Commission is carrying out legislative work, intended to amend the Basic Regulation, e.g, among other changes, in the scope of unmanned aerial vehicles, meant to systematize into a single standard the regulations incumbent across the EU as well as bring Member States to terms and mutually recognize approvals / certificates which they issue, which changes will contribute to developing the industry.

On the basis of Air Law (art.126), flights of unmanned aircraft are allowed in Poland’s airspace.

In the scope of requirements related to such drone operators, they were specified in the June 3rd, 2013 Minister’s of Transport, Construction and Maritime Economy Certification Regulation (published in Dz.U., of 2013. pos. 664, amended) - specifying requirements that underly air operations within sight (Visual Line of Sight - VLOS) and out of sight (Beyond Visual Line of Sight - BVLOS). Operators of unmanned aircraft must be holders of competence certificiates (of safe steering of such drones), have passed an aviation medical exam and hold insurance policy if flights are performed for other than recreational or sportive purposes. After additional training and on passing exams, an instructor’s licence (INS) may be obtained.

Thus, all commercial flights, such as for taking pictures, shooting videos as well as training flights require a licence, issued by the CAA President after passing the practical and theoretical state exams. In the case of a licence for BVLOS flights, it is required to undergo training at a centre recognized by the President. To this date, more than 2,300 drone operator licences have been awarded in Poland.

Rules of use of unmanned aircraft not heavier than 25 kg MTOM, operating within sight, were laid down in the Minister’s of Transport, Construction and Maritime Economy Ordinance of 26 March 2013 ‘On exclusion of some provisions of the Air Law from application to certain aircraft; also formulation of terms and requirements of use of such aircraft’ (published in Dz. U. of 2013. pos. 440, amended).

Under the April 26, 2013 Ordinance by the Minister of Transport, Construction and Maritime Economy ‘On the rules governining the technology and operations of special category aircraft which do not fall under supervision of the European Aviation  Safety  Agency (EASA)’, published in (Dz. U., of 2013, pos.524,flying unmanned aircraft requires to obtain a flight clearance in such special category, given by the CAA President.

The operator must ensure safe conduct of the flight so that the unmanned aircraft must not pose any danger to persons, property or other airspace users, including an event of failure of the drone.

Due to the fact that flight operations of unmanned aircraft create new hazards to civil aviation, the CAA President has undertaken a number of initiatives related to the promotion of safety of such operations. Current activities include:

1. workshops, organized for the aviation community;

2. a promotional action, entitled ‘Lataj z głową’ (Fly your drone thoughtfully), which includes:

- handing out flyers to shoppers for model aircraft and drones;

- advertisement spots on the media;

- a theme website http://www.ulc.gov.pl/uav with information and FAQ on this topic;

3. putting UAV created hazards into the Safety Plan, along with submission of their flights to monitoring.

FLYING UNMANNED AIRCRAFT FOR SPORTS AND RECREATION 

|  |  |  |
| --- | --- | --- |
| DO NOT FLY IN DENSE OR RARE URBAN AREAS | DO NOT FLY OVER PEOPLE’S HEADS | DO NOT FLY NEAR AIRPORTS |
| ALWAYS FLY WITHIN SIGHT AND IN THE OPEN | | |
| ‘LATAJ Z GŁOWĄ’ FLY YOUR DRONE THOUGHTFULLY | | |

PART II - Safety policy and goals

II.1. Safety policy

In his endeavours aiming at a high level of safety, and acting within his capacity to supervise civil aviation, the CAA President:

- actively cooperates with EASA and ICAO with a view to minimizing the risk of flight operations, where Polish citizens, Polish aviation organizations and Polish aircraft are involved

- organizes conferences and workshops in the Polish Republic, wherein international standards in the management of aviation safety are presented and discussed;

- affects reduction of the level of hazards in the Polish industry and in the aviation community, in consultation and cooperation with aviation entities;

- in laying rules, is guided by effectiveness so that goals can be obtained at lowest possible outlay and financial burdens to aviation entities and citizens;

- is evaluating the safety of civil aviation, based on measurable results in areas related to safety, the presence of the human factor and culture of fair treatment called Just Culture

- makes records of and exposes risk reduction benefits.

The CAA President implements the processes of monitoring and planning of aviation safety as well as takes actions aimed at developing any initiatives related to raising of the level of safety.

Concurrently, the President makes an obligation to implement and apply such standards and recommended practices as issued by ICAO, wherever it can be administratively and technically opportunate.

In the absence of such opportunities, the CAA President shall ensure that any deviation from the ICAO standards be reported forthwith in accordance with Article 38 of the Chicago Convention.

II.2. The acceptable level of safety performance

ICAO standards require that States, signatories to the Chicago Convention, establish their own safety programmes in order to achieve the so-called Acceptable Level of Safety Performance (ALoSP).

Setting an ALoSP involves earlier:

1. chosen national safety indicators (Safety Performance Indicator-SPI);

2. identified safety targets (Safety Performance Target - SPT);

3. set up alarm levels (Alert Level - AL).

If the value of the selected indicator (SPI) is contained between baseline values (target alarm level), it can be said that the acceptable level of safety performance (ALoSP) has been obtained.

The Republic of Poland is currently in the phase of defining national safety indicators. They will be put in print in the State Safety Plan (henceforth „The Safety Plan”), as the national equivalent of the European EASP (referred to in I.1.3. "National Regulations on Safety Management Systems").

The Safety Plan will be prepared by CAA President, based on an analysis of identified hazards in the Polish civil aviation and on the EASA-defined SPIs in EASp.

II.3. Regulations enforcement policy

Air activities on the territory of the Republic of Poland are, in almost every aspect, subject to overseeing and require appropriate licenses, certificates of competence and mandates arising from them, as well as authorizations, certificates, licenses, permits, awarded by the CAA President.

These stipulations hold good, provided that a given entity or private person is physically in the territory under Polish aerial supervision, according to the rules provided in the Air Law and in European regulations.

CAA President makes decisions mandatory for the aforesaid area under the terms of the Code of Administrative Procedure and the Law *On Freedoms In Business*. The aforesaid regulations provide, among other freedoms, possibilities for authorized entities to participate actively in this process; an appropriate mode of appeal from the CAA President’s decision has been provided. The President makes decisions, based both on national regulations (Air Law and its executive orders) and on EU regulation (Basic and executive).

Deviations from national and/or European regulations as well as exemptions are permiissible only when the regulations allow for such possibilities directly. Within EASA Executive Director’s AMC, individual entities may apply their own AltMoC, referred to in Chapter I.1.2 ‘European Regulations On Safety Management System’. However, even then, their SMS systems must not infringe the Basic Regulation and/or its Implementing Regulations.

Infringement of the rules and requirements of the Air Law may be subject to criminal liability. These issues are regulated by the Air Law in a separate section devoted to criminal regulations. In the Polish legal system, the CAA President has no powers with regard to the investigation based on criminal liability, which does not exclude the possibility of applying administrative sanctions, inclusive of fines.

CAA President has the statutory authority to restrict, suspend or revoke awarded licenses, authorizations, certificates, permits, certificates of competency and powers, after explanatory proceedings and after gathering relevant evidence, in situations in which the President has received information evident that the entity no longer meets the terms on which appropriate powers were vested.

Under the European rules, EASA and the European Commission hold their powers to impose fines on operators who blatantly defy the provisions laid down in the Basic Regulation and its Implementing Regulations. Detailed rules relating to such conduct are governed by EU Commission through Implementing Regulation No.646/2012 of 16 July 2012 that laid down implementing rules for fines and periodic financial penalties, pursuant to European Parliament and EU Council’s Regulation No.216/2008 (published in OJ, L 187, of 17.07.2012,p.29).

II.4. Air Accident Investigations

Investigation into aviation accidents in the Republic of Poland is a formalized process and is performed on the basis of:

1. The Air Law and its executive regulations;

2. Regulations (EU) No.996/2010 of the European Parliament and of the Council (EU), of 20 October 2010, on the investigation and prevention of accidents and incidents in civil aviation (O.J. L 295, of 12.11.2010, p. 35, amended.);

3. Regulations of the European Parliament and of the Council (EU) No.376/2014 of 3 April 2014 in the matter of reporting and analysing occurrencies in civil aviation and follow-on steps, also on changes in the regulation of the European Parliament and of the Council (EU) No.996/2010 and the repeal of Directive 2003/42/EU of the European Parliament and of the Council as well as regulations of the Commission Regulations (EU) No.1321/2007 and (EU) No.1330/2007, which has been applied since 15 November 2015.

The body which is in charge of investigating into aircraft accidents is the State Commission for Aircraft Accidents Investigation (PKBWL), more broadly discussed in Part II.5.3. The process of investigating into accidents is based on the assumptions and requirements of Annex 13 to the Chicago Convention and it aims at preventing aircraft accidents and incidents. PKBWL do not adjudicate guilt or responsibility. Disclosure of outcome of circumstances and causes of accidents and incidents, as gathered during proceedings, is allowable for purposes other than the purpose referred to above only if serving criminal investigations and judicial or administrative proceedings, and with court’s consent.

It is mandatory to investigate into accidents and serious incidents of:

1. civilian aircraft in the territory of the Republic of Poland and Polish airspace;

2. civilian aircraft of Polish or foreign registration, operated by Polish nationals outside the country, if so provided in agreements or international regulations or if a competent authority of a foreign country ceded on PKBWL their right of investigation, or if such authority itself has not instituted any investigation into the accident.

PKBWL has been bound to notify CAA President each time any investigation is instituted, and then, during 30 days from notification of such occurrence involving aircraft, to forward a preliminary report. A final report on the investigation is issued in the form of a resolution by PKBWL.

II.5. Resposibilities and competences of State agencies

In the context of the responsibilities and competences of state organs in the scope of civil aviation, it should be pointed to three organs which play a fundamental role in shaping and implementing safety policies:

1. The Minister responsible for Transport;

2. The President of the Civil Aviation Authority;

3. The State Commission for Aircraft Accidents Investigation (PKBWL).

These organs operate under the provisions of the Aviation Law executive regulations. The institutional arrangement is shown in the following diagram:

II.5.1. The Minister responsible for transport

Matters of civil aviation have been vested in the Transport Minister, which positions the Minister as a main organ of state administration. The Minister exercises supervision of the Polish civil aviation and of operations of foreign civil aviation aircraft in Poland, to the extent specified in the Aviation Law, in other laws and in international agreements. The Minister also has legislative powers, including issuance of the Law’s executive regulations. The Transport Minister also supervises CAA President’s activities.

As part of the institutional system of civil aviation in Poland, and assigned to Transport Minister, exists the above mentioned State Commission for Air Accidents Investigation (PKBWL), in charge of conducting air accident and incident investigations.

Also affiliated to Transport Minister are the Council for Civil Aviation Security and Facilitation and the Airspace Management Committee.

Work is underway to establish a Council for the State Safety Programme.

II.5.2. The President of the Civil Aviation Authority

The CAA President is the central body of the state administration, competent in matters of civil aviation. The CAA President’s powers have been set out in detail in art. 21 of Air Law. These are all matters related to civil aviation, not reserved in said Act or in other laws and international agreements to Transport Minister or to other bodies of public administration.

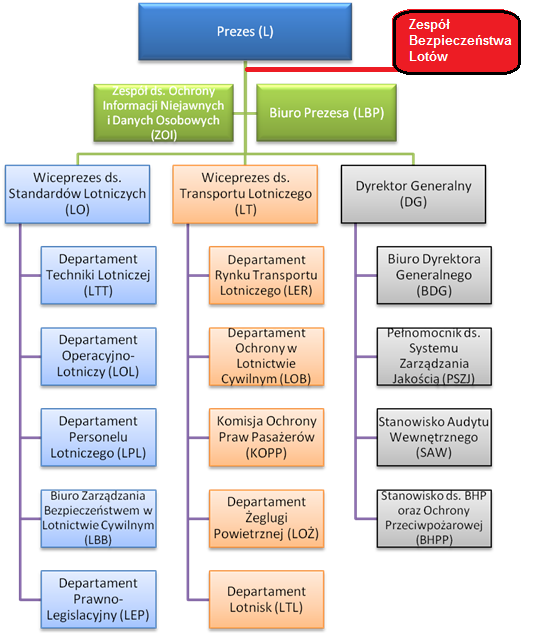
The CAA President acts as an organ of aviation administration and supervision, with tasks and powers as specified in Air Law; acts also as aviation authority in the meaning of international agreements and regulations.

It should be emphasized that, as the central authority, the CAA President has no legislative powers in the scope of civil aviation. Such powers have been vested only in the Parliament, the Council of Ministers and the Transport Minister. The CAA President has the right to initiate and alter legal acts in the scope of civil aviation. The CAA President also takes an active part in preparing such acts.

In keeping with the standing regulations, manning managerial positions in governmental institutions is through open and competitive recruitments. Nominees to CAA presidential position are called in by the Chairperson of the Council of Ministers on the motion of Transport Minister who has the power to call in CAA Vice-presidents on the motion of the CAA President.

The CAA President’s responsibilities encompass, among other tasks, such tasks as checking that rules of civil aviation are obeyed by aviation businesses, overseeing that assignments are fulfilled by air navigation service providers, also certification of entities that are involved in aviation and checking airworthiness and qualifications of flight personnel. Also, the President performs such tasks as relate to supervision of air operations and keeping registers of: aircraft, airports, ground equipment, air personnel, and airstrips. In addition, the President publishes guidelines and instructions on technical matters related to the application of rules for civil aviation.

The CAA President acts through V-presidents for: Air Standards and Air Transport, Director General as well as directors of CAA organisational units. Details of breakdown of competences between CAA Management have been determined in the CAA President’s decision individually assigning tasks to himself, to V-presidents and to Director General.



|  |  |  |
| --- | --- | --- |
|  | President (L) | Flight Safety Team |
| Protection of Classified Information and Personal Date Protection Department (ZOI) | President’s Office (LBP) |  |
| Vice President for Aviation Standards (LO) | Vice President for Air Transport (LT) | Director General (DG) |
| Air Operations Department (LOL) | Civil Aviation Security Department (LOB) | Proxy in charge of Quality Management System (PSZJ) |
| Flight Personnel Department (LPL) | Passenger Rights Protection Commission (KOPP) | Internal Audit Unit (SAW) |
| Civil Aviation Safety Management Office (LBB) | Air Navigation Department (LOŻ) | Occupational Health and Safety and Fire Fighting Unit (BHPP) |
| Legal and Legislative Department (LEP) | Aerodromes Department (LTL) |  |

In addition, the President initiates projects aimed at implementation of state programmes related to the network of airports and ground equipment, and participates in legislature drafting.

Further, the President initiates and amendments bills of international aviation agreements, takes part in their preparations and negotiations while working with ICAO, EASA, with other entities and international organizations of civil aviation and with other countries’ aviation authorities and supervisory organs.

CAA has a Flight Safety Team (ZBL), made up of the CAA President, V-presidents, Departmental Directors, the Director of the President’s Office (LBP), and the Director of the Civil Aviation Safety Management Office (LBB). The Flight Safety Team (ZBL) is advisory to the CAA President as equivalent of the Safety Board, as required by ICAO standards. In their cyclic sessions, ZBL members discuss safety issues. With the assistance of ZBL, the CAA President takes directional and strategic decisions for individual areas of supervision of civil aviation and makes annual updates of the Safety Plan.

Apart from establishing ZBL, the CAA President calls in task teams for issues related to identifying hazards in civil aviation, made up of specialists of individual Departments of the CAA. The task teams are the national equivalent of SAG (Safety Action Group), depicted in ICAO Safety Management Manual.

 II.5.3. The State Commission for Air Accidents Investigation (PKBWL)

According to the provisions contained in article 26 of the Convention as well as in international standards and recommended conducts as published by ICAO under article 37 of said Convention, the Republic of Poland shall investigate into air occurrences in its territory, for prophylactics. For this sake, the Air Law gave rise to the State Commission for Air Accidents Investigation (PKBWL). The Commission is an organ for analysing air occurrences in the meaning of regulations of the European Union. PKBWL is a body in charge of investigating into accidents and serious air incidents, and operates in line with the provisions of Annex 13 to the Chicago Convention, also with Regulation (EU) No.996/2010 of the European Parliament and of the Council, of 20 October 2010, on the investigation and prevention of  accidents and incidents in civil aviation (published in EU OJ, page 35, amended). PKBWL is made up of Chairman, two Deputies, Secretary, and specialists of various areas of aviation, as members. PKBWL is independent in their actitvities. However, PKBWL is subordinated to the Highest Control Chamber (NIK). PKBWL has all indispensable equipment with which to carry out investigations of accidents and serious incidents. In the framework of specialized tasks, PKBWL co-operates with institutes and research organizations. For more about legal grounds and the process of investigating into air occurences, see Part II.4 ‘Air accidents investigations’.

II.5.4. The Council for the State Safety Programme

Council is an opinion making and advisory body to the Minister of Transport.

The Council of SSP is made up of representatives of:

1. Minister of Transport;
2. CAA President;
3. State Commission for Air Accidents Investigation (PKBWL);
4. Minister of Justice;
5. Minister of National Defence, and
6. Minister of Internal Affairs and Administration.

On an invitation of the Council’s Chairman, their sessions may be attended by representatives of:

- Polish Air Navigation Services Agency,

- Union of Regional Airports,

- Team for Localizing Hazards to Civil Aviation,

- organizations representing aviation communities,

- other aviation experts whose knowledge and experience can raise safety in civil aviation.

Participation of a representative of the Transport Minister in the Council is connected with overseeing Polish and foreign civil aviation in Poland in the name of KPBwLC, with overseeing CAA President’s activities as well as the Minister’s powers to take legislative actions on a state level.

CAA President’s presence in the Council for the SSP is is connected with CAA’s responsibility for establishing PKBWL and its operating on the level of state supervision of civil aviation.

Attendance of a representative of PKBWL Commission in sessions of the Council for the SSP is supposed to assure presence of an expert in the scope of examining air occurrences and of a representative of a body capable to issue prophylactic recommendations based on examination of air accidents.

Presence of Justice Minister’s representative is indispensable due to aspects of *Just Culture* in the process of reporting and investigating into air occurrences that fall under penal responsibility of aerial entities and their personnel.

Presence of representatives of the National Defence Minister and the Internal Affairs and Administration Minister is linked with the use of air space and performance of operations at airports used both by civil and military aviation.

The tasks, which the Council for SSP shall perform are, in particular:

- giving opinions on changes of the State Safety Programme;

- initiating and endorsing proceedings as well as acting as a broker in the exchange of opinions and experiences in the scope of civil aviation safety;

- working out stances in issues of safety management in civil aviation, pointed out by the Transport Minister, and

- endorsing the CAA President-presented Safety Plan (including SPI, SPT and ALoSP figures), which constitutes an attachment to the State Safety Programme (KPBwLC).

The organizational structure and mode of operation of the Council will be determined in the statute as laid down by the Transport Minister in the form of regulation.

II.6. Responsibilities within the State Safety Programme

Responsibility for the State Safety Programme (KPBwLC) falls on both the Transport Minister, as a civil aviation competent high ranking functionary of state administration, and on CAA’s President who performs as an organ of aviation administration and supervision in the meaning of Air Law, also performing as aviation authority in the meaning of agreements and international regulations.

Due to the tasks which the Air Law puts on CAA President, and with the competences and capabilities of using the know-how of safety management acquired by CAA workers, preparation, implementation and updating of for the State Safety Programme (KPBwLC) has been vested in the CAA President.

Within the structure of the Civil Aviation Office, exists the Safety Management in Civil Aviation Office (LBB) with the task to co-ordinate internal matters that relate to the State Safety Programme (KPBwLC).

II.7. Updating the State Safety Programme (KPBwLC)

KPBwLC is a document which describes the rules the Republic of Poland is led by in the scope of safety management. Due to the dynamics of changes to requirements, standards and to regulations in safety management, it is necessary to update KPBwLC systematically, together with its attachment (Safety Plan).

Changes may stem not only from the country’s new regulations that follow CAA adaptation of its supervision to the concept of proactive management of safety, but also from ICAO standards that have to do with amending Annex 19 and the provisions of EU’s new Directives. Responsibility for upgrading the KPBwLC has been vested in the CAA President who shall present to the Transport Minister and the Council for the State Safety Programme (KPBwLC) a project of changes to KPBwLC.

PART III - Aviation Safety Management

III.1. Requirements in the scope of aviation safety management

The Safety Management System (SMS) is a pier of the State Safety Programme (KPBwLC), therefore effectiveness of KPBwLC can not be assured without effective implementation, running SMS systems at aviation entities and their continual enhancement.

Overseeing SMS systems at aviation entities is a key task of the CAA President in implementing civil aviation safety management on a national scale.

The onus to implement and keep SMS systems is on:

- aircraft operators,

- operators of certified airports,

- institutions which provide air navigation services,

- aviation training organizations,

- FSTD operators, and

- aero-medical centres.

The onus to implement and keep SMS systems will eventually be extended to:

- businesses providing services,

- organizations in charge of providing airworthiness,

- design organizations, and

- production organizations.

At present, providers of ground services are not obliged to implement and keep SMS systems, however, for the sake of co-operation with aircraft operators and airport operators, the necessity of implementing and keeping SMS may emerge internally as a stipulation arising from commercial contracts; more on the subject is in Part III.1.7.Groundhandling services providers.

III.1.1. Aircraft operators

Basic regulations that relate to the Management System in the scope of aircraft operations can be found in Attachment IV to the Basic Regulation that stipulates basic requirements concerning aircraft operations.

The executory regulation which lays down stipulations concerning performance of aircraft operations is that of EU Commission, no.965/2012 of Oct.5, 2012, amended by these regulations:

1. UE, no.800/2013 of 14 August 2013 published in (O.J. L 227 of 24.08.2013, page 1);
2. UE, no.71/2014 of 27 January 2014 (O.J. L 23 of 28.01.2014, p.27);
3. UE, no.83/2014 of 29 January 2014 (O.J. L 28 of 31.01.2014, p.17);
4. UE no.379/2014 of 24 April 2014 (O.J. L 124 of 24.04.2014, p.1);
5. UE, no.2015/140 of 29 January 2015 (O.J. L 24 of 30.01.2015, p.5);
6. UE, no. 2015/640 of 23 April 2015 concerning extra specification of airworthiness for a given type of operation, amending UE, no.965/2012. (O.J. L 106/18, of 24 April 2015).

The executory document which determines the duty to implement the Management System is ORO.GEN.200, found in Part ORO, Sub-part GEN, Section II of Annex III to UE Regulation no.965/2012.

Irrespective of the general rule of making the Management System bespoke to the organization hosting it. European regulations break entities down for their requirements related to the System, into two groups:

- non-complex organizations, and

- complex organizations.

The above recalled criteria of dividing, as pointed out in AMC1 ORO.GEN.200(b), supplemented by CAA President’s Guideline no.2, of 21 March 2014 in the matter of laying down criteria for small and big organizations (published in CAA’s gazette, at 24).

Said Guidelines comprise a list of situations wherein organs of air supervision determine the size of a given organization as well as procedure to apply to such organization. They also point to criteria according to which organizations can be listed as small, and to specific criteria concerning how many workers to engage in the organization’s activities, as a factor influencing the listing.

Apart from said stipulations, the Guidelines provide for a possibility to determine the size of an organization by Accountable Manager only. Such possibility is subect to complexity of operations which the organization performs within the range of its activities.

III.1.2. Aerodrome Operators

The stipulations that relate to implementation of the Management System by aerodrome operators are described in Annex V to the Basic Regulation that laid down basic requirements concerning airports.

Managing airports falls under EU Regulation no.139/2014, of 12 February 2014, laying down technical requirements and administrative procedures for airports, in keeping with the EU Parliament and EU Council’s Regulation no.216/2008. The Basic Regulation which makes necessary to implement a Management System is the ADR.OR.D.005, placed in Sub-part’D’, Annex III of the aforesaid Regulation.

Airports, holders of a certificate issued based on domestic regulations as established by Air Law and on Paragraph 3 of Minister’s of Infrastructure and Development Ordinance of 11 September 2014 in the matter of conditions underlying the use of airports, (published in Dz.U. journal of laws, at 1420), must fulfill the conditions as set in Attachment 19, Addition 2, of the Structure of Safety Management System. One’s SMS must fit the size and complexity of the organization and the services the organization provides.

Those aerodrome operators who meet the conditions stipulated in the Basic Regulation and who will undergo the process of conversion of certificates should fulfill the requirements as specified at ADR.OR.D.005, with due consideration to relevant AMC.

All other aerodrome operators have been bound by Air Law, article 68.2.11 to co-ordinate the work of their local airports’ safety teams.

Concerning public airports with limited certification and airports of exclusive use, i.e. airports not subjected to the provisions of the Management System, as specified in the Basic and in the executory regulation, their SMS systems are described only in Parts 3 and 4 of Minister’s of Infrastructure and Development regulation dealing with conditions of use of airports, in force since 1 June 2015. Relevant procedures have been given in instructions of operation of said airports.

III.1.3. Institutional providers of air operations services

Regulations, which relate to SMS systems in controlling the air traffic have been laid down:

1. in the framework regulations on the Single European Sky, i.e.:

a) in Regulation (EU) no.549/2004, by EU Parliament and Council, of 10 March 2004, delineating a framework for the Single European Sky (published in O.J. L96, of 31.03.2004, p.1, amended),

b) in Regulation (EU) no.550/2004, by EU Parliament and Council, of 10 March 2004, on organization and use of airspace in the Single European Sky (published in O.J. L96, of 31.03.2004, p.10, amended),

c) in Regulation (EU) no.551/2004, by EU Parliament and Council, of 10 March 2004, on organization and use of airspace in the Single European Sky (published in O.J. L96, of 31.03.2004, p.20, amended),

d) in Regulation (EU) no.552/2009, by EU Parliament and Council, of 10 March 2004, on interoperation in the Single European Sky (published in O.J. L96, of 31.03.2004, p.26, amended),

- as superseded by Regulation no.1070/2009, by EU Parliament and Council (EU), of 21 October 2009, making void the earlier EU no.549/2004, EU no.550/2004, EU no.551/2004 and EU no.552/2004, with the aim of improving efficiency of activities and ensuring more balanced development of the European aviation system (O.J. L 300, of 14.11.2009, page 34);

2. in Regulation no.1108/2009, by EU Parliament and Council (EU), of 21 October 2009, which has superseded Regulation (EU) no.216/2008 concerning airports, air traffic control and air navigation services, also cancelling Directive 2006/23/EU (published in O.J. L309, of 24.11.2009, p.51);

3. in EU Commission’s Regulation no.1035/2011, of 17 October 2011, laying down common requirements for providing services of air navigation and amending the EU regulation no.482/2008, also the UE no.691/2010 (published in O.J. L271, of 18.10.2011, p.23, amended).

UE Commission’s Regulation no.1035/2011 comprises common requirements for the provision of Air Navigation Services (ANS), particularly the obligation, according to which, institutions that provide air navigation services are in charge of managing the safety of all their services teams. In this connection, such institutions establish formal contact with all committed entities which may influence the safety of their teams directly. In addition, in line with Annex II of the above-named Regulation, institutions which provide air control services have SMSes as part and parcel of their systems of management of their teams. The SMSes are expected to assure systematic management of safety in a formalized, explicitly defined and proactive manner. They must be based on a declared safety policy which defines the organization’s basic approach to safety management.

Eurocontrol has prepared a number of GM documents, comprising, among other things, a discussion of requirements of the Commission’s (UE) no.1035/2011, together with ready-made checklists.

III.1.4. Training organizations

The requirements related to implementation of a Management System in training organizations have been described in Annex III to the Basic Regulation that stipulates fundamental requirements concerning pilot licencing.

Regulation no.1178/2011, by the Commission (UE), of 3 November 2011, is basic, implementary in the scope of organizing pilot training; it laid down technical specifications and administration procedures that relate to crews in civil aviation, according to EU Parliament and the Council’s regulation no.216/2008, amended by:

1.UE Commission’s Regulation no.290/2012, of 30 March 2012 (published in O.J. L100 of 05.04.2012, page 1, amended);

2.UE Commission’s Regulation no.70/2014, of 27 January 2014 (published in O.J. L23 of 28.01.2014, page 33, amended);

3. UE Commission’s Regulation no.245/2014 of 12 March 2014 (published in O.J. L74 of 14.03.2014, page 33); and

4.UE Commission’s Regulation no.2015/445, of 17 March 2015 (published in O.J. L74 of 18.03.2015, page 1).

Article 10a of the above-named implementary regulation and ORA.GEN.200 rule, as placed in Section II, Sub-part GEN, Annex II to said regulation, are the basic rules that stipulate the necessity to implement a Management System.

Alike in the case of aircraft operators (see Part III.1.1.’Aircraft Operators’), independently from the general rule of trimming Management Systems to the size and complexity of a given organization in which the system was implemented, European rules make a breakdown of aviation training organizations from the point of requirements related to the Management System, into such groups:

1. *non–complex* organizations;
2. *complex* organizations.

Criteria of the above-stated breakdown, depicted in AMC1 ORA.GEN.200(b) and supplemented by CAA President’s said Guideline no.2, of 21 March 2014.

The kind of organizations of pilotage training that are additionally singled out for requirements that relate to risks to safety management and monitoring for compliance, are organizations which arrange training only in LAPL, PPL, SBL or BPL.

III.1.5. Aero-medical centres

The requirements that relate to Management Systems at centres of aviation medicine are described in Annex III to the Basic Regulation which depicts fundamental requirements related to pilot licencing.

UE Commission’s Regulation no.1178/2011 of 3 November 2011 that laid down technical specifications and administration procedures that relate to crews in civil aviation according to EU Parliament and the Council’s regulation no.216/2008, as amended by the regulations pointed out in regulations of Part III.1.4., constitutes an implementation regulation that controls matters of aviation medicine centres.

Article 10c of said implementation regulation and Regulation ORA.AeMC.200, as placed in Section II, Sub-part AeMC, Annex VII to said Regulation, constitute core rules.

Irrespective of the general rule of trimming Management Systems to the size and complexity of a given organization wherein the system was implemented, European rules put aviation training organizations into the *non–complex* group.

III.1.6. Maintenance organizations; management of continuous airworthiness, production- and design organisations

In the case of approved providers of services, organizations that provide countinuous airworthiness, also production- and design organizations, there are no, as yet, binding or precise requirements on the European level, unlike in the case of pilot training organisations and aircraft operators.

However, it should be pointed out that the European Aviation Safety Agency has taken legislative steps aimed at putting SMS components into the Commission’s (UE) regulations no.1321/2014 and no.748/2012. In this scope, it is worth pointing to, among other documents, to EASA’s NPA-2013-01 (B) "*Embodiment of Safety Management System (SMS) requirements into Commission Regulation (EC) No 2042/2003”* (presently 1321/2014) and to NPA 2015–03 “*Embodiment of Level of Involvement (LOI) and Safety Management System (SMS) requirements into Part–21*”. An analysis of new projects on the extent of organization of management of cointinuous airworthiness, at providers of services and at manufacturing and designing organizations, points out to a high similarity of the solution in UE Commission’s Regulation no.965/2012. According to a projected provision, organizations that are engaged in servicing, production, designing and management of continuous airworthiness will have to establish their own systems of management and delineate duties and responsibilities within their organizations’ structures, inclusive of Accountable Manager’s direct responsibility.

It is worth pointing to that under the ORO.GEN.200a(3) rule, each aircraft operator (mentioned in Part III.1.1.’Aircraft Operators’) must implement some SMS, one which will incorporate issues of continuous airworthiness even if the CAMO organization, co-operating with the aircraft operator, has not implemented its own SMS. Thus, the aircraft operator’s SMS procedures should suffice integrity in airworthiness-related safety management.

In addition, within one’s own SMS, aircraft operators should provide, through stipulations in services agreements with AMO, proper observance of rules of flow of information and proper coordination of safety-related activities.

III.1.7. Groundhandling service providers

As of today, groundhandling service providers are not bound to implement and keep any SMS. However, this does not mean that this kind of entities is entirely exempt from safety management.

The necessity to work with airport authorities and obey the INOP instructions is in the essence of groundhandling.

According to the ADR.OR.D.025 provision in the UE Commission’s Regulation no.139/2014, of 12 February 2014, every certifed aerodromes operators is bound to ensure that its management system provides for coordination and compatibility with safety procedures of other on-going organizations or otherwise providing services at a given airport. According to the letter (b) of the aforesaid provision, every aerodrome operator is additionally bound to ensure that such airport-based organizations (e.g. groundhandlers) have safety procedures compatible with specific stipulations of the Basic Regulation and its implementation regulations, also with stipulations as formulated in the airport operations instructions. Thus, under the said provision, any aerodrome operator may put elements of its SMS into its airport operations instructions, and the on-going organizations and providers of services are bound to observe them.

A similar situation takes place in the case of aircraft operators who made commercial contracts with groundhandling service providers. Within a signed contract, any aircraft operator may demand that groundhandler’s safety management-related procedures were in line with his safety policy and SMS procedures. Thus, groundhanding service providers must be prepared for a situation wherein implementation of an SMS, not obligatory from the point of SMS provisions, will be indispensable for execution of their activities directed towards the aircraft operators with whom they have contracts, or towards the airport which provided for such requirements in its instructions of operations.

III.2. Assessment of safety at aviation entities

The use of standard forms of training, procedures and tools by aviation supervisory organs may help assess indyvidual organizations considerably. It relates to assessing the organizations which carry out air activities in more than one area named in the Basic Regulation. Thus, CAA President’s supervision of SMS systems at entities will become integrated rather than performed in processes separated from each other. Assessment of an SMS at an entity contains evaluation of the method with which the entity arranges and monitors its safety and reviews its SPI indicators.

In order to help organizations to implement SMS and prepare methods of identification of hazards, the CAA President holds workshops and seminars wherein SMS subjects are discussed. These are, among other subjects, standardization workshops for CAA inspectors and conferences for representatives of aviation community. On CAA website one can find applicable promotional and teaching materials.

Assessment of an SMS is two-stage:

1. First, entire documentation of the organization’s operations are checked for compliance with SMS requirements as defined in EU implementation regulations and standards that are required in Part 1.1., ICAO-*SMM Doc.9854* manual*.* The following documentation falls under CAA President’s acceptance:

a) System Safety Management Manual,

b) Compliance Monitoring Manual,

c) management procedures in the Ops Manual, including management of a change:

2. In case the documentation has been accepted, during a next check the CAA President verifies:

a) that internal procedures are really fulfilled at the given organization according to the accepted documentation;

b) that the Safety Management System at the given organization is effective.

Checking SMS’es effectiveness consists in checking whether the identification of hazards, the analysis of risks and the appertaining actions do translate onto the organization’s safety level. To check effectiveness of an SMS, the CAA President uses the tools designed by Safety Management International Colaboration Group (SM ICG). This tool is based on a number of indicators, meant to help the aviation supervision authority to assess effectiveness of SMS systems in use with organizations of different types. It calls for interaction with the organization, inclusive of talks with entire personnel of the organization in the framework of assessment activity. The tool provides for a possibility to use various methodologies, from traditional supervision based on checking for compliance, to supervision which consists in checking operations, ergo, the SMS’es effectiveness, let alone compliance.

The purpose of the tool is to point to an expected SMS standard which functions in the organization in the context of compliance with the SMS’es regulations and its functioning for the sake of effective management of risks.

The tool was designed for harmonization of approach to SMSes on a global scale, establishing an equivalent standard in their supervision. SM ICG members have undertaken and will undertake efforts aimed at ensuring that aviation industry obtain the same level of effectiveness.

Concerning the SPI indicators, as set by the organization itself, the concept of SMS implementation was accepted. The concept was published in ICAO Safety Management Manual, consisting in the entity’s self-setting of SPIs only after the SMS has been implemented and became stable. Thus, organizations will be bound to fulfill requirements concerning the setting of SPI,SPT, AL, etc., as late as 12-24 months from implementation of an SMS itself. Such approach allows for implementation and development of SMSes in organizations, in keeping with general rules and not from the angle of numerical values of selected indicators.

The ALoSP, applied to the SMS level which is required at entities, has been set in the Safety Plan.

III.3. Profiling aviation entities for safety

The CAA President performs profiling of aviation entities from the point of view of safety in the areas of:

1. flight personnel, and

2. aircraft operations.

Profiling consists in covering a given entity by day-to-day supervision, based on:

1. Supervision Performance Programme, in the case depicted under 1;

2. Continuous Supervision of Operations, in tne case depicted under 2;

as per the rules of *Performance Based Oversight*.

Audits, carried out within daily supervision, are performed at each entity and cover the listed areas, based on the entity-specific rules and procedures and taking into consideration the entity’s size and level of complexity, speed of response to emerging hazards, complexity of fleet, kind of operations and scope of activities (risk profile).

Both the Supervision Performance Programme and the Continuous Supervision of Opertions determine audit frequency during a given cycle of supervision.

An analysis at each certificate holder is carried out each year, and additionally in the following cases:

1) after implementation of the change under approval;

2) after an air occurence;

3) after obtaining any information related to the safety of operations performed by a given organization, and

4) after uncovering any irregularities on Level 1.

Here are sources of information for the analysis:

-reports from audits, periodical and ad hoc inspections,

-register of irregularities, including, among other things, information about outdated irregularities,

-entity’s papers,

-information about air occurences,

-register of changes at organizations,

-reports from internal audits,

-outcome in the scope of safety and law abiding, and

-other pieces of information about organizations, obtained by CAA.

According to EU requirements, the first cycle of supervision planning, staged after issuance of certificate, may not exceed 24 months. The maximum interval between audits has been determined by EU regulations as 4 years.

In the scope of profiling airport authorities and service providers (AWC and AHAC), pertinent procedures and criteria are being prepared.

PART IV – Assuring safety

IV.1. Overseeing safety

CAA Inspectors supervise organizations based on procedures prepared for same. The procedures are published in CAA President’s guidelines and Manuals of Certifiction and Supervision. Details can be found in ‘Regulations enforcement and implementation policy’ (see Part II.3) where it is stressed that supervision serves entities’ achieving compliance with rules and requirements. Failure to obey these rules and requirements may bring about statutory sanctions, inclusive of penal.

According to the model of supervision, adopted in EU regulations, such irregularities are categorized according to their impact on safety, beginning with irregularities which do not influence any safety level, ergo, calling for a schedule of remedial actions on the part of the entity, and ending with irregularities concerning a baseline level whereon CAA’s action(s) may involve suspension of awarded powers and/or withholding of any operation(s).

In the case of an organization which encounters problems of keeping a proper level of safety, it is possible to entail it with additional supervisory actions and multiply the number of inspections (e.g. setting a schedule of monthly inspections). Such actions have already been applied by the CAA President.

Said model of stepping up sanctions along with a progressive division of activities in the scope of supervision is supposed to maintain proper standards by aviation entities.

IV.2. Safety related information dissemination

Primary circulation of safety related information in the territory of the Republic of Poland falls back on mandatory reporting of air occurrences. Irrespective of this requirement, there exist extra procedures of reporting not only air occurrences but first of all such occurrences which influence safety in civil aviation. The procedures fall back on reporting voluntarily and confidentially. It was provided that such reporting can be anonymous.

Pieces of information from these systems undergo an analysis for identification of hazards, anticipation of possible scenarios of occurence and assessment of risks.

IV.2.1. Air occurrence/accident/incident mandatory reporting system

The Aviation Law, in Article 135a points to entities which, in the framework of the national mandatory reporting system, have been bound to report to PKBWL occurrences of breaks in operations, defects, aircraft/aircraft component’s failure, or any other occurrence which had or might have had some impact on flight safety. Such occurrences should be reported to PKBWL during 72 hours from existance. Based on ORO.GEN.160, aircraft operators report these occurrences additionally to organs of aviation supervision and are bound to report any unserviceabilities and technical failures to design organizations.

Based on the system of mandatory reporting of occurrences, CAA President’s actions consist in, among other things, collecting and processing information about air occurrences in the European Coordination Centre for Accident and Incident Reporting Systems (ECCAIRS), in particular:

- collecting and analysing reports on aviation occurrences, occurrence investigations, and information obtained from other sources, for the purpose of encrypting air occurrences;

- standardizing information (occurrences) with the use of taxonomy of ICAO ADREP (Accident/Incident Data Reporting), HEIDI (Harmonisation of European Incident Definitions Initiative for ATM), CAST (Commercial Aviation Safety Team) and that of ATA (Air Transport Association of America);

- preparing short analyses on the basis of the data at hand, and

- integrating and disseminating information among national and EU organs and aviation institutions.

Entering pieces of information into the system consists in, first of all, standardizing the pieces, i.e. encrypting information about occurrences in unambiguous to all wording that enables exchange of information between users and gives a possibility to carry out analyses on coherent data on various levels, subject to the needs of institutions in possession of the data.

Entering data into ECCAIRS lies in the hands of specialized teams in the Office of Civil Aviation Safety Management and is done based onreporting forms received from Polish and foreign (where applicable) entities which have been bound to do so under the EU Parliament ans Council’s Regulation no.996/2010 in the matter of investigating into accidents and incidents in civil aviation and under the EU Parliament and Council’s Regulation no.376/2014 of 3 April 2014 in the matter of reporting and analyzing occurrences in civil aviation and undertaking applicable follow-on actions (in use since 15 November 2015), also under the Aviation Law.

In keeping with the ICAO ADREP, HEIDI, CAST, ATA taxonony, 2265 aviation occurrences have been entered into ECCAIRS out of 2794 that were received on reporting forms in 2014 (the difference is due to the various sources reporting the same occurence).

Personal particulars are not entered into the base. The base is used independently, within their competences, by the CAA President and by PKBWL. The base may also be used by competent organs of EU Member States and the EU Commission, as entities committed to exchanging flight safety information.

Within ‘*Just Culture’*, in the scope of the system of statutory reporting, a ban on discrimination of workers who made reports was put into Aviation Law. Additionally, the provision of Article 135a sec.5, Air Law has it that subject to penal regulations, no proceedings for unintentional infringement of law(s) are instituted, save the cases of gross negligence that came to light owing to a report made uner the mandatory reporting system. The above-mentioned mechanisms may secure reporters, ergo, enable further reporting which, otherwise, would go uncovered. Whether a given case falls under gross negligence is left to law enforcement to decide, with EU and domestic laws not going into defining. An analysis of reports should lead to establishing all indispensable preventive actions. Thus, it is necessary to classify each report to some level in the base, one which will provide the process of nation-wide risks management with basic information.

Analyses of such data are carried out by teams of specialists in providing State safety, whose task is to:

* prepare and monitor SPI for all major hazards to safety,
* idetify trends,
* prepare detailed analyses of particular matters of safety, and
* promote results.

The data, obtained from analyses, influence activities on the part of supervisory authorities and, owing to their accessability to the aviation community, are supportive of SMSes at aviation entities.

According to CAT.GEN.MPA.200 letter *e*), UE Commission’s Regulation no.965/2012 of 5 October 2012, aircraft operators are bound to report forthwith to the CAA President and to competent organs of the State:

1. any accident and incident involving hazardeous materials;
2. uncovering any unreported or misreported load or mail of hazardeous materials, and
3. finding hazardeous materials with passengers and crews, or in their baggage, also discrepancies with regulations in Part 8 of Technical Instructions for Safe Transportation of Hazardeous Goods by Air (ICAO Dok. 9284–AN/905).

When a report like this reaches the CAA President, he shall take steps to prevent any repetition of accidents and incidents involving hazardous materials transported by air, in particular through an investigation into the circumstances surrounding such an event, to the extent he deems appropriate to the weight of the case.

According to the European Parliament and EU Council’s Regulation no.376/2014 of 3 April 2014 On reporting and analysing incidents in civil aviation and taking follow-up actions, each Poland-based organization is obliged to prepare a procedure for analysing events, designed to identify hazards to safety as they crop up from specific events or clusters of events. Based on such an analysis, organizations determine all forseeable corrective or preventive actions meant to improve air safety, and then establish a procedure for monitoring the implementation of such actions and evaluation of their effectiveness. The organizations, without prejudice to other provisions, are obliged to report to the CAA President occurrences and any analyses.

IV.2.2. Voluntary and confidential/anonymous systems of reporting air safety-related information

According to article 135c paragraph 1 of Aviation Law, a system of voluntary and confidential reporting of information related to flight safety in civil aviation is kept, one which enables reporting, collecting and analyzing information about irregularities affecting civil aviation, which do not require mandatory reporting but which are perceived by reporters as existing or potentially hazardeous to flight safety.

This unravelling of domestic law is consistent with provisions of the European Parliament and the Council’s (EU) Regulation no.376/2014 of 3 April 2014. On reporting and analysing incidents in civil aviation and taking adequate follow-on activities. According to article 5 of said Regulation, member States shall establish a system of voluntary incident reporting to facilitate collection of information on occurrences unreported to the system of compulsory reporting of incidents and other safety-related information that could pose some hazard to aviation safety.

Article 6 of said Regulation lays on Member States the duty to designate an entity which, independently, will engage in collecting, evaluating, processing, analysing and storing information; requests are to be dealt with in a manner that prevents any use of information for purposes other than safety; the other duty is to protect confidentiality of applicant’s identity as well as the persons mentioned in a given report. Such assurance of anonymity of sources, repeated in Article 16 of said Regulation, is greatly important for promotion of a system of voluntary reporting of occurrences.



According to CAA President’s Decision No.2 of 21 January 2014, entitled On the establishment of a team for a system of voluntary and confidential reporting of information affecting flight safety in civil aviation, a team was appointed, hereinafter referred to as "team" which, among other activities, shall run a publicly available website www.latajmybezpiecznie.org with which the team receive reports, publish their studies and analyses as well as disseminate safety culture in a broad sense. The team is made up of independent experts with both theoretical and practical knowledge of different aspects of aviation and who ensure confidentiality to reporting persons. Reporting information that affect flight safety in civil aviation in acceptable on fully anonymous terms. Annymous reports receive a complete analysis as well.

The basic premise which lay at the establishment of the team is to obtain from aviation communities such pieces of information which help to identify areas of potential hazard to air operations. Reporting such information in the framework of voluntary and confidential system enables the team to analyze specific problems which affect or may affect aviation safety.

PART V - Safety Promotion

Any action that leads to raising awareness of safety in civil aviation is called *Just Culture* and aims at increasing the number of occurrence reported both in the statutory and voluntary reporting systems. It is assumed that people are committed to and will make mistakes, yet, it is important to confess to them, because in this way they contribute to enhancing procedures aimed at improving air safety.

Just culture is provided by regulations and supported by practical activities aimed at raising awareness of safety.

Annex 19 to the Chicago Convention states directly that protection of safety-related information from any misuse is essential to ensuring its continued availability; any use of such information for other purposes may limit its availability in the future. It should be stressed that such sensitive pieces of information are gathered only for the purpose of improving aviation safety. Any use of this information in disciplinary / civil / administrative / or criminal proceedings is, in principle, exceptionally permissible only in cases leading to proving deliberate damage or gross negligence. The above provisions of Annex 19 are reflected in detail in article 134 of Aviation Law, which stresses that PKBWL, while investigating into circumstances and causes of air accidents and incidents, does not rule on the guilt and responsibility for same. Any findings related to circumstances and causes of accidents and incidents, uncovered during investigations, may be rendered for purposes other than prevention of accidents and incidents only for the purpose of criminal investigations, judicial or administrative proceedings, with court’s consent. Such cases fall under jurisdiction of the District Court in Warsaw, and while ruling on release of the findings, PKBWL weighs whether such disclosure is more important than the negative effects that may result from such disclosure and the aftermath of which may be domestic, also international, as well as detrimental to the current or future investigation(s) into air occurrences. According to art. 134 para. 1 of Aviation Law, members of PKBWL also receive protection and may not be called in as witnesses.

The following actions are not without significance in promoting the idea of fair treatment:

* conferences, workshops and seminars, held by the CAA President, on issues of safety management;
* Team-issued newsletters for users, referred to in section IV.2.2;
* training of CAA personnel;
* CAA President’s messages;
* safety analyses, carried out by the CAA President, and
* exchange of information, affecting safety on the EU level.

V.1. Forms of training, workshops, seminars

The CAA President holds cyclical conferences and workshops on issues of safety in civil aviation. The purpose of these meetings is to discuss safety issues, currently raised by aviation community. The conferences are attended by representatives of aviation organizations (among others, aviation training organizations, airport authorities, aircraft operators), pilots and other airspace users. A part of the meetings is held in the workshop formula so as to put more emphasis on practical aspects of the issues discussed. In order to reach out to specific groups of interest, the meetings are broken down into commercial and general aviation.

However, first of all, the conferences are focused on promoting *Just Culture* and raising awareness of all aspects connected with same, on both practical, formal and legal regulations in this scope. The presence at the conferences of aviation representatives as well as PKBWL is conductive to full exchange of knowledge and good practices. The conferences are also a good opportunity to discuss current initiatives of CAA in the scope of safety management as well as to present new proposals related to the European Union.

According to the CAA current training policies, internal training for employees are held, aimed at updating their knowledge in the scope of "Just Culture".

Internal regulations and procedures of the CAA ensure that its employees:

* are aware of existance of KPBwLC**,**
* have access to safety information,
* have information about the reason why activities are undertaken in the scope of security, and
* have information about the reason why procedures are implemented/altered in the scope of security.

On the initiative of this CAA and in cooperation with the Ministry of Justice, a series of workshops dedicated to *Just Culture* was held for representatives of the prosecutors’ offices.

V.2. Safety promotional materials

The CAA President actively supports issuance of all types of materials that promote civil aviation safety.

The Team for voluntary and confidential reporting information affecting flight safety in civil aviation publishes, based on an analysis of reports received, a safety bulletin (Biuletyn Bezpieczenstwa), distributed broadly.

Also, the CAA works with the European General Aviation Safety Team (EGAST) in the scope of general aviation, releasing publications destined for enhancement of the level of its safety.

V.3. The CAA President’s messages

CAA President’s communiques and guidelines are intended to improve the level of safety, based on conclusions drawn from the outcome of safety analyses, on occurrences in the air, and on co-operation with PKBWL. The comuniques are placed on the CAA webbsite.

Summary

The State Safety Programme (KPBwLC) is a reflection of how the Republic of Poland manages the safety of civil aviation. According to internationally accepted practice, translating this material into English and publishing it on the EASA website will allow interested parties world over to familiarize with the standards, obligatory in the territory of the Republic of Poland for the sake of aviation safety. It should be noted that KPBwLC, while being a reflection of standards and requirements relating to overseeing safety will evolve steadily along with changing regulations and standards in this scope. Notwithstanding the foregoing, annual updates of the Safety Plan which constitutes an attachment to this Programme, will allow all parties interested to be abreast with the level of safety aspects monitored by national supervisory organ. They will also be abreast with goals designated and results achieved.